



**I-95 Over Lake Marion Bridge
Replacements – Traffic Analysis**

November 2023

TRANSYSTEMS

Table of Contents

PROJECT BACKGROUND 1

Introduction..... 1

Study Area 1

 Figure 1 – Study Area Limits along I-95..... 1

 Figure 2 – Old Highway Number 6 Analysis Area 2

 Figure 3 – US 301, SR-14-400, and Gordon Road Analysis Area..... 2

 Figure 4 – US 301 and Liberty Hill Road Analysis Area..... 3

 Figure 5 – Buff Boulevard Analysis Area..... 3

EXISTING CONDITIONS 4

Crash Analysis 4

Existing Conditions Capacity Analysis..... 4

Existing Traffic Volumes 4

Existing Freeway Analysis 5

Existing Intersection Analysis 6

 Figure 6 – Intersection of US 301 with Buff Boulevard, Wells Road, and the Deluxe Inn
 Driveway 6

FUTURE CONDITIONS 9

Future Conditions Capacity Analyses..... 9

Future Conditions Freeway Analyses 9

Future Conditions Intersection Analyses..... 10

CONCLUSIONS 13

APPENDICES

Appendix A – I-95 Crash Report

Appendix B – Traffic Counts

Appendix C – Traffic Volume Figures

Appendix D – HCS and Synchro Analysis Reports

Appendix E – Area Growth Rate Historical Review and Projections

Project Background

Introduction

The I-95 Bridge Replacement project over Lake Marion proposes to replace the existing two-lane bridges NB and SB over Lake Marion with new bridges using a similar typical section for vehicular traffic (two lanes in each direction, NB and SB). TranSystems was contracted by SCDOT to analyze the proposed typical section to determine whether two lanes in either direction is of sufficient to accommodate future traffic volumes, and whether other modifications to the proposed design would be necessary to accommodate intersection and freeway operations within the study area. Study analysis years are existing year 2023, opening year 2029, and design year 2045.

Study Area

The study area extends along I-95 from Old Number 6 Highway (SC 6) at approximate milepost 98 in Santee, SC to Buff Boulevard at approximate milepost 108 near Summerton, SC. In addition to the I-95 corridor, some segments and intersections of state and local streets are also included in the study. These include Old Number 6 Highway (SC6) from the intersection of Bass Drive to the intersection of Mall Street; US 301 from the intersection with US Highway 15/St. Paul Road to the intersection with SR-14-400 and the intersection of SR-14-400 and Gordon Road/Dingle Pond Road; the intersection of US Highway 15 and Liberty Hill Road in St. Paul, SC; and Buff Boulevard from the intersection with US Highway 15/US 301/Wells Road to the I-95 ramp terminus intersections. Figures 1 through 5 illustrate the extents of the study area.



Figure 1 – Study Area Limits along I-95



Figure 2 – Old Highway Number 6 Analysis Area

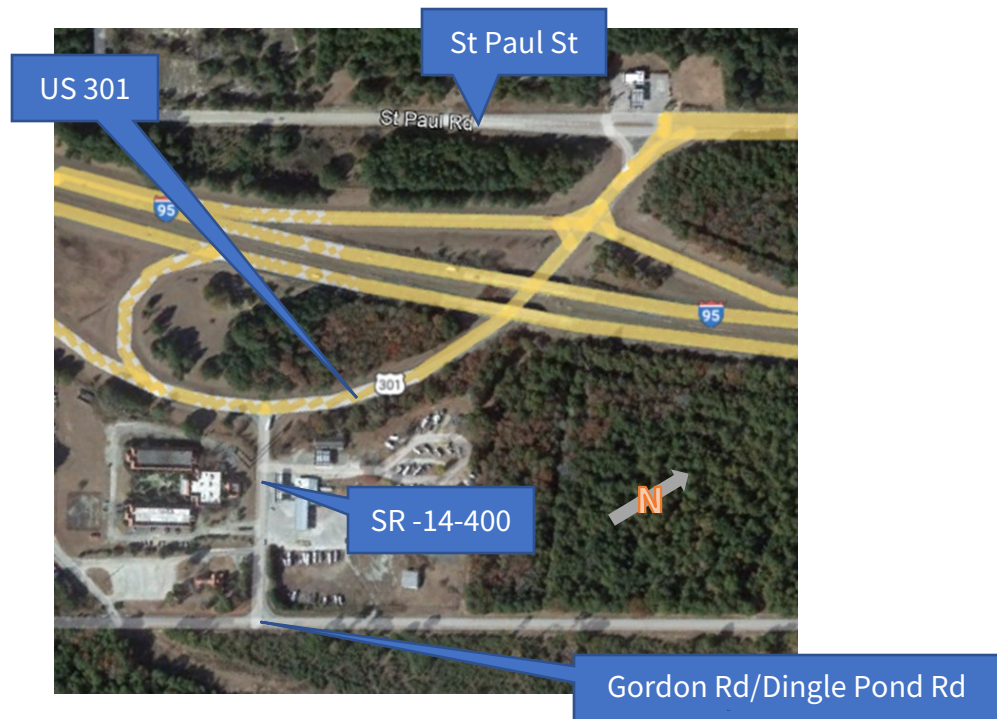


Figure 3 – US 301, SR-14-400, and Gordon Road Analysis Area



Figure 4 – US 301 and Liberty Hill Road Analysis Area



Figure 5 – Buff Boulevard Analysis Area

Existing Conditions

Crash Analysis

A crash analysis was performed by Haselden & Associates, and is attached to this study as **Appendix A**. The study found that the three most prevalent crash types were run-off-the-road/collisions with guardrail or median barrier (33%), rear-end (29%), and sideswipes (20%). The location with the highest crash density was the I-95 NB Rest Stop entrance and exit area just south of Lake Marion. Driving too fast for conditions and improper lane use/change were the most often cited probable causes of the collisions. Based on their review of the SCDOT Roadway Design Standards and similar crash data analysis reports, there are no improvements warranted to address the hot spots and fatalities listing in the Crash Data Analysis.

Existing Conditions Capacity Analysis

Existing Traffic Volumes

Continuous vehicle classification counts were taken at the following locations January 24-30, 2023:

- NB and SB on the I-95 Bridge over Lake Marion
- Old Highway Number 6 east of the NB ramp intersection with I-95
- I-95 NB rest area Exit Ramp
- I-95 SB rest area Entrance Ramp

AM, mid-day, and PM peak intersection turning movement counts were taken at the following locations on Tuesday, January 24, 2023:

- Old Highway Number 6 and Bass Drive
- Old Highway Number 6 and Bradford Boulevard
- Old Highway Number 6 and Britain Street
- Old Highway Number 6 and I-95 SB Ramps
- Old Highway Number 6 and I-95 NB Ramps
- Old Highway Number 6 and Mall Street
- US 301 and St Paul Road
- US 301 and I-95 SB Ramps
- US 301 and I-95 NB Ramps
- SR-14-400 and Gordon Road/Dingle Pond Road
- US 301/St Paul Road and Liberty Hill Road
- Buff Boulevard and Wells Road
- Buff Boulevard and I-95 SB Ramps
- Buff Boulevard and I-95 NB Ramps

To be conservative in the analysis, peak hour volumes were used on a per intersection basis, rather than adjusting for study-area-wide peak periods. Balancing and smoothing was therefore not performed between adjacent intersections. Heavy vehicle

percentages were also taken directly from the peak periods as observed in the traffic counts. Traffic count information is provided in **Appendix B**. Traffic figures with the existing and projected future traffic volumes are provided in **Appendix C**.

Existing Freeway Analysis

HCS 2022 was utilized to analyze the I-95 corridor in the NB and SB directions. The analysis showed LOS A and B for all segments along I-95 in both the NB and SB direction. The ramp merge and diverge analysis showed acceptable levels of service (LOS) for all peak periods (AM, Midday, and PM): LOS C or better. Summary tables 1 and 2 below illustrate the LOS for each direction of travel in each peak period.

Table 1 Existing 2023 NB I-95 Operational Results

<u>Location</u>	<u>LOS (Density in pc/mi/ln)</u>		
	AM Peak	Midday Peak	PM Peak
NB S of Old Hwy 6	A (7.6)	B (12.2)	B (11.9)
NB Hwy 6 Exit Ramp	A (9.1)	B (13.9)	B (13.1)
NB Hwy 6 Entrance Ramp	A (7.8)	B (12.2)	B (12.1)
NB Rest Stop Exit Ramp	B (10.1)	B (14.6)	B (14.9)
NB Rest Stop Entrance Ramp	A (8.1)	B (12.4)	A (7.8)
NB S of US 15	A (8.3)	B (12.8)	B (12.8)
NB US 15 Exit Ramp	B (9.8)	B (14.5)	B (13.1)
NB US 15 Entrance Ramp	A (7.6)	B (11.8)	B (10.8)
NB S of Buff Blvd	A (7.7)	B (12.1)	A (11.0)
NB Buff Blvd Exit Ramp	A (8.5)	B (13.4)	B (11.5)
NB Buff Blvd Entrance Ramp	A (7.0)	B (11.3)	A (9.6)
NB N of Buff Blvd	A (7.2)	B (1.5)	A (9.7)

Table 2 Existing 2023 SB I-95 Operational Results

<u>Location</u>	<u>LOS (Density in pc/mi/ln)</u>		
	AM Peak	Midday Peak	PM Peak
SB N of Buff Blvd	A (7.8)	B (12.3)	A (9.3)
SB Buff Blvd Exit Ramp	A (9.3)	B (14.0)	B (11.1)
SB Buff Blvd Entrance Ramp	A (8.8)	B (12.4)	B (10.3)
SB S of Buff Blvd	A (8.9)	B (12.6)	A (10.1)
SB US 15 Exit Ramp	B (11.3)	B (15.0)	B (11.7)
SB US 15 Entrance Ramp	A (9.9)	B (13.0)	B (10.9)
SB S of US 15	A (10.1)	B (13.3)	B (11.1)
SB Rest Stop Exit Ramp	B (12.2)	B (15.1)	B (13.4)
SB Weave b/t Rest Stop & Hwy 6	A (6.9)	A (8.5)	A (7.5)
SB Hwy 6 Exit Ramp	A (9.1)	B (12.2)	A (9.8)
SB S of Old Hwy 6	A (9.3)	B (12.6)	A (9.8)

Existing Intersection Analysis

Synchro 11 was used to complete the analysis of I-95 ramp termini and local street intersections.

For the intersection of US 301/Bufb Boulevard/Well Road, neither HCS nor Synchro can analyze an unsignalized intersection with 6 approaches. Due to the low approach volumes from the traffic counts on the Wells Road approach legs to the intersection, this location was analyzed with those legs omitted from Synchro modeling. Turning movements onto or from the Wells Road approaches were added to other legs of the intersection to simulate the turning movements from the omitted legs.



Figure 6 – Intersection of US 301 with Buff Boulevard, Wells Road, and the Deluxe Inn Driveway

The analysis showed that all intersections performed with a level of service (LOS) of C or better in all peak periods, as illustrated in Tables 3 and 4. Detailed HCS and Synchro analysis output is provided in **Appendix D**.

Table 3 Existing 2023 Signalized Intersection Operational Results

Location	AM Peak		Midday Peak		PM Peak	
	LOS (delay in s)	95 th %ile Queue (ft)	LOS (delay in s)	95 th %ile Queue (ft)	LOS (delay in s)	95 th %ile Queue (ft)
<i>Hwy 6 & Bass Dr Intersection</i>	B (16.5)	--	B (15.7)	--	B (16.8)	--
<i>Worst Performing Approach</i>	WB: C (24.5)	--	WB: C (24.5)	--	WB: C (27.2)	--
<i>Worst Perform. Movement</i>	WB LT: C (23.5)	92'	WB LT: C (30.7)	102'	WB LT: D (35.2)	108'
<i>Hwy 6 & I-95 SB Intersection</i>	B (14.3)	--	B (19.0)	--	B (20.0)	--
<i>Worst Performing Approach</i>	EB: C (23.5)	--	EB: C (30.7)	--	EB: C (31.1)	--
<i>Worst Perform. Movement</i>	EB T/R: C (23.5)	157'	EB T/R: C (30.7)	270'	EB T/R: C (31.1)	345'
<i>Hwy 6 & I-95 NB Intersection</i>	B (16.8)	--	B (20.0)	--	C (20.3)	--
<i>Worst Performing Approach</i>	WB: C (24.3)	--	WB: C (29.8)	--	WB: C (32.9)	--
<i>Worst Perform. Movement</i>	WB T/R: C (24.3)	170'	WB T/R: C (29.8)	251'	WB T/R: C (32.9)	268'

Table 4 Existing 2023 Unsignalized Intersection Operational Results

Location	AM Peak			Midday Peak			PM Peak		
	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)
Hwy 6 & Bradford Blvd	A (1.1)	NB LT: C (15.3)	NB RT: 4'	A (1.2)	NB LT: C (20.0)	NB RT: 4'	A (0.8)	NB LT: C (18.8)	NB LT: 4'
Hwy 6 & Britain St	A (1.1)	SB LTR: B (13.1)	SB LTR: 6'	A (1.4)	SB LTR: C (16.0)	SB LTR: 8'	A (1.6)	SB LTR: C (20.5)	SB LTR: 15'
Hwy 6 & Mall St	A (1.4)	NB LTR: B (13.4)	SB LTR: 7'	A (1.4)	NB LTR: C (17.5)	SB LTR: 7'	A (1.4)	NB LTR: C (20.1)	SB LTR: 10'
US 301 & St Paul Rd	A (7.4)	SB LTR: B (10.6)	NB RT: 5'	A (7.5)	NB T/L: B (10.1)	NB RT: 4'	A (8.2)	SB LTR: B (10.5)	NB RT: 10'
US 301 & I-95 SB Ramps	A (2.5)	SW LTR: A (9.8)	NB LT: 3'	A (3.0)	SW LTR: A (9.4)	NB LT: 3'	A (2.2)	SW LTR: B (10.6)	NB LT: 3'
US 301 & I-95 NB Ramps	A (4.4)	WB L/R: A (9.1)	WB L/R: 7'	A (4.3)	WB L/R: A (9.0)	WB L/R: 6'	A (2.9)	WB L/R: A (9.6)	WB L/R: 7'
SR-14-400 & Gordon Rd	A (4.0)	EB L/R: A (8.9)	EB L/R: 3'	A (5.9)	EB L/R: A (9.2)	EB L/R: 7'	A (6.9)	EB L/R: A (9.3)	EB L/R: 9'
US 301 & Liberty Hill Rd	A (4.9)	NB LTR: A (10.0)	SB LTR: 5'	A (4.2)	NB LTR: A (9.3)	SB LTR: 3'	A (4.5)	NB LTR: A (9.8)	SB LTR: 4'
US 301 & Buff Blvd	A (6.3)	SB LTR: B (11.9)	NB RT: 7'	A (6.2)	SB LTR: B (11.7)	NB RT: 8'	A (6.2)	SB LTR: B (14.7)	NB RT: 13'
Buff Blvd & I-95 SB Ramps	A (2.1)	WB LTR: A (9.7)	WB LTR: 10'	A (2.3)	WB LTR: A (9.9)	WB LTR: 10'	A (2.1)	WB LTR: A (9.8)	WB LTR: 9'
Buff Blvd & I-95 NB Ramps	A (6.3)	EB LTR: B (12.0)	EB LTR: 21'	A (6.2)	EB LTR: B (11.5)	EB LTR: 18'	A (7.8)	EB LTR: B (12.7)	EB LTR: 35'

Future Conditions

Future Conditions Capacity Analyses

The HCS and Synchro analyses were repeated using traffic volumes projected for the 2025 construction year, the 2029 opening year, and the 2045 design year. Traffic volumes for the I-95 mainline were grown from the existing year counts using a 2% growth rate. This growth rate was estimated for the I-95 mainline based on an analysis of the available ADT volumes from 2015 through 2022 within the study area. Volume records from 2020 were excluded from this analysis due to the unusually low traffic volumes that year as a result of the COVID pandemic. A separate analysis of the local streets and ramp intersections showed an approximate overall negative growth rate. A positive growth rate of 1% was therefore assumed for the local street intersection analyses in Synchro and for the ramp demand volumes in the HCS analysis. The 2022 AADTs for the freeway are recorded as approximately 40000 for the study area. Using the estimated 2% growth rate, the 2023 AADT is estimated at approximately 40800. The future and design year AADTs (2029/2045) are estimated at 45600 and 58400, respectively. The traffic growth calculations are provided in **Appendix E**. Traffic volume figures with the future traffic volumes are provided in **Appendix C**.

Future Conditions Freeway Analyses

The HCS freeway analysis of the 2029 opening year and 2045 design year continued to show acceptable levels of service for all peak periods: LOS C or better, as illustrated in Tables 5 and 6 below.

Table 5 Opening Year 2029 and Design Year NB I-95 Operational Results

<u>Location</u>	<u>LOS (Density in pc/mi/ln)</u>					
	2029 AM	2045 AM	2029 MID	2045 MID	2029 PM	2045 PM
<i>NB S of Old Hwy 6</i>	A (8.5)	B (11.1)	B (13.7)	B (17.7)	B (13.5)	B (17.4)
<i>NB Hwy 6 Exit Ramp</i>	A (9.9)	B (12.4)	B (15.4)	B (19.4)	B (14.7)	B (18.5)
<i>NB Hwy 6 Entrance Ramp</i>	A (8.6)	B (11.1)	B (13.6)	B (17.4)	B (13.6)	B (17.3)
<i>NB Rest Stop Exit Ramp</i>	B (11.0)	B (13.6)	B (16.0)	B (20.0)	B (16.5)	C (20.5)
<i>NB Rest Stop Entrance Ramp</i>	A (9.0)	B (11.5)	B (13.8)	B (17.6)	B (13.9)	B (17.8)
<i>NB S of US 15</i>	A (9.2)	B (11.9)	B (14.3)	C (18.4)	B (14.4)	C (18.5)
<i>NB US 15 Exit Ramp</i>	B (10.7)	B (13.3)	B (16.0)	C (20.1)	B (15.0)	B (18.9)
<i>NB US 15 Entrance Ramp</i>	A (8.4)	B (10.8)	B (11.8)	B (16.9)	B (12.2)	B (15.8)
<i>NB S of Buff Blvd</i>	A (8.6)	B (11.2)	B (13.5)	B (17.5)	B (12.5)	B (16.3)
<i>NB Buff Blvd Exit Ramp</i>	A (9.3)	B (11.7)	B (14.9)	B (18.7)	B (12.9)	B (16.5)
<i>NB Buff Blvd Entrance Ramp</i>	A (7.8)	B (10.1)	B (12.6)	B (16.3)	B (10.9)	B (14.3)
<i>NB N of Buff Blvd</i>	A (8.0)	A (10.5)	B (13.0)	B (16.8)	B (11.2)	B (14.8)

Table 6 Opening Year 2029 and Design Year 2045 SB I-95 Operational Results

Location	LOS (Density in pc/mi/ln)					
	2029 AM	2045 AM	2029 MID	2045 MID	2029 PM	2045 PM
<i>SB N of Buff Blvd</i>	A (8.8)	A (10.7)	B (13.8)	B (17.8)	A (10.5)	B (13.8)
<i>SB Buff Blvd Exit Ramp</i>	B (10.3)	B (12.1)	B (15.6)	B (19.5)	B (12.3)	B (15.6)
<i>SB Buff Blvd Entrance Ramp</i>	A (9.8)	B (11.7)	B (13.7)	B (17.6)	B (11.5)	B (14.8)
<i>SB S of Buff Blvd</i>	A (9.9)	B (13.0)	B (14.2)	C (18.2)	B (11.2)	B (14.7)
<i>SB US 15 Exit Ramp</i>	B (12.5)	B (15.6)	B (16.7)	C (20.9)	B (13.9)	B (17.4)
<i>SB US 15 Entrance Ramp</i>	B (11.0)	B (14.1)	B (14.5)	B (18.5)	B (12.1)	B (15.5)
<i>SB S of US 15</i>	B (11.3)	B (14.6)	B (15.0)	C (19.3)	B (12.3)	B (15.9)
<i>SB Rest Stop Exit Ramp</i>	B (13.4)	B (16.6)	B (16.8)	C (20.9)	B (14.7)	B (18.3)
<i>SB Weave b/t Rest Stop & Hwy 6</i>	A (7.7)	A (9.9)	A (9.6)	B (12.4)	A (8.3)	B (10.8)
<i>SB Hwy 6 Exit Ramp</i>	B (10.1)	B (13.1)	B (13.8)	B (17.6)	B (10.9)	B (14.1)
<i>SB S of Old Hwy 6</i>	A (10.4)	B (13.6)	B (14.2)	C (18.4)	A (11.0)	B (14.4)

Future Conditions Intersection Analyses

The Synchro analysis of the local streets and ramp terminus intersections in the 2029 opening year and 2045 design year showed similar results to the 2023 existing conditions analyses. The LOS for all local street and ramp intersections was shown to be LOS C or better in all peak periods in all analysis years. All approaches and movements were shown to be LOS D or better in all peak periods in all analysis years, as illustrated below in Tables 7 through 10. Detailed HCS and Synchro analysis output is provided in **Appendix D**.

Table 7 Opening Year 2029 Signalized Intersection Operational Results

Location	AM Peak		Midday Peak		PM Peak	
	LOS (delay in s)	95 th %ile Queue (ft)	LOS (delay in s)	95 th %ile Queue (ft)	LOS (delay in s)	95 th %ile Queue (ft)
<i>Hwy 6 & Bass Dr Intersection</i>	B (16.8)	--	B (16.2)	--	B (17.8)	--
<i>Worst Performing Approach</i>	WB: C (25.0)	--	WB: C (25.5)	--	WB: C (29.5)	--
<i>Worst Perform. Movement</i>	WB LT: C (30.5)	98'	WB LT: C (32.7)	110'	WB LT: D (40.0)	134'
<i>Hwy 6 & I-95 SB Intersection</i>	B (14.6)	--	B (20.0)	--	C (21.1)	--
<i>Worst Performing Approach</i>	EB: C (24.3)	--	EB: C (32.8)	--	EB: C (33.5)	--
<i>Worst Perform. Movement</i>	EB T/R: C (24.3)	168'	EB T/R: C (32.8)	294'	EB T/R: C (33.5)	374'
<i>Hwy 6 & I-95 NB Intersection</i>	B (17.5)	--	C (21.1)	--	C (21.5)	--
<i>Worst Performing Approach</i>	WB: C (25.6)	--	WB: C (32.1)	--	WB: D (35.3)	--
<i>Worst Perform. Movement</i>	WB T/R: C (25.6)	182'	WB T/R: C (32.1)	274'	WB T/R: D (35.3)	293'

Table 8 Design Year 2045 Signalized Intersection Operational Results

Location	AM Peak		Midday Peak		PM Peak	
	LOS (delay in s)	95 th %ile Queue (ft)	LOS (delay in s)	95 th %ile Queue (ft)	LOS (delay in s)	95 th %ile Queue (ft)
<i>Hwy 6 & Bass Dr Intersection</i>	B (18.3)	--	B (18.6)	--	C (20.4)	--
<i>Worst Performing Approach</i>	WB: C (27.6)	--	WB: C (31.2)	--	WB: D (36.4)	--
<i>Worst Perform. Movement</i>	WB LT: D (35.5)	115'	WB LT: C (44.0)	156'	WB LT: D (54.4)	172'
<i>Hwy 6 & I-95 SB Intersection</i>	B (15.9)	--	C (23.0)	--	C (29.4)	--
<i>Worst Performing Approach</i>	EB: C (27.2)	--	EB: D (39.1)	--	EB: D (50.4)	--
<i>Worst Perform. Movement</i>	EB T/R: C (27.2)	224'	EB T/R: D (39.1)	359'	EB T/R: D (50.4)	451'
<i>Hwy 6 & I-95 NB Intersection</i>	B (19.3)	--	C (24.0)	--	C (26.4)	--
<i>Worst Performing Approach</i>	WB: C (29.2)	--	WB: D (37.6)	--	WB: D (45.8)	--
<i>Worst Perform. Movement</i>	WB T/R: C (29.2)	249'	WB T/R: D (37.6)	337'	WB T/R: D (45.8)	358'

Table 9 Opening Year 2029 Unsignalized Intersection Operational Results

Location	AM Peak			Midday Peak			PM Peak		
	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)
<i>Hwy 6 & Bradford Blvd</i>	A (1.1)	NB LT: C (16.0)	NB RT: 4'	A (1.3)	NB LT: C (21.6)	NB RT: 4'	A (0.8)	NB LT: C (19.6)	NB LT: 5'
<i>Hwy 6 & Britain St</i>	A (1.2)	SB LTR: B (13.8)	SB LTR: 6'	A (1.4)	SB LTR: C (17.1)	SB LTR: 10'	A (1.7)	SB LTR: C (23.0)	SB LTR: 19'
<i>Hwy 6 & Mall St</i>	A (1.5)	NB LTR: B (14.3)	SB LTR: 7'	A (1.5)	NB LTR: C (18.7)	SB LTR: 8'	A (1.4)	NB LTR: C (22.2)	SB LTR: 11'
<i>US 301 & St Paul Rd</i>	A (7.4)	SB LTR: B (10.8)	NB RT: 5'	A (7.4)	NB T/L: B (10.2)	NB RT: 4'	A (8.2)	SB LTR: B (10.6)	NB RT: 10'
<i>US 301 & I-95 SB Ramps</i>	A (2.4)	SW LTR: A (9.9)	NB LT: 4'	A (3.0)	SW LTR: A (9.4)	NB LT: 3'	A (2.2)	SW LTR: B (10.8)	NB LT: 3'
<i>US 301 & I-95 NB Ramps</i>	A (4.4)	WB L/R: A (9.2)	WB L/R: 7'	A (4.3)	WB L/R: A (9.1)	WB L/R: 6'	A (2.9)	WB L/R: A (9.7)	WB L/R: 8'
<i>SR-14-400 & Gordon Rd</i>	A (4.0)	EB L/R: A (8.9)	EB L/R: 3'	A (5.9)	EB L/R: A (9.2)	EB L/R: 7'	A (7.0)	EB L/R: A (9.3)	EB L/R: 10'
<i>US 301 & Liberty Hill Rd</i>	A (4.9)	NB LTR: B (10.1)	SB LTR: 5'	A (4.1)	NB LTR: A (9.4)	SB LTR: 3'	A (4.5)	NB LTR: A (10.0)	SB LTR: 4'
<i>US 301 & Buff Blvd</i>	A (6.3)	SB LTR: B (12.2)	NB RT: 7'	A (6.3)	SB LTR: B (11.8)	NB RT: 8'	A (6.3)	SB LTR: C (15.4)	NB RT: 14'
<i>Buff Blvd & I-95 SB Ramps</i>	A (2.2)	WB LTR: A (9.8)	WB LTR: 11'	A (2.4)	WB LTR: A (10.0)	WB LTR: 10'	A (2.1)	WB LTR: A (10.0)	WB LTR: 10'
<i>Buff Blvd & I-95 NB Ramps</i>	A (6.5)	EB LTR: B (12.3)	EB LTR: 23'	A (6.4)	EB LTR: B (11.8)	EB LTR: 20'	A (8.0)	EB LTR: B (13.2)	EB LTR: 39'

Table 10 Design Year 2045 Unsignalized Intersection Operational Results

Location	AM Peak			Midday Peak			PM Peak		
	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)	Inters. LOS (delay s)	Highest Movem't LOS (delay s)	Highest 95 th %ile Queue (ft)
<i>Hwy 6 & Bradford Blvd</i>	A (1.2)	NB LT: C (18.1)	NB RT: 5'	A (1.4)	NB LT: D (27.1)	NB LT: 7'	A (0.9)	NB LT: C (22.2)	NB LT: 6'
<i>Hwy 6 & Britain St</i>	A (1.3)	SB LTR: C (15.5)	SB LTR: 9'	A (1.7)	SB LTR: C (21.5)	SB LTR: 15'	A (2.3)	SB LTR: D (32.9)	SB LTR: 32'
<i>Hwy 6 & Mall St</i>	A (1.6)	NB LTR: C (15.3)	SB LTR: 9'	A (1.7)	NB LTR: C (23.0)	SB LTR: 11'	A (1.8)	NB LTR: D (29.2)	SB LTR: 18'
<i>US 301 & St Paul Rd</i>	A (7.5)	SB LTR: B (11.1)	NB RT: 6'	A (7.5)	NB T/L: B (10.3)	NB RT: 5'	A (8.3)	SB LTR: B (11.1)	NB RT: 12'
<i>US 301 & I-95 SB Ramps</i>	A (2.5)	SW LTR: B (10.2)	NB LT: 4'	A (3.0)	SW LTR: A (9.6)	NB LT: 3'	A (2.3)	SW LTR: B (11.2)	NB LT: 4'
<i>US 301 & I-95 NB Ramps</i>	A (4.5)	WB L/R: A (9.3)	WB L/R: 9'	A (4.4)	WB L/R: A (9.2)	WB L/R: 8'	A (3.0)	WB L/R: B (10.0)	WB L/R: 9'
<i>SR-14-400 & Gordon Rd</i>	A (4.0)	EB L/R: A (9.0)	EB L/R: 3'	A (6.0)	EB L/R: A (9.4)	EB L/R: 8'	A (7.1)	EB L/R: A (9.5)	EB L/R: 12'
<i>US 301 & Liberty Hill Rd</i>	A (4.9)	NB LTR: B (10.1)	SB LTR: 6'	A (4.2)	NB LTR: A (9.5)	SB LTR: 4'	A (4.6)	NB LTR: B (10.1)	SB LTR: 5'
<i>US 301 & Buff Blvd</i>	A (6.4)	SB LTR: B (13.0)	NB RT: 8'	A (6.4)	SB LTR: B (12.7)	NB RT: 10'	A (6.5)	SB LTR: C (17.6)	NB RT: 17'
<i>Buff Blvd & I-95 SB Ramps</i>	A (2.2)	WB LTR: A (10.1)	WB LTR: 13'	A (2.4)	WB LTR: B (10.2)	WB LTR: 13'	A (2.1)	WB LTR: B (10.2)	WB LTR: 12'
<i>Buff Blvd & I-95 NB Ramps</i>	A (6.9)	EB LTR: B (13.4)	EB LTR: 30'	A (6.7)	EB LTR: B (12.6)	EB LTR: 25'	A (8.9)	EB LTR: B (14.9)	EB LTR: 54'

Conclusions

Based on the results of the HCS freeway analyses and the Synchro analysis of local street and ramp terminus intersections, the proposed two-lane sections for the NB and SB bridge decks should be adequate to support the projected design year traffic with acceptable levels of service provided in all peak periods. No additional or supplemental design changes are recommended at this time to improve the traffic operations within the study area.

Appendix A

PREPARED FOR:

Pat Smeeton, P.E. | Asst. Vice President/GA Planning & Traffic Lead

TRANSYSTEMS

I-95 over Lake Marion Bridge Replacements Clarendon & Orangeburg Counties – P041130

Crash Data Analysis

June 20, 2023

PREPARED BY:

**ELIZABETH H. CARPENTER, PE
PRESIDENT**



TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
INTRODUCTION	4
DATA COLLECTION	5
CRASH ANALYSIS & HOT SPOTS.....	8

LIST OF FIGURES

Figure 1 : Project Location Map.....	4
Figure 2: I-95 Crash Diagram (Mile Point 98.5-100.25)	6
Figure 3: I-95 Crash Diagram (Mile Point 100.25-102.3)	7

LIST OF Tables

Table 1 : Fatalities	8
----------------------------	---

LIST OF APPENDICES

Appendix A : Crash Data	A
-------------------------------	---

Executive Summary

The South Carolina Department of Transportation (SCDOT) is proposing a I-95 bridge replacement over Lake Marion in Clarendon and Orangeburg counties. For the study, historic crash data from the last eight years was reviewed for the entirety of the proposed bridge replacement along I-95 from mile point 98.5 to 102.3 northbound and southbound.

The 283 crashes were reviewed to identify hot spot locations and trends.

A majority of the crashes were classified as property damage only; however, 19% were classified as possible injuries, 2% as serious injury and 7 fatalities.

The most common crash type along I-95 was run of the road with 92 total crashes (33%). Rear-end collisions (29%), sideswipes (20%), and angle (9%) were the next most common crash types. The least common were collision animal (2%), other and pedestrian.

Study area hot spots are listed below:

- I-95 Northbound at the Rest Stop on and off ramp, 46 of the 283 crashes occurred at this location. Most of the manner of collisions were side swipe and rear end. Two of the crashes were serious injury.
- I-95 Northbound around mile point 100.5 just over the bridge, 18 of the 283 crashes occurred at this location. Most of the manner of collisions were rear end and fix object. One of the crashes was a fatality.
- I-95 Southbound around mile point 101.5 driving onto the bridge, 22 of the 283 crashes occurred at this location. Most of the manner of collisions were side swipe and fix object. One of the crashes was a fatality.

Introduction

Figure 1 shows the project limits of the crash data review. As stated previously, SCDOT is proposing to replace the bridge over Lake Marion on I-95 in Clarendon and Orangeburg Counties. For the corridor, historic crash data from the last eight years, from January 2015 through December 2022, was reviewed for the project study area. Data included crashes occurring on I-95 from mile point 98.5 to 102.3.



DATA COLLECTION

Crash data was provided for the project study area by SCDOT Safety Office staff for the eight year period from January 2015 through December 2022. Location, manner of collision, and severity were noted for crash locations on the entirety of the proposed bridge replacement along I-95 from mile point 98.5 to 102.3.

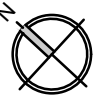
The following list shows the manner of collision classification:

- Not a Collision with a Motor Vehicle
- Non-Collision (run off road, rollover/overturn, jackknife, etc.)
- Collision with Object Not Fixed (animal, pedestrian, etc.)
- Collision with Fixed Object (guardrail, median, ditch, sign, tree, etc.)
- Rear End
- Head-on
- Rear-to-Rear (vehicle backing into the rear of another vehicle)
- Angle
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction

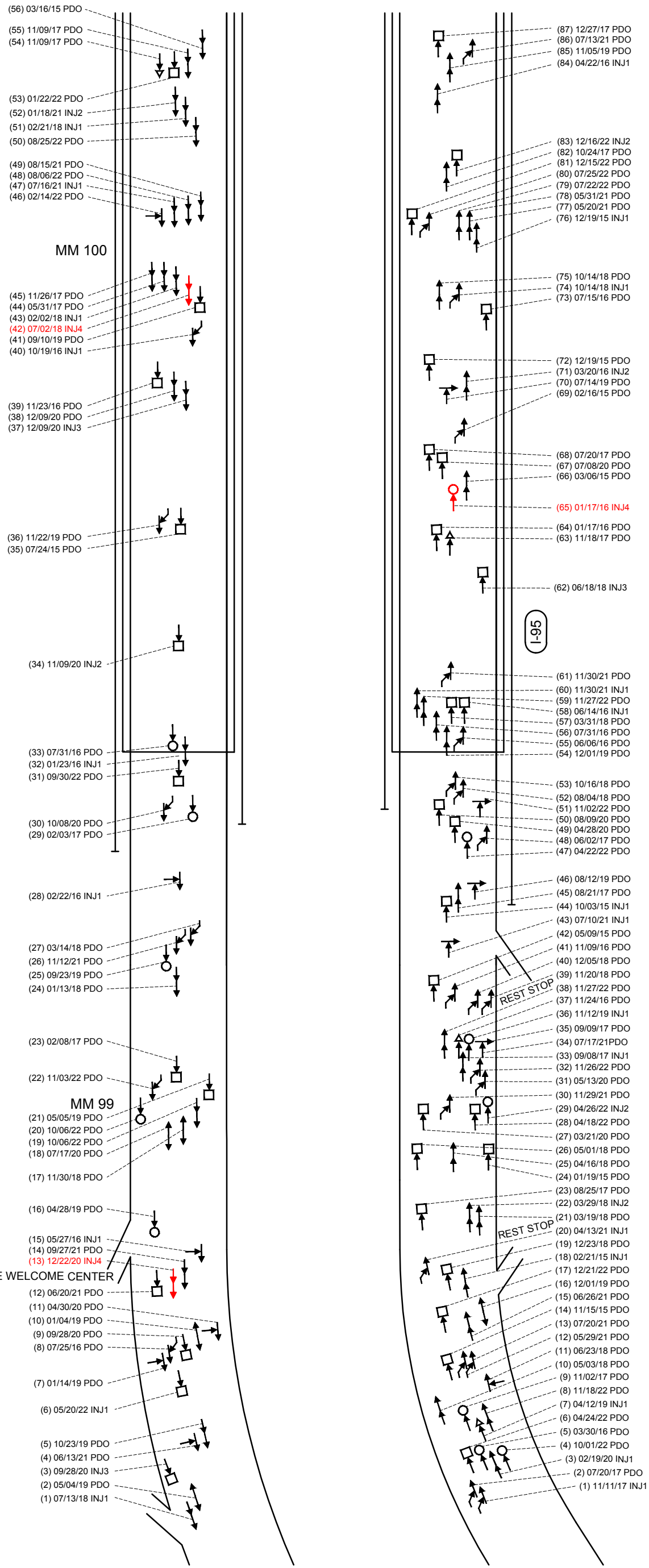
Injury Status is broken into five categories: property damage only (PDO) and INJ1 – INJ4, with INJ1 being the least severe and INJ4 as fatalities. The following is a description of the injury status codes:

- PDO – Property Damage Only
- INJ1 – Possible
- INJ2 – Non-Incapacitating
- INJ3 – Incapacitating
- INJ4 – Fatal

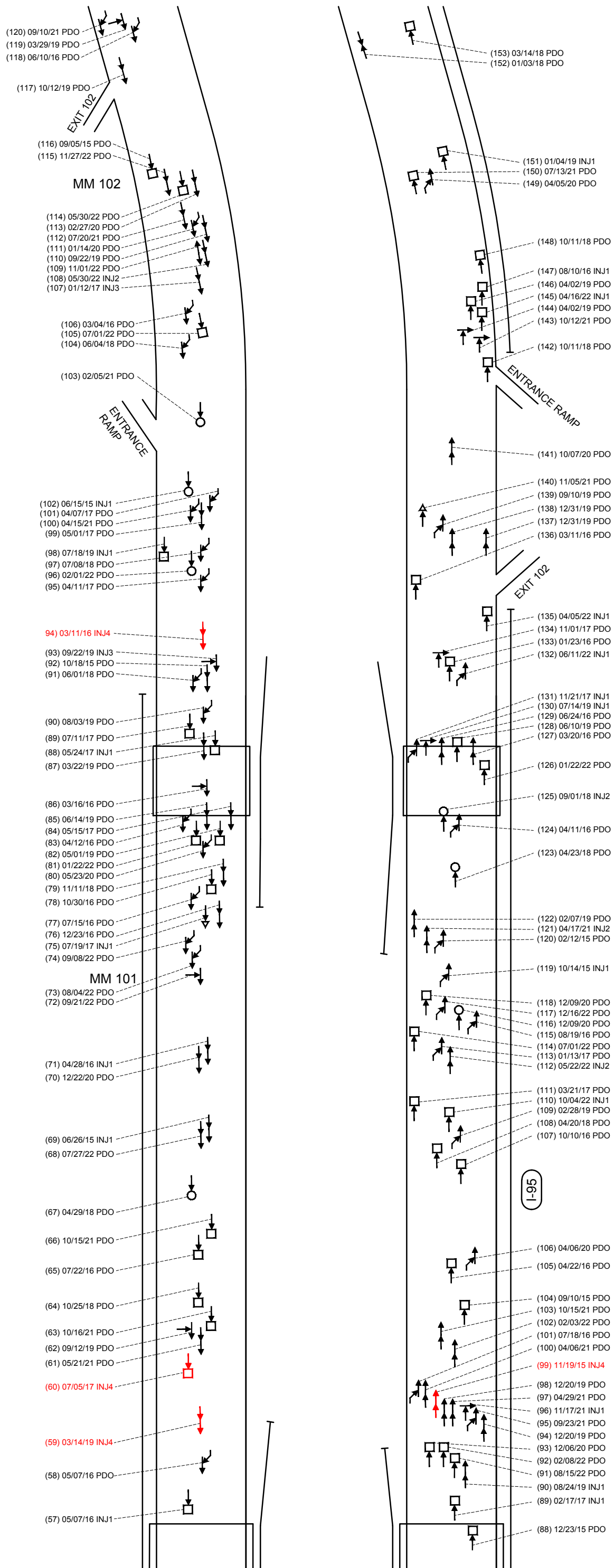
There were 283 crashes on I-95 reviewed. The SCDOT separated the crashes into a northbound (153 total crashes) report and a southbound (120 total crashes) report, a summary table of the raw data is provided in the **Appendix**. The crash data was mapped according to type and location and are shown on **Figure 2** (mile point 98.5 to 100.25) and **Figure 3** (mile point 100.25 to 102.3). The figures also provide a breakdown of the manner of collision (rear end, head-on, sideswipe, etc.) and the injury status (PDO, injury, or fatality (INJ4)) for each crash.



N.T.S.



Interstate Crashes Legend	
(x)	Crash Identification Number
XX/XX/XXXX	Date of Crash
Manner of Collision	
	Not Collision with Motor Vehicle in Transport (Non-Collision)
	Not Collision with Motor Vehicle in Transport (Collision with Object Not Fixed)
	Not Collision with Motor Vehicle in Transport (Collision with Fixed Object)
	Rear End
	Head-On
	Rear-to-Rear
	Angle
	Sideswipe, Same Direction
	Sideswipe Opposite Direction
	Unknown
Injury Status	
PDO	- Property Damage Only
INJ1	- Possible Injury
INJ2	- Non-Incapacitating Injury
INJ3	- Incapacitating
INJ4	- Fatal



Interstate Crashes Legend	
(x)	Crash Identification Number
XX/XX/XXXX	Date of Crash
Manner of Collision	
	Not Collision with Motor Vehicle in Transport (Non-Collision)
	Not Collision with Motor Vehicle in Transport (Collision with Object Not Fixed)
	Not Collision with Motor Vehicle in Transport (Collision with Fixed Object)
	Rear End
	Head-On
	Rear-to-Rear
	Angle
	Sideswipe, Same Direction
	Sideswipe Opposite Direction
	Unknown
Injury Status	
PDO	- Property Damage Only
INJ1	- Possible Injury
INJ2	- Non-Incapacitating Injury
INJ3	- Incapacitating
INJ4	- Fatal

CRASH ANALYSIS & HOT SPOTS

There were 283 total crashes, 153 northbound and 120 southbound, used for this analysis. A majority of the crashes were classified as property damage only; however, 18% were classified as possible injuries, 2% as serious injuries and 7 total fatalities (these are shown in red on the Figures 2 & 3).

The most common crash type along I-95 was run off the road comprising 92 of the 283 total crashes (33%). Rear-end collisions (29%) and sideswipes, same direction, (20%) were the next most common crash types. The least common was collision with a pedestrian (2 total).

Study area hot spots are listed below:

- I-95 Northbound at the Rest Stop on and off ramp 46 of the 283 crashes occurred at this location. Most of the manner of collisions were side swipe and rear end. Two of the crashes were serious injury.
- I-95 Northbound around mile point 100.5 just over the bridge 18 of the 283 crashes occurred at this location. Most of the manner of collisions were rear end and fix object. One of the crashes was a fatality.
- I-95 Southbound around mile point 101.5 driving onto the bridge 22 of the 283 crashes occurred at this location. Most of the manner of collisions were side swipe and fix object. One of the crashes was a fatality.

The 7 total fatality locations are shown in red on **Figures 2 and 3**. **Table 1** gives more detail on the fatality including year, mile point, direction on I-95, day or night, roadway conditions, probable cause and harmful event. There are no trends in location for the listed fatalities. The majority are rear end crashes southbound on I-95. One includes a Pedestrian on the roadway.

Table 1: Fatalities

Date	Mile point	Direction	light	SFC	MAC	Probable Cause	Harmful Event
12/22/2020	98.79	SB	day	dry	RE	Medical Related	Motor Unit (In Transport)
7/16/2021	99.91	SB	day	dry	RE	Driving too Fast for Conditions	Motor Unit (Stopped)
3/14/2019	100.47	SB	night	dry	RE	Other Improper Action	Motor Unit (In Transport)
5/21/2021	100.57	SB	day	dry	RE	Driving too Fast for Conditions	Motor Unit (In Transport)
3/11/2016	101.44	SB	night	dry	RE	Too Fast for Conditions	Motor Unit (In Transport)
1/17/2016	99.72	NB	night	dry	Angle	Obstruction in the way	Pedestrian
11/19/2015	100.47	NB	day	day	RE	Driving too Fast for Conditions	Motor Unit (Stopped)

Appendix
SCDOT Crash Data

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
CLARENDON/ORANGEBURG
I- 95 (INTERSTATE 95)
MP 98.5 to 102.3 (NB)

AADT: 40100
Functional Class: Rural - Principal Arterial - Interstate
01/01/2015 through 12/31/2022

Crashes by Injury Class

Fatal Crashes:	2
Serious Injury Crashes:	1
Other Injury Crashes:	33
PDO Crashes:	117

Total: 153

Crashes by Manner of Collision

Rear End:	41
Angle:	13
Sideswipe:	34
Head On:	1
Run off Road:	58
Animal:	2
Bicycle:	0
Pedestrian:	2
Other:	2

Total: 153

Special Contributing Factors

Night:	57
Day:	96
Not Reported:	0
Wet:	30
Dry:	123
Not Reported:	0

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I- 95 (INTERSTATE 95)
 MP 98.5 to 102.3 (NB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Statistics

Fatal Crashes:	2
Fatal Injuries:	2
Serious Crashes:	1
Serious Injuries:	1
Other Injury Crashes:	33
Other Injuries:	74
Property Damage Crashes:	117
Total Crashes:	153

Crash Location

Intersections:	2
Midblock Crashes:	151
Urban Crashes:	0
Rural Crashes:	153
MPO Crashes:	0
COG Crashes:	153

Manner of Collision

Angle:	13
Backed Into:	1
Head On:	1
Non Collision:	62
Rear End:	41
Rear To Rear:	0
Sideswipe, Opposite Direction:	2
Sideswipe, Same Direction:	32
Unknown:	1

Junction Type

Crossover:	1
Driveway:	0
Five Or More Points:	0
Four Way Intersection:	0
Non-Junction:	152
Railway Grade Crossing:	0
Shared Use Path Or Trails:	0
T-Intersection:	0
Traffic Circle:	0
Not Reported:	0
Unknown:	0
Y-Intersection:	0

Number of Units

1:	55
2:	84
3:	11
4+:	3

Crashes Involving

Pedestrians:	3
Bicycles:	0
Motorcycles:	1
Truck Tractors:	37
Fixed Objects:	63
Workzones:	0

Road Conditions

Dry:	123
Wet:	27
Snow:	1
Slush:	1
Ice:	1
Contaminate:	0
Water (standing):	0
Other:	0
Not Reported:	0

Light Conditions

Day:	96
Dawn:	5
Dusk:	8
Dark (Unspecified Lighting):	1
Dark (Street Lamp):	5
Dark (Street Lamp Not Lit):	0
Dark (No Lights):	38
Not Reported:	0

Weather Conditions

Blowing Sand, Oil, Dirt, Or Snow:	0
Clear:	121
Cloudy:	6
Fog, Smoke, Smog:	0
Rain:	24
Severe Crosswinds:	0
Sleet/Hail:	1
Snow:	1
Not Reported:	0
Unknown:	0

Traffic Control Type

Crash Harmful Event

Tree:	1
Utility Pole:	0
Other (Post, Pole, Support, ..):	0
Light/Luminance Support:	0
Overhead Sign Support:	0
Culvert:	0
Ditch:	4
Equipment:	0
Curb:	0
Embankment:	0
Guardrail End:	3
Fence:	1
Mail Box:	0
Highway Traffic Sign Post:	3
Guardrail Face:	26
Bridge Overhead Structure:	0
Bridge Parapet End:	0
Bridge Pier or Abutment:	0
Bridge Rail:	8
Impact Attenuator/Crash Cushion:	0
Median Barrier:	16
Other (Wall, Building, Tunnel, etc.):	1
Work Zone Maintenance Equip:	0
Other (fixed):	2
Unknown (fixed):	0
Animal (Deer Only):	2
Animal (all other):	0
Motor Unit (Stopped):	5
Motor Unit (Other Roadway):	0
Motor Unit (Parked):	8
Railway Unit:	0
Work Zone Maintenance Equip:	0
Other Movable Object:	2
Unknown Movable Object:	2
Cross Median/Center:	4
Spill (2-wheeled Units):	1
Ran off Road Left:	1
Ran off Road Right:	1
Overturn/Rollover:	0
Immersion:	0
Cargo/Equipment Loss or Shift:	0
Downhill Runaway:	0
Equipment Failure:	0
Fire/Explosion:	0
Jackknife:	0
Separation of Units:	0
Other - non Collision:	1
Unknown - non Collision:	0
Motor Unit (In Transport):	58
Undetermined:	0

South Carolina Department of Transportation

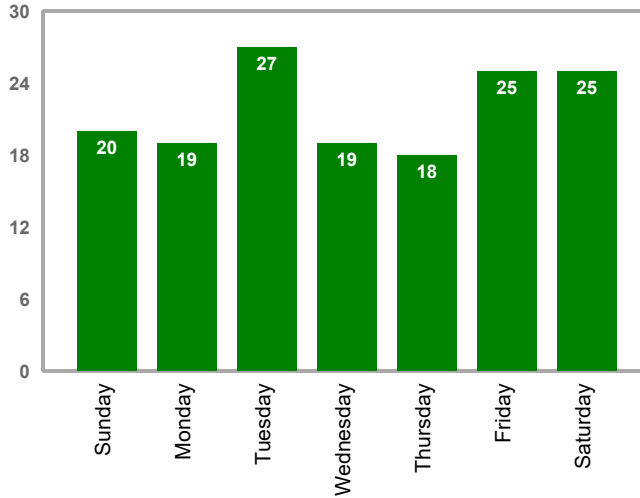
Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I- 95 (INTERSTATE 95)
 MP 98.5 to 102.3 (NB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

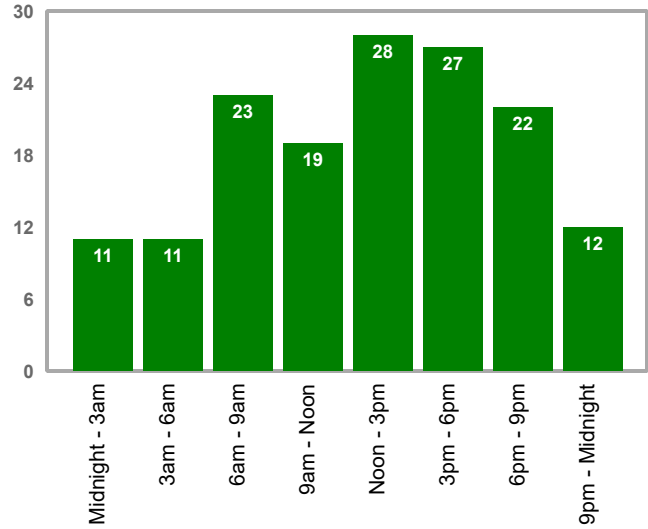
Yearly Comparison

Year	2015	2016	2017	2018	2019	2020	2021	2022	Total
Rear End	4	5	3	5	8	2	8	6	41
Angle	0	1	2	1	4	0	4	1	13
Sideswipe	3	5	5	5	2	3	7	4	34
Head On	0	0	0	1	0	0	0	0	1
Run Off Road	7	10	6	10	3	7	2	13	58
Animal	0	0	1	0	0	0	0	1	2
Bicycle	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	1	0	0	1	2
Other	0	0	0	0	2	0	0	0	2
	14	21	17	22	20	12	21	26	153

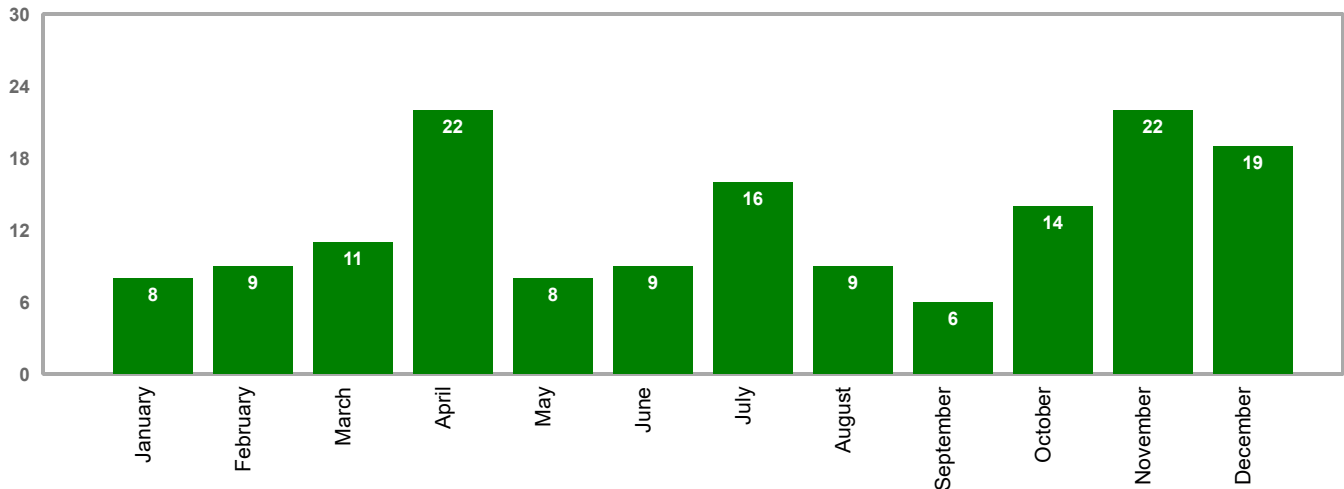
Day of the Week



Time of Day



Month of Year



South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I-95 (INTERSTATE 95)
 MP 98.5 to 102.3 (NB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Total Crashes: 153 Fatal Crashes: 2 Serious Inj Crashes: 1 Other Inj Crashes: 33 PDO Crashes: 117 Light: 96 Dark: 57 Dry: 123 Wet: 27

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
1	17659690	11/11/17	I-95	98.51	SC 6	Unknown	7	1	night	dry	SS	Improper Lane use/change	Median Barrier
2	17603662	07/20/17	I-95	98.52	SC 6	Unknown	9	0	day	dry	SS	Improper Lane use/change	Cross Median/Center
3	20206154	02/19/20	I-95	98.55	SC 6	Unknown	43	1	day	wet	RE	Unknown	Motor Unit (In Transpo
4	22270326	10/01/22	I-95	98.55	SC 6	Unknown	44	0	night	wet	none	Animal in Road	Animal (Deer Only)
5	16537012	03/30/16	I-95	98.56	SC 6	Unknown	100	0	night	dry	none	Cargo	Unknown Movable Object
6	22234285	04/24/22	I-95	98.56	SC 6	Unknown	50	0	night	dry	none	Driving too Fast for Con	Median Barrier
7	19568817	04/12/19	I-95	98.58	SC 6	Unknown	15	1	day	wet	UNK	Improper Lane use/change	Other - non Collision
8	22293066	11/18/22	I-95	98.59	SC 6	Unknown	48	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
9	17650095	11/02/17	I-95	98.6	SC 6	Unknown	33	0	night	dry	none	Animal in Road	Animal (Deer Only)
10	18562985	05/03/18	I-95	98.62	SC 6	Unknown	80	0	day	dry	RE	Driving too Fast for Con	Median Barrier
11	18589700	06/23/18	I-95	98.62	SC 6	Unknown	10	0	day	dry	Angle	Driving too Fast for Con	Motor Unit (In Transpo
12	21241793	05/29/21	I-95	98.66	SC 6	Unknown	10	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
13	21259640	07/20/21	I-95	98.66	SC 6	Unknown	9	0	day	wet	SS	Improper Lane use/change	Motor Unit (In Transpo
14	15630330	11/15/15	I-95	98.66	SC 6	Unknown	3	0	day	dry	none	Driving too Fast for Con	Median Barrier
15	21251822	06/26/21	I-95	98.69	SC 6	Unknown	60	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
16	19686505	12/01/19	I-95	98.73	SC 6	Unknown	10	0	day	dry	BI	Unknown	Motor Unit (In Transpo
17	22298867	12/21/22	I-95	98.73	SC 6	Unknown	65	0	night	wet	none	Tires/Wheel	Median Barrier
18	15518079	02/21/15	I-95	98.8	SC 6	Unknown	4	1	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
19	18690761	12/23/18	I-95	98.91	SC 6	Unknown	30	0	night	dry	none	Tires/Wheel	Guardrail Face
20	21231553	04/13/21	I-95	98.94	SC 6	Unknown	50	1	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
21	18536510	03/19/18	I-95	98.95	SC 6	Unknown	45	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Parked)
22	18545012	03/29/18	I-95	98.95	SC 6	Unknown	45	2	night	dry	RE	Driving too Fast for Con	Highway Traffic Sign P
23	17617702	08/25/17	I-95	98.95	SC 6	Unknown	30	0	day	dry	none	Tires/Wheel	Median Barrier
24	15506285	01/19/15	I-95	98.97	SC 6	Unknown	3	0	night	dry	none	Driving too Fast for Con	Highway Traffic Sign P
25	18550614	04/16/18	I-95	98.97	SC 6	Unknown	50	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
26	18559894	05/01/18	I-95	98.97	SC 6	Unknown	100	0	night	dry	none	Tires/Wheel	Median Barrier
27	20220473	03/21/20	I-95	99	SC 6	Unknown	200	0	day	dry	none	Driving too Fast for Con	Highway Traffic Sign P
28	22230900	04/18/22	I-95	99	SC 6	Unknown	230	0	day	wet	none	Driving too Fast for Con	Bridge Rail
29	22232346	04/26/22	I-95	99	SC 6	Unknown	80	2	night	dry	none	Other Improper Action	Pedestrian
30	21455539	11/29/21	I-95	99	SC 6	Unknown	10	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
31	20227838	05/13/20	I-95	99.01	SC 6	Unknown	99	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
32	22293708	11/26/22	I-95	99.02	SC 6	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
33	17620568	09/08/17	I-95	99.03	SC 6	Unknown	100	1	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
34	21259744	07/17/21	I-95	99.06	SC 6	Unknown	100	0	day	dry	Angle	Other Improper Action	Motor Unit (Parked)
35	17637232	09/09/17	I-95	99.06	SC 6	Unknown	154	0	night	dry	Angle	Other Improper Action	Motor Unit (Stopped)
36	19665218	11/12/19	I-95	99.06	SC 6	Unknown	60	1	day	wet	none	Failure to Yield RoW	Pedestrian
37	16665719	11/24/16	I-95	99.06	SC 6	Unknown	50	0	day	dry	none	Driving too Fast for Con	Ditch
38	22287236	11/27/22	I-95	99.07	SC 6	Unknown	50	0	day	dry	RE	Following too Closely	Motor Unit (In Transpo
39	18673139	11/20/18	I-95	99.09	SC 6	Unknown	3	0	day	dry	SS	Other Improper Action	Motor Unit (Parked)
40	18690725	12/05/18	I-95	99.09	SC 6	Unknown	50	0	day	dry	SS	Other Improper Action	Motor Unit (In Transpo

South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3

CLARENDON/ORANGEBURG

I-95 (INTERSTATE 95)

MP 98.5 to 102.3 (NB)

AADT: 40100

Functional Class: Rural - Principal Arterial - Interstate

01/01/2015 through 12/31/2022

Total Crashes: 153 Fatal Crashes: 2 Serious Inj Crashes: 1 Other Inj Crashes: 33 PDO Crashes: 117 Light: 96 Dark: 57 Dry: 123 Wet: 27

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
41	16654541	11/09/16	I-95	99.12	SC 6	Unknown	21	0	day	dry	SS	Improper Turn	Motor Unit (Parked)
42	15547350	05/09/15	I-95	99.14	SC 6	Unknown	80	0	night	dry	none	Driving too Fast for Con	Median Barrier
43	21257832	07/10/21	I-95	99.19	SC 6	Unknown	120	1	day	dry	Angle	Improper Turn	Median Barrier
44	15609587	10/03/15	I-95	99.2	SC 6	Unknown	3	1	night	wet	none	Under the Influence	Guardrail Face
45	17607828	08/21/17	I-95	99.24	SC 6	Unknown	25	0	day	dry	RE	Distracted/Inattention	Motor Unit (In Transpo
46	19617541	08/12/19	I-95	99.25	SC 6	Unknown	100	0	night	dry	Angle	Failure to Yield RoW	Motor Unit (In Transpo
47	22230558	04/22/22	I-95	99.32	SC 6	Unknown	200	0	day	dry	none	Debris	Other Movable Object
48	17568997	06/02/17	I-95	99.33	SC 6	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
49	20227902	04/28/20	I-95	99.36	SC 6	Unknown	78	0	day	dry	none	Tires/Wheel	Other (fixed)
50	20259074	08/09/20	I-95	99.37	SC 6	Unknown	140	0	day	dry	none	Driving too Fast for Con	Guardrail End
51	22285893	11/02/22	I-95	99.37	SC 6	Unknown	139	0	day	dry	Angle	Improper Lane use/change	Motor Unit (In Transpo
52	18609351	08/04/18	I-95	99.38	SC 6	Unknown	70	0	night	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
53	18650791	10/16/18	I-95	99.39	SC 6	Unknown	200	0	day	dry	SS	Tires/Wheel	Motor Unit (In Transpo
54	19686216	12/01/19	I-95	99.41	SC 6	Unknown	50	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
55	16568775	06/06/16	I-95	99.44	SC 6	Unknown	20	0	day	wet	SS	Improper Lane use/change	Motor Unit (In Transpo
56	16594411	07/31/16	I-95	99.45	SC 6	Unknown	50	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
57	18540335	03/31/18	I-95	99.48	SC 6	Unknown	100	0	day	dry	none	Improper Lane use/change	Median Barrier
58	16572541	06/14/16	I-95	99.48	SC 6	Unknown	50	1	day	wet	none	Tires/Wheel	Median Barrier
59	22297018	11/27/22	I-95	99.48	SC 6	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
60	21457003	11/30/21	I-95	99.49	SC 6	Unknown	50	1	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
61	21455778	11/30/21	I-95	99.5	SC 6	Unknown	100	0	day	dry	SS	Unknown	Motor Unit (In Transpo
62	18587248	06/18/18	I-95	99.62	SC 6	Unknown	150	3	day	dry	none	Under the Influence	Bridge Rail
63	17668770	11/18/17	I-95	99.69	US 15	Unknown	180	0	night	dry	none	Medical Related	Guardrail Face
64	16505352	01/17/16	I-95	99.7	US 15	Unknown	250	0	night	dry	none	Driving too Fast for Con	Bridge Rail
65	16505136	01/17/16	I-95	99.72	US 15	Unknown	275	4	night	dry	Angle	Obstruction in Roadway	Pedestrian
66	15522104	03/06/15	I-95	99.74	US 15	Unknown	250	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
67	20243903	07/08/20	I-95	99.75	US 15	Unknown	200	0	night	dry	none	Tires/Wheel	Guardrail Face
68	17594656	07/20/17	I-95	99.76	US 15	Unknown	190	0	night	dry	none	Driving too Fast for Con	Guardrail Face
69	15513643	02/16/15	I-95	99.78	US 15	Unknown	153	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
70	19607201	07/14/19	I-95	99.85	US 15	Unknown	213	0	night	dry	Angle	Following too Closely	Motor Unit (In Transpo
71	16532512	03/20/16	I-95	99.87	US 15	Unknown	185	2	night	dry	RE	Fuel System	Motor Unit (Parked)
72	15647358	12/19/15	I-95	99.88	US 15	Unknown	200	0	night	dry	none	Other (roadway)	Guardrail Face
73	16587260	07/15/16	I-95	99.9	US 15	Unknown	25	0	day	wet	none	Improper Lane use/change	Guardrail Face
74	18645380	10/14/18	I-95	99.99	US 15	Unknown	5	1	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
75	18645254	10/14/18	I-95	99.99	US 15	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
76	15647361	12/19/15	I-95	100.05	US 15	Unknown	178	1	night	dry	RE	Driving too Fast for Con	Bridge Rail
77	21239761	05/20/21	I-95	100.06	US 15	Unknown	218	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
78	21245147	05/31/21	I-95	100.06	US 15	Unknown	217	0	night	dry	RE	Under the Influence	Motor Unit (In Transpo
79	22259293	07/22/22	I-95	100.06	US 15	Unknown	223	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
80	22259294	07/25/22	I-95	100.06	US 15	Unknown	223	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo

South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I-95 (INTERSTATE 95)
 MP 98.5 to 102.3 (NB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Total Crashes: 153 Fatal Crashes: 2 Serious Inj Crashes: 1 Other Inj Crashes: 33 PDO Crashes: 117 Light: 96 Dark: 57 Dry: 123 Wet: 27

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
81	22297023	12/15/22	I-95	100.06	US 15	Unknown	150	0	night	wet	none	Under the Influence	Guardrail Face
82	17647607	10/24/17	I-95	100.09	US 15	Unknown	50	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
83	22307014	12/16/22	I-95	100.11	US 15	Unknown	662	2	day	dry	none	Tires/Wheel	Guardrail End
84	16555087	04/22/16	I-95	100.19	US 15	Unknown	100	1	night	wet	RE	Driving too Fast for Con	Motor Unit (In Transpo
85	19665179	11/05/19	I-95	100.2	US 15	Unknown	19	0	night	dry	RE	Driving too Fast for Con	Motor Unit (Parked)
86	21256762	07/13/21	I-95	100.23	US 15	Unknown	200	0	day	dry	SS	Driving too Fast for Con	Guardrail Face
87	17677827	12/27/17	I-95	100.26	US 15	Unknown	200	0	night	dry	none	Driving too Fast for Con	Guardrail Face
88	15648127	12/23/15	I-95	100.3	US 15	Unknown	200	0	day	dry	none	Driving too Fast for Con	Guardrail Face
89	17519102	02/17/17	I-95	100.37	US 15	Unknown	150	1	night	dry	none	Driving too Fast for Con	Guardrail Face
90	19622831	08/24/19	I-95	100.39	US 15	Unknown	200	1	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
91	22260869	08/15/22	I-95	100.4	US 15	Unknown	200	0	day	dry	none	Debris	Other (fixed)
92	22212662	02/08/22	I-95	100.43	US 15	Unknown	176	0	night	dry	none	Improper Lane use/change	Guardrail End
93	20347060	12/06/20	I-95	100.43	US 15	Unknown	100	0	night	dry	none	Driving too Fast for Con	Bridge Rail
94	19686290	12/20/19	I-95	100.44	US 15	Unknown	200	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
95	21279224	09/23/21	I-95	100.45	US 15	Unknown	267	0	night	wet	SS	Improper Lane use/change	Motor Unit (In Transpo
96	21294211	11/17/21	I-95	100.45	US 15	Unknown	200	1	day	dry	Angle	Tires/Wheel	Other (Wall, Building,
97	21229510	04/29/21	I-95	100.46	US 15	Unknown	100	0	day	dry	RE	Following too Closely	Median Barrier
98	19679633	12/20/19	I-95	100.46	US 15	Unknown	200	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
99	15639059	11/19/15	I-95	100.47	US 15	Unknown	190	4	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
100	21227797	04/06/21	I-95	100.48	US 15	Unknown	300	0	night	dry	RE	Improper Lane use/change	Motor Unit (In Transpo
101	16587782	07/18/16	I-95	100.48	US 15	Unknown	130	0	day	dry	SS	Unknown (vehicle defect)	Motor Unit (Parked)
102	22212243	02/03/22	I-95	100.53	US 15	Unknown	163	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
103	21286562	10/15/21	I-95	100.57	US 15	Unknown	200	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
104	15604639	09/10/15	I-95	100.59	US 15	Unknown	110	0	night	wet	none	Driving too Fast for Con	Guardrail Face
105	16543674	04/22/16	I-95	100.62	US 15	Unknown	80	0	day	wet	none	Driving too Fast for Con	Guardrail Face
106	20225351	04/06/20	I-95	100.64	US 15	Unknown	20	0	day	dry	SS	Driving too Fast for Con	Motor Unit (In Transpo
107	16631773	10/10/16	I-95	100.76	US 15	Unknown	150	0	day	dry	none	Driving too Fast for Con	Guardrail Face
108	18553344	04/20/18	I-95	100.78	US 15	Unknown	110	0	night	dry	none	Under the Influence	Median Barrier
109	19526257	02/28/19	I-95	100.79	US 15	Unknown	176	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
110	22271457	10/04/22	I-95	100.81	US 15	Unknown	100	1	day	dry	none	Driving too Fast for Con	Fence
111	17536774	03/21/17	I-95	100.83	US 15	Unknown	200	0	day	dry	none	Driving too Fast for Con	Ditch
112	22226907	05/22/22	I-95	100.89	US 15	Unknown	50	2	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
113	17507586	01/13/17	I-95	100.9	US 15	Unknown	300	0	night	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
114	22252641	07/01/22	I-95	100.91	US 15	Unknown	50	0	day	wet	none	Driving too Fast for Con	Ditch
115	16609152	08/19/16	I-95	100.93	US 15	Unknown	150	0	night	wet	SS	Driving too Fast for Con	Bridge Rail
116	20341905	12/09/20	I-95	100.93	US 15	Unknown	100	0	night	dry	none	Debris	Unknown Movable Object
117	22307015	12/16/22	I-95	100.96	US 15	Unknown	557	0	day	dry	SS	Other Improper Action	Motor Unit (In Transpo
118	20343365	12/09/20	I-95	100.98	US 15	Unknown	100	0	day	dry	none	Debris	Median Barrier
119	15619404	10/14/15	I-95	101.01	US 15	Unknown	100	1	night	dry	SS	Improper Lane use/change	Cross Median/Center
120	15513092	02/12/15	I-95	101.06	US 15	Unknown	25	0	day	dry	SS	Improper Lane use/change	Cross Median/Center

South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I- 95 (INTERSTATE 95)
 MP 98.5 to 102.3 (NB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Total Crashes: 153 Fatal Crashes: 2 Serious Inj Crashes: 1 Other Inj Crashes: 33 PDO Crashes: 117 Light: 96 Dark: 57 Dry: 123 Wet: 27

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
121	21229969	04/17/21	I- 95	101.06	US 15	Unknown	112	2	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
122	19518331	02/07/19	I- 95	101.09	US 15	Unknown	50	0	day	dry	RE	Driving too Fast for Con	Guardrail Face
123	18557611	04/23/18	I- 95	101.15	US 15	Unknown	100	0	day	wet	none	Debris	Other Movable Object
124	16543340	04/11/16	I- 95	101.21	US 15	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
125	18625754	09/01/18	I- 95	101.22	US 15	Unknown	25	2	day	dry	none	Tires/Wheel	Spill (2-wheeled Units)
126	22208617	01/22/22	I- 95	101.27	US 15	Unknown	200	0	night	wet	none	Driving too Fast for Con	Bridge Rail
127	16543300	03/20/16	I- 95	101.31	US 15	Unknown	2	0	day	wet	RE	Improper Lane use/change	Motor Unit (In Transpo
128	19583542	06/10/19	I- 95	101.31	US 15	Unknown	88	0	day	wet	none	Driving too Fast for Con	Guardrail Face
129	16581047	06/24/16	I- 95	101.31	US 15	Unknown	6	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
130	19608017	07/14/19	I- 95	101.31	US 15	Unknown	300	1	day	dry	Angle	Driving too Fast for Con	Guardrail Face
131	17660078	11/21/17	I- 95	101.31	US 15	Unknown	1	1	day	dry	SS	Driving too Fast for Con	Guardrail Face
132	22243980	06/11/22	I- 95	101.4	US 15	Unknown	200	1	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
133	16519388	01/23/16	I- 95	101.42	US 15	Unknown	100	0	day	wet	none	Driving too Fast for Con	Bridge Rail
134	17649620	11/01/17	I- 95	101.43	US 15	Unknown	100	0	night	dry	Angle	Improper Lane use/change	Motor Unit (In Transpo
135	22225790	04/05/22	I- 95	101.49	US 15	Unknown	200	1	day	dry	none	Driving too Fast for Con	Tree
136	16526598	03/11/16	I- 95	101.52	US 15	Unknown	10	0	night	dry	none	Driving too Fast for Con	Median Barrier
137	19010500	12/31/19	I- 95	101.55	US 15	Unknown	0	0	night	dry	RE	Brakes	Ran off Road Right
138	19011071	12/31/19	I- 95	101.55	US 15	Unknown	0	0	night	dry	RE	Tires/Wheel	Motor Unit (In Transpo
139	19628705	09/10/19	I- 95	101.57	US 15	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
140	21290370	11/05/21	I- 95	101.59	US 15	Unknown	20	0	day	dry	none	Driving too Fast for Con	Ran off Road Left
141	20273076	10/07/20	I- 95	101.7	US 15	Unknown	95	0	day	dry	RE	Improper Lane use/change	Motor Unit (In Transpo
142	18649784	10/11/18	I- 95	101.77	US 15	Unknown	10	0	day	wet	none	Weather Condition	Guardrail Face
143	21285404	10/12/21	I- 95	101.79	US 15	Unknown	14	0	day	dry	Angle	Other Improper Action	Motor Unit (Parked)
144	19544297	04/02/19	I- 95	101.8	US 15	Unknown	200	0	day	wet	Angle	Driving too Fast for Con	Guardrail Face
145	22222003	04/16/22	I- 95	101.82	US 15	Unknown	50	1	night	dry	none	Fatigued/Asleep	Guardrail Face
146	19544288	04/02/19	I- 95	101.84	US 15	Unknown	200	0	night	wet	none	Driving too Fast for Con	Guardrail Face
147	16605063	08/10/16	I- 95	101.85	US 15	Unknown	1	1	day	wet	none	Driving too Fast for Con	Guardrail Face
148	18645226	10/11/18	I- 95	101.9	US 15	S- 373	4	0	night	wet	none	Driving too Fast for Con	Guardrail Face
149	20214573	04/05/20	I- 95	102	US 15	S- 373	429	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
150	21256275	07/13/21	I- 95	102	US 15	S- 373	130	0	day	dry	none	Driving too Fast for Con	Median Barrier
151	19504365	01/04/19	I- 95	102.08	US 15	S- 373	150	1	day	wet	none	Driving too Fast for Con	Guardrail Face
152	18502701	01/03/18	I- 95	102.28	US 15	S- 373	63	0	day	wet	HO	Driving too Fast for Con	Cross Median/Center
153	18529252	03/14/18	I- 95	102.28	US 15	S- 373	75	0	night	dry	none	Tires/Wheel	Ditch

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
CLARENDON/ORANGEBURG
I- 95 (INTERSTATE 95)
MP 98.5 to 102.3 (SB)

AADT: 40100
Functional Class: Rural - Principal Arterial - Interstate
01/01/2015 through 12/31/2022

Crashes by Injury Class

Fatal Crashes:	5
Serious Injury Crashes:	4
Other Injury Crashes:	19
PDO Crashes:	92

Total: 120

Crashes by Manner of Collision

Rear End:	42
Angle:	12
Sideswipe:	24
Head On:	0
Run off Road:	34
Animal:	3
Bicycle:	0
Pedestrian:	0
Other:	5

Total: 120

Special Contributing Factors

Night:	47
Day:	73
Not Reported:	0
Wet:	19
Dry:	101
Not Reported:	0

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I-95 (INTERSTATE 95)
 MP 98.5 to 102.3 (SB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Statistics

Fatal Crashes:	5
Fatal Injuries:	5
Serious Crashes:	4
Serious Injuries:	5
Other Injury Crashes:	19
Other Injuries:	36
Property Damage Crashes:	92
Total Crashes:	120

Crash Location

Intersections:	4
Midblock Crashes:	116
Urban Crashes:	0
Rural Crashes:	120
MPO Crashes:	0
COG Crashes:	120

Manner of Collision

Angle:	12
Backed Into:	5
Head On:	0
Non Collision:	37
Rear End:	42
Rear To Rear:	0
Sideswipe, Opposite Direction:	0
Sideswipe, Same Direction:	24
Unknown:	0

Junction Type

Crossover:	2
Driveway:	0
Five Or More Points:	1
Four Way Intersection:	0
Non-Junction:	114
Railway Grade Crossing:	0
Shared Use Path Or Trails:	0
T-Intersection:	0
Traffic Circle:	0
Not Reported:	0
Unknown:	0
Y-Intersection:	3

Number of Units

1:	31
2:	78
3:	6
4+:	5

Crashes Involving

Pedestrians:	0
Bicycles:	0
Motorcycles:	1
Truck Tractors:	42
Fixed Objects:	38
Workzones:	3

Road Conditions

Dry:	101
Wet:	16
Snow:	0
Slush:	1
Ice:	2
Contaminate:	0
Water (standing):	0
Other:	0
Not Reported:	0

Light Conditions

Day:	73
Dawn:	3
Dusk:	4
Dark (Unspecified Lighting):	0
Dark (Street Lamp):	4
Dark (Street Lamp Not Lit):	4
Dark (No Lights):	32
Not Reported:	0

Weather Conditions

Blowing Sand, Oil, Dirt, Or Snow:	0
Clear:	97
Cloudy:	5
Fog, Smoke, Smog:	1
Rain:	14
Severe Crosswinds:	0
Sleet/Hail:	1
Snow:	2
Not Reported:	0
Unknown:	0

Traffic Control Type

Crash Harmful Event

Tree:	7
Utility Pole:	0
Other (Post, Pole, Support, ..):	1
Light/Luminance Support:	0
Overhead Sign Support:	0
Culvert:	0
Ditch:	0
Equipment:	0
Curb:	1
Embankment:	0
Guardrail End:	0
Fence:	0
Mail Box:	0
Highway Traffic Sign Post:	0
Guardrail Face:	14
Bridge Overhead Structure:	0
Bridge Parapet End:	0
Bridge Pier or Abutment:	0
Bridge Rail:	7
Impact Attenuator/Crash Cushion:	0
Median Barrier:	8
Other (Wall, Building, Tunnel, etc.):	0
Work Zone Maintenance Equip:	0
Other (fixed):	1
Unknown (fixed):	0
Animal (Deer Only):	2
Animal (all other):	1
Motor Unit (Stopped):	20
Motor Unit (Other Roadway):	0
Motor Unit (Parked):	7
Railway Unit:	0
Work Zone Maintenance Equip:	0
Other Movable Object:	4
Unknown Movable Object:	0
Cross Median/Center:	0
Spill (2-wheeled Units):	0
Ran off Road Left:	1
Ran off Road Right:	1
Overturn/Rollover:	0
Immersion:	0
Cargo/Equipment Loss or Shift:	0
Downhill Runaway:	0
Equipment Failure:	0
Fire/Explosion:	0
Jackknife:	0
Separation of Units:	0
Other - non Collision:	0
Unknown - non Collision:	0
Motor Unit (In Transport):	45
Undetermined:	0

South Carolina Department of Transportation

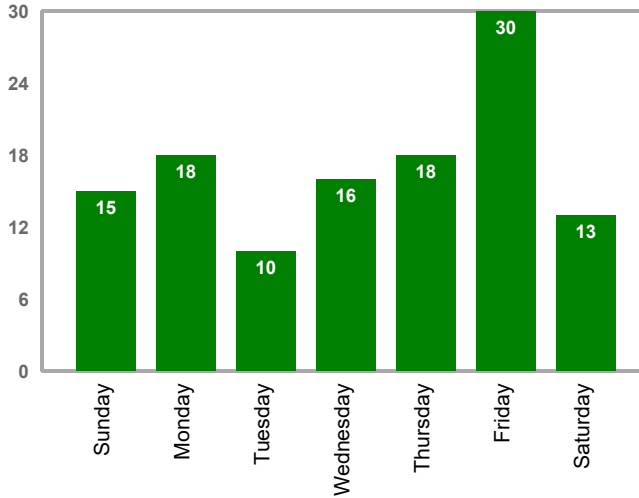
Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I- 95 (INTERSTATE 95)
 MP 98.5 to 102.3 (SB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

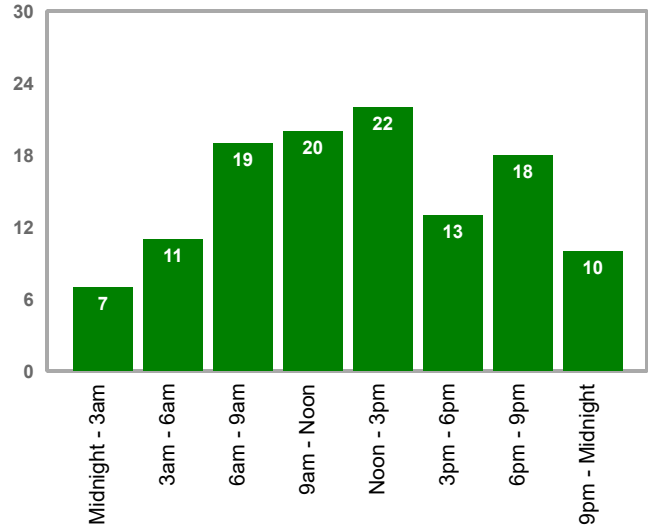
Yearly Comparison

Year	2015	2016	2017	2018	2019	2020	2021	2022	Total
Rear End	3	4	6	6	6	5	6	6	42
Angle	0	3	0	0	4	1	1	3	12
Sideswipe	0	7	3	4	2	2	3	3	24
Head On	0	0	0	0	0	0	0	0	0
Run Off Road	3	5	6	2	4	3	4	7	34
Animal	0	0	0	0	2	1	0	0	3
Bicycle	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0
Other	0	0	0	1	2	1	0	1	5
	6	19	15	13	20	13	14	20	120

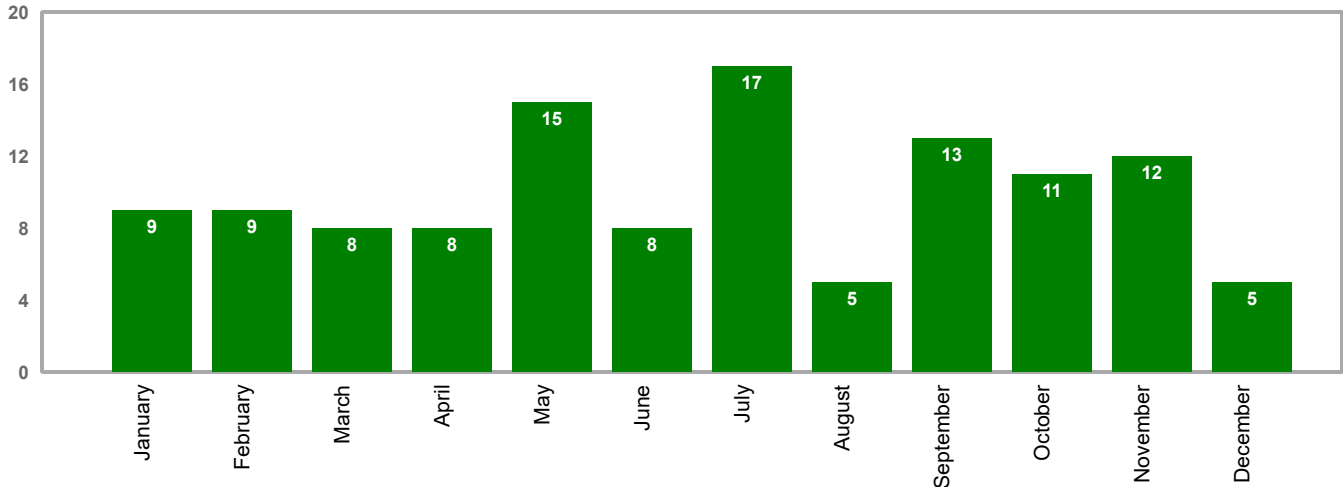
Day of the Week



Time of Day



Month of Year



South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I- 95 (INTERSTATE 95)
 MP 98.5 to 102.3 (SB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Total Crashes: 120 Fatal Crashes: 5 Serious Inj Crashes: 4 Other Inj Crashes: 19 PDO Crashes: 92 Light: 73 Dark: 47 Dry: 101 Wet: 16

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
1	18616501	07/13/18	I- 95	98.51	SC 6	Unknown	10	1	day	dry	RE	Driving too Fast for Con	Bridge Rail
2	19654018	05/04/19	I- 95	98.52	SC 6	Unknown	10	0	day	wet	BI	Other Improper Action	Motor Unit (Stopped)
3	20256483	09/28/20	I- 95	98.59	SC 6	Unknown	14	3	night	dry	none	Under the Influence	Tree
4	21249216	06/13/21	I- 95	98.62	SC 6	Unknown	52	0	day	dry	Angle	Improper Lane use/change	Motor Unit (In Transpo
5	19667992	10/23/19	I- 95	98.63	SC 6	Unknown	36	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
6	22239742	05/20/22	I- 95	98.68	SC 6	Unknown	30	1	night	dry	none	Under the Influence	Tree
7	19512965	01/14/19	I- 95	98.7	SC 6	Unknown	2	0	night	dry	Angle	Other Improper Action	Motor Unit (Parked)
8	16599869	07/25/16	I- 95	98.71	SC 6	Unknown	5	0	day	dry	SS	Unknown	Motor Unit (Parked)
9	20293052	09/28/20	I- 95	98.71	SC 6	Unknown	50	0	day	wet	none	Ran off Road	Median Barrier
10	19506609	01/04/19	I- 95	98.72	SC 6	Unknown	26	0	day	wet	BI	Other Improper Action	Motor Unit (Stopped)
11	20232073	04/30/20	I- 95	98.72	SC 6	Unknown	64	0	night	dry	Angle	Unknown	Motor Unit (Stopped)
12	21251297	06/20/21	I- 95	98.79	SC 6	Unknown	100	0	day	dry	none	Unknown	Tree
13	20346128	12/22/20	I- 95	98.79	SC 6	Unknown	6	4	day	dry	RE	Medical Related	Motor Unit (In Transpo
14	21279161	09/27/21	I- 95	98.81	SC 6	Unknown	75	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Parked)
15	16564439	05/27/16	I- 95	98.84	SC 6	Unknown	10	1	day	dry	Angle	Driving too Fast for Con	Motor Unit (Stopped)
16	19654016	04/28/19	I- 95	98.87	SC 6	Unknown	10	0	day	dry	none	Animal in Road	Animal (all other)
17	18690723	11/30/18	I- 95	98.98	SC 6	Unknown	3	0	day	dry	BI	Other Improper Action	Motor Unit (Parked)
18	20251368	07/17/20	I- 95	98.99	SC 6	Unknown	50	0	night	dry	BI	Other Improper Action	Motor Unit (Parked)
19	22278853	10/06/22	I- 95	99.02	SC 6	Unknown	50	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
20	22277365	10/06/22	I- 95	99.02	SC 6	Unknown	530	0	night	dry	none	Debris	Other Movable Object
21	19569008	05/05/19	I- 95	99.05	SC 6	Unknown	100	0	day	dry	none	Driving too Fast for Con	Median Barrier
22	22287334	11/03/22	I- 95	99.05	SC 6	Unknown	104	0	night	dry	SS	Improper Lane use/change	Motor Unit (Parked)
23	17522599	02/08/17	I- 95	99.07	SC 6	Unknown	200	0	night	wet	none	Driving too Fast for Con	Guardrail Face
24	18505607	01/13/18	I- 95	99.13	SC 6	Unknown	25	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
25	19634826	09/23/19	I- 95	99.14	SC 6	Unknown	35	0	night	dry	none	Animal in Road	Animal (Deer Only)
26	21294938	11/12/21	I- 95	99.17	SC 6	Unknown	119	0	day	dry	SS	Unknown	Tree
27	18534635	03/14/18	I- 95	99.18	SC 6	Unknown	100	0	night	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
28	16519654	02/22/16	I- 95	99.26	SC 6	Unknown	3	1	day	wet	Angle	Driving too Fast for Con	Tree
29	17512813	02/03/17	I- 95	99.37	SC 6	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
30	20259556	10/08/20	I- 95	99.37	SC 6	Unknown	40	0	night	dry	none	Animal in Road	Animal (Deer Only)
31	22281441	09/30/22	I- 95	99.41	SC 6	Unknown	145	0	day	wet	none	Driving too Fast for Con	Median Barrier
32	16509135	01/23/16	I- 95	99.43	SC 6	Unknown	100	1	day	wet	RE	Driving too Fast for Con	Bridge Rail
33	16594412	07/31/16	I- 95	99.45	SC 6	Unknown	50	0	night	dry	none	Debris	Median Barrier
34	20337526	11/09/20	I- 95	99.57	SC 6	Unknown	60	2	day	dry	none	Driving too Fast for Con	Guardrail Face
35	15579473	07/24/15	I- 95	99.69	US 15	Unknown	110	0	day	dry	none	Improper Lane use/change	Curb
36	19669775	11/22/19	I- 95	99.69	US 15	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
37	20336455	12/09/20	I- 95	99.81	US 15	Unknown	200	3	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
38	20335174	12/09/20	I- 95	99.83	US 15	Unknown	200	0	night	dry	RE	Lights	Motor Unit (Stopped)
39	16657929	11/23/16	I- 95	99.84	US 15	Unknown	100	0	night	dry	none	Driving too Fast for Con	Bridge Rail
40	16634443	10/19/16	I- 95	99.89	US 15	Unknown	135	1	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo

South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I-95 (INTERSTATE 95)
 MP 98.5 to 102.3 (SB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Total Crashes: 120 Fatal Crashes: 5 Serious Inj Crashes: 4 Other Inj Crashes: 19 PDO Crashes: 92 Light: 73 Dark: 47 Dry: 101 Wet: 16

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
41	19628188	09/10/19	I-95	99.9	US 15	Unknown	100	0	day	dry	none	Improper Lane use/change	Other (fixed)
42	18592537	07/02/18	I-95	99.91	US 15	Unknown	212	4	night	dry	RE	Driving too Fast for Con	Motor Unit (Parked)
43	18512134	02/02/18	I-95	99.95	US 15	Unknown	200	1	night	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
44	17570812	05/31/17	I-95	99.97	US 15	Unknown	200	0	night	dry	RE	Driving too Fast for Con	Guardrail Face
45	17663755	11/26/17	I-95	99.97	US 15	Unknown	200	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
46	22212246	02/14/22	I-95	100.08	US 15	Unknown	222	0	day	dry	Angle	Other Improper Action	Motor Unit (Stopped)
47	21259250	07/16/21	I-95	100.08	US 15	Unknown	150	1	day	dry	RE	Driving too Fast for Con	Bridge Rail
48	22262964	08/06/22	I-95	100.08	US 15	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
49	21260066	08/15/21	I-95	100.08	US 15	Unknown	20	0	day	wet	RE	Driving too Fast for Con	Motor Unit (In Transpo
50	22266953	08/25/22	I-95	100.1	US 15	Unknown	200	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
51	18521547	02/21/18	I-95	100.11	US 15	Unknown	150	1	night	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
52	21201838	01/18/21	I-95	100.13	US 15	Unknown	216	2	night	dry	RE	Other Improper Action	Bridge Rail
53	22203760	01/22/22	I-95	100.19	US 15	Unknown	50	0	night	wet	none	Driving too Fast for Con	Guardrail Face
54	17651531	11/09/17	I-95	100.19	US 15	Unknown	129	0	day	wet	none	Medical Related	Ran off Road Left
55	17651532	11/09/17	I-95	100.19	US 15	Unknown	129	0	day	wet	RE	Other Improper Action	Motor Unit (In Transpo
56	15530227	03/16/15	I-95	100.21	US 15	Unknown	150	0	day	dry	RE	Other Improper Action	Motor Unit (Stopped)
57	16561358	05/07/16	I-95	100.32	US 15	Unknown	300	1	day	dry	none	Truck Coupling	Bridge Rail
58	16564718	05/07/16	I-95	100.38	US 15	Unknown	150	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
59	19549236	03/14/19	I-95	100.47	US 15	Unknown	198	4	night	dry	RE	Other Improper Action	Motor Unit (In Transpo
60	17583986	07/05/17	I-95	100.51	US 15	Unknown	150	4	day	dry	none	Driving too Fast for Con	Guardrail Face
61	21239253	05/21/21	I-95	100.57	US 15	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
62	19631487	09/12/19	I-95	100.58	US 15	Unknown	200	0	day	dry	Angle	Improper Lane use/change	Motor Unit (Stopped)
63	21272559	10/16/21	I-95	100.59	US 15	Unknown	180	0	night	dry	none	Driving too Fast for Con	Guardrail Face
64	18649758	10/25/18	I-95	100.62	US 15	Unknown	174	0	day	dry	none	Driving too Fast for Con	Tree
65	16592872	07/22/16	I-95	100.66	US 15	Unknown	200	0	night	dry	none	Driving too Fast for Con	Bridge Rail
66	21286564	10/15/21	I-95	100.69	US 15	Unknown	800	0	night	dry	none	Driving too Fast for Con	Guardrail Face
67	18561346	04/29/18	I-95	100.74	US 15	Unknown	45	0	day	dry	none	Tires/Wheel	Other Movable Object
68	22259506	07/27/22	I-95	100.79	US 15	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
69	15566637	06/26/15	I-95	100.8	US 15	Unknown	10	1	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
70	20270417	12/22/20	I-95	100.94	US 15	Unknown	100	0	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
71	16561352	04/28/16	I-95	100.96	US 15	Unknown	100	1	night	dry	RE	Improper Lane use/change	Motor Unit (In Transpo
72	22260599	09/21/22	I-95	101.01	US 15	Unknown	100	0	day	dry	Angle	Improper Lane use/change	Motor Unit (In Transpo
73	22300892	08/04/22	I-95	101.02	US 15	Unknown	548	0	day	wet	SS	Improper Lane use/change	Motor Unit (In Transpo
74	22267709	09/08/22	I-95	101.04	US 15	Unknown	98	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
75	17591269	07/19/17	I-95	101.09	US 15	Unknown	100	1	day	dry	none	Improper Lane use/change	Ran off Road Right
76	16666964	12/23/16	I-95	101.09	US 15	Unknown	50	0	day	dry	RE	Other Improper Action	Motor Unit (Stopped)
77	16591121	07/15/16	I-95	101.1	US 15	Unknown	75	0	day	wet	SS	Driving too Fast for Con	Motor Unit (In Transpo
78	16639311	10/30/16	I-95	101.11	US 15	Unknown	100	0	night	dry	none	Driving too Fast for Con	Median Barrier
79	18659879	11/11/18	I-95	101.12	US 15	Unknown	200	0	day	dry	RE	Power Plant	Motor Unit (In Transpo
80	20242132	05/23/20	I-95	101.16	US 15	Unknown	100	0	night	wet	SS	Driving too Fast for Con	Motor Unit (Stopped)

South Carolina Department of Transportation

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
 CLARENDON/ORANGEBURG
 I- 95 (INTERSTATE 95)
 MP 98.5 to 102.3 (SB)

AADT: 40100
 Functional Class: Rural - Principal Arterial - Interstate
 01/01/2015 through 12/31/2022

Total Crashes: 120 Fatal Crashes: 5 Serious Inj Crashes: 4 Other Inj Crashes: 19 PDO Crashes: 92 Light: 73 Dark: 47 Dry: 101 Wet: 16

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
81	22205500	01/22/22	I- 95	101.17	US 15	Unknown	100	0	night	wet	none	Driving too Fast for Con	Guardrail Face
82	19560628	05/01/19	I- 95	101.17	US 15	Unknown	50	0	night	dry	none	Tires/Wheel	Median Barrier
83	16546394	04/12/16	I- 95	101.18	US 15	Unknown	200	0	day	wet	SS	Unknown	Motor Unit (In Transpo
84	17560849	05/15/17	I- 95	101.18	US 15	Unknown	100	0	night	dry	RE	Other Improper Action	Motor Unit (Stopped)
85	19595176	06/14/19	I- 95	101.18	US 15	Unknown	300	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
86	16529731	03/16/16	I- 95	101.21	US 15	Unknown	8	0	day	dry	Angle	Improper Lane use/change	Motor Unit (In Transpo
87	19538100	03/22/19	I- 95	101.31	US 15	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
88	17567451	05/24/17	I- 95	101.31	US 15	Unknown	100	1	night	wet	none	Under the Influence	Guardrail Face
89	17586766	07/11/17	I- 95	101.35	US 15	Unknown	50	0	day	dry	none	Glare	Guardrail Face
90	19610872	08/03/19	I- 95	101.37	US 15	Unknown	20	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
91	18572217	06/01/18	I- 95	101.41	US 15	Unknown	90	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
92	15626842	10/18/15	I- 95	101.41	US 15	Unknown	100	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
93	19644283	09/22/19	I- 95	101.42	US 15	Unknown	33	3	day	dry	Angle	Improper Lane use/change	Guardrail Face
94	16534543	03/11/16	I- 95	101.44	US 15	Unknown	15	4	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
95	17544196	04/11/17	I- 95	101.5	US 15	Unknown	50	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
96	22212242	02/01/22	I- 95	101.52	US 15	Unknown	42	0	day	dry	Angle	Cargo	Other Movable Object
97	18594255	07/08/18	I- 95	101.54	US 15	Unknown	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
98	19608020	07/18/19	I- 95	101.54	US 15	Unknown	100	1	day	dry	none	Driving too Fast for Con	Other (Post, Pole, Sup
99	17557026	05/01/17	I- 95	101.58	US 15	Unknown	50	0	day	dry	RE	Driving too Fast for Con	Motor Unit (Stopped)
100	21231716	04/15/21	I- 95	101.59	US 15	Unknown	200	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
101	17540742	04/07/17	I- 95	101.6	US 15	Unknown	1	0	night	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
102	15561603	06/15/15	I- 95	101.61	US 15	Unknown	35	1	day	dry	none	Obstruction in Roadway	Other Movable Object
103	21202208	02/05/21	I- 95	101.7	US 15	Unknown	12	0	night	dry	none	Debris	Median Barrier
104	18574828	06/04/18	I- 95	101.79	US 15	Unknown	7	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
105	22252579	07/01/22	I- 95	101.81	US 15	Unknown	200	0	day	wet	none	Driving too Fast for Con	Guardrail Face
106	16529636	03/04/16	I- 95	101.85	US 15	Unknown	1	0	night	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
107	17503298	01/12/17	I- 95	101.88	US 15	Unknown	1	3	day	dry	RE	Driving too Fast for Con	Guardrail Face
108	22239200	05/30/22	I- 95	101.93	US 15	S- 373	0	2	night	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
109	22285307	11/01/22	I- 95	101.93	US 15	S- 373	50	0	day	dry	BI	Other Improper Action	Motor Unit (Stopped)
110	19631578	09/22/19	I- 95	101.97	US 15	S- 373	12	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
111	20215986	01/14/20	I- 95	101.98	US 15	S- 373	50	0	night	dry	SS	Improper Lane use/change	Motor Unit (In Transpo
112	21253582	07/20/21	I- 95	101.99	US 15	S- 373	30	0	day	dry	RE	Driving too Fast for Con	Motor Unit (In Transpo
113	20222419	02/27/20	I- 95	102.02	US 15	S- 373	89	0	night	dry	RE	Failure to Yield RoW	Motor Unit (In Transpo
114	22235989	05/30/22	I- 95	102.02	US 15	S- 373	20	0	night	dry	none	Driving too Fast for Con	Guardrail Face
115	22278637	11/27/22	I- 95	102.02	US 15	S- 373	20	0	day	dry	RE	Other Improper Action	Motor Unit (Stopped)
116	15595681	09/05/15	I- 95	102.06	US 15	S- 373	24	0	night	wet	none	Driving too Fast for Con	Median Barrier
117	19642274	10/12/19	I- 95	102.19	US 15	S- 373	220	0	night	dry	RE	Driving too Fast for Con	Tree
118	16566826	06/10/16	I- 95	102.23	US 15	S- 373	45	0	night	dry	SS	Tires/Wheel	Motor Unit (In Transpo
119	19539963	03/29/19	I- 95	102.3	US 15	S- 373	400	0	day	dry	Angle	Improper Lane use/change	Motor Unit (In Transpo
120	21272203	09/10/21	I- 95	102.3	US 15	S- 373	100	0	day	dry	SS	Improper Lane use/change	Motor Unit (In Transpo



South Carolina Department of Transportation

Crash Listing (continued)

Clarendon & Orangeburg I-95 MP 98.5 to 102.3
CLARENDON/ORANGEBURG
I-95 (INTERSTATE 95)
MP 98.5 to 102.3 (SB)

AADT: 40100
Functional Class: Rural - Principal Arterial - Interstate
01/01/2015 through 12/31/2022

Total Crashes: 120 Fatal Crashes: 5 Serious Inj Crashes: 4 Other Inj Crashes: 19 PDO Crashes: 92 Light: 73 Dark: 47 Dry: 101 Wet: 16

OBS	Crash #	Date	Main	MP	Base	Second	BDO	Max Inj	Light	SFC	MAC	Probable Cause	Harmful Event
-----	---------	------	------	----	------	--------	-----	---------	-------	-----	-----	----------------	---------------

Appendix B



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	22	0	16	38
	1/24/2023 12:15:00 AM	30	1	25	56
	1/24/2023 12:30:00 AM	28	0	21	49
	1/24/2023 12:45:00 AM	24	1	18	43
	Hour	104	2	80	186
	1/24/2023 1:00:00 AM	27	4	21	52
	1/24/2023 1:15:00 AM	29	2	15	46
	1/24/2023 1:30:00 AM	17	1	18	36
	1/24/2023 1:45:00 AM	24	0	27	51
	Hour	97	7	81	185
	1/24/2023 2:00:00 AM	25	0	22	47
	1/24/2023 2:15:00 AM	23	1	17	41
	1/24/2023 2:30:00 AM	16	1	17	34
	1/24/2023 2:45:00 AM	8	0	20	28
	Hour	72	2	76	150
	1/24/2023 3:00:00 AM	15	1	15	31
	1/24/2023 3:15:00 AM	8	0	24	32
	1/24/2023 3:30:00 AM	21	0	25	46
	1/24/2023 3:45:00 AM	17	0	23	40
	Hour	61	1	87	149
	1/24/2023 4:00:00 AM	29	0	24	53
	1/24/2023 4:15:00 AM	27	1	29	57
	1/24/2023 4:30:00 AM	31	0	29	60
	1/24/2023 4:45:00 AM	30	1	20	51
	Hour	117	2	102	221
	1/24/2023 5:00:00 AM	21	1	29	51
	1/24/2023 5:15:00 AM	29	0	30	59
	1/24/2023 5:30:00 AM	49	1	30	80
	1/24/2023 5:45:00 AM	51	3	35	89
	Hour	150	5	124	279
	1/24/2023 6:00:00 AM	58	2	31	91
	1/24/2023 6:15:00 AM	71	4	30	105
	1/24/2023 6:30:00 AM	81	1	39	121
	1/24/2023 6:45:00 AM	76	5	52	133
	Hour	286	12	152	450
	1/24/2023 7:00:00 AM	89	4	50	143
	1/24/2023 7:15:00 AM	84	5	63	152
	1/24/2023 7:30:00 AM	131	5	46	182
	1/24/2023 7:45:00 AM	107	5	44	156
	Hour	411	19	203	633
	1/24/2023 8:00:00 AM	135	3	43	181
	1/24/2023 8:15:00 AM	131	5	73	209
	1/24/2023 8:30:00 AM	119	3	55	177
	1/24/2023 8:45:00 AM	138	9	58	205
	Hour	523	20	229	772
	1/24/2023 9:00:00 AM	139	6	52	197
	1/24/2023 9:15:00 AM	147	4	62	213
	1/24/2023 9:30:00 AM	120	6	54	180
	1/24/2023 9:45:00 AM	144	8	62	214
	Hour	550	24	230	804
	1/24/2023 10:00:00 AM	117	5	65	187
	1/24/2023 10:15:00 AM	167	13	68	248
	1/24/2023 10:30:00 AM	161	9	65	235
	1/24/2023 10:45:00 AM	161	11	62	234
	Hour	606	38	260	904
	1/24/2023 11:00:00 AM	148	5	75	228
	1/24/2023 11:15:00 AM	168	7	77	252
	1/24/2023 11:30:00 AM	143	8	63	214
	1/24/2023 11:45:00 AM	140	6	68	214
	Hour	599	26	283	908
	Grand Total	3,576	158	1,907	5,641
	Percentage	63.4%	2.8%	33.8%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	159	4	78	241
	1/24/2023 12:15:00 PM	156	13	88	257
	1/24/2023 12:30:00 PM	181	4	73	258
	1/24/2023 12:45:00 PM	163	3	78	244
	Hour	659	24	317	1000
	1/24/2023 1:00:00 PM	159	5	89	253
	1/24/2023 1:15:00 PM	198	5	68	271
	1/24/2023 1:30:00 PM	176	9	78	263
	1/24/2023 1:45:00 PM	186	7	74	267
	Hour	719	26	309	1054
	1/24/2023 2:00:00 PM	184	12	68	264
	1/24/2023 2:15:00 PM	210	9	68	287
	1/24/2023 2:30:00 PM	171	6	62	239
	1/24/2023 2:45:00 PM	198	7	80	285
	Hour	763	34	278	1075
	1/24/2023 3:00:00 PM	186	8	72	266
	1/24/2023 3:15:00 PM	189	5	69	263
	1/24/2023 3:30:00 PM	233	8	69	310
	1/24/2023 3:45:00 PM	231	9	78	318
	Hour	839	30	288	1157
	1/24/2023 4:00:00 PM	195	3	59	257
	1/24/2023 4:15:00 PM	202	6	66	274
	1/24/2023 4:30:00 PM	197	6	70	273
	1/24/2023 4:45:00 PM	219	3	52	274
	Hour	813	18	247	1078
	1/24/2023 5:00:00 PM	224	14	49	287
	1/24/2023 5:15:00 PM	206	7	57	270
	1/24/2023 5:30:00 PM	177	8	61	246
	1/24/2023 5:45:00 PM	182	9	73	264
	Hour	789	38	240	1067
	1/24/2023 6:00:00 PM	178	6	70	254
	1/24/2023 6:15:00 PM	185	7	48	240
	1/24/2023 6:30:00 PM	131	2	38	171
	1/24/2023 6:45:00 PM	116	2	40	158
	Hour	610	17	196	823
	1/24/2023 7:00:00 PM	118	2	55	175
	1/24/2023 7:15:00 PM	93	3	46	142
	1/24/2023 7:30:00 PM	88	5	28	121
	1/24/2023 7:45:00 PM	87	3	39	129
	Hour	386	13	168	567
	1/24/2023 8:00:00 PM	89	2	41	132
	1/24/2023 8:15:00 PM	90	3	29	122
	1/24/2023 8:30:00 PM	70	4	44	118
	1/24/2023 8:45:00 PM	71	3	49	123
	Hour	320	12	163	495
	1/24/2023 9:00:00 PM	72	2	51	125
	1/24/2023 9:15:00 PM	55	1	31	87
	1/24/2023 9:30:00 PM	42	1	30	73
	1/24/2023 9:45:00 PM	45	3	32	80
	Hour	214	7	144	365
	1/24/2023 10:00:00 PM	42	1	37	80
	1/24/2023 10:15:00 PM	50	3	31	84
	1/24/2023 10:30:00 PM	39	2	20	61
	1/24/2023 10:45:00 PM	32	2	30	64
	Hour	163	8	118	289
	1/24/2023 11:00:00 PM	41	1	20	62
	1/24/2023 11:15:00 PM	29	1	19	49
	1/24/2023 11:30:00 PM	26	1	25	52
	1/24/2023 11:45:00 PM	24	2	16	42
	Hour	120	5	80	205
	Grand Total	6,395	232	2,548	9,175
	Percentage	69.7%	2.5%	27.8%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	17	0	20	37
	1/25/2023 12:15:00 AM	31	1	25	57
	1/25/2023 12:30:00 AM	16	0	25	41
	1/25/2023 12:45:00 AM	16	1	18	35
	Hour	80	2	88	170
	1/25/2023 1:00:00 AM	11	1	18	30
	1/25/2023 1:15:00 AM	22	1	13	36
	1/25/2023 1:30:00 AM	19	2	15	36
	1/25/2023 1:45:00 AM	19	0	24	43
	Hour	71	4	70	145
	1/25/2023 2:00:00 AM	12	1	18	31
	1/25/2023 2:15:00 AM	15	0	20	35
	1/25/2023 2:30:00 AM	21	0	12	33
	1/25/2023 2:45:00 AM	15	1	18	34
	Hour	63	2	68	133
	1/25/2023 3:00:00 AM	20	0	14	34
	1/25/2023 3:15:00 AM	21	0	20	41
	1/25/2023 3:30:00 AM	11	0	17	28
	1/25/2023 3:45:00 AM	28	0	24	52
	Hour	80	0	75	155
	1/25/2023 4:00:00 AM	27	2	26	55
	1/25/2023 4:15:00 AM	18	2	34	54
	1/25/2023 4:30:00 AM	21	0	35	56
	1/25/2023 4:45:00 AM	20	0	37	57
	Hour	86	4	132	222
	1/25/2023 5:00:00 AM	25	2	29	56
	1/25/2023 5:15:00 AM	38	3	30	71
	1/25/2023 5:30:00 AM	48	2	29	79
	1/25/2023 5:45:00 AM	49	1	34	84
	Hour	160	8	122	290
	1/25/2023 6:00:00 AM	58	0	30	88
	1/25/2023 6:15:00 AM	76	3	29	108
	1/25/2023 6:30:00 AM	65	3	38	106
	1/25/2023 6:45:00 AM	68	4	23	95
	Hour	267	10	120	397
	1/25/2023 7:00:00 AM	95	1	49	145
	1/25/2023 7:15:00 AM	102	1	40	143
	1/25/2023 7:30:00 AM	126	3	45	174
	1/25/2023 7:45:00 AM	102	14	46	162
	Hour	425	19	180	624
	1/25/2023 8:00:00 AM	97	3	47	147
	1/25/2023 8:15:00 AM	88	5	44	137
	1/25/2023 8:30:00 AM	121	9	51	181
	1/25/2023 8:45:00 AM	106	6	48	160
	Hour	412	23	190	625
	1/25/2023 9:00:00 AM	106	8	58	172
	1/25/2023 9:15:00 AM	118	9	61	188
	1/25/2023 9:30:00 AM	130	8	61	199
	1/25/2023 9:45:00 AM	118	12	68	198
	Hour	472	37	248	757
	1/25/2023 10:00:00 AM	127	8	64	199
	1/25/2023 10:15:00 AM	133	7	60	200
	1/25/2023 10:30:00 AM	144	7	55	206
	1/25/2023 10:45:00 AM	139	9	59	207
	Hour	543	31	238	812
	1/25/2023 11:00:00 AM	153	9	63	225
	1/25/2023 11:15:00 AM	158	10	85	253
	1/25/2023 11:30:00 AM	151	16	66	233
	1/25/2023 11:45:00 AM	143	7	67	217
	Hour	605	42	281	928
	Grand Total	3,264	182	1,812	5,258
	Percentage	62.1%	3.5%	34.5%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	132	6	58	196
	1/25/2023 12:15:00 PM	145	6	73	224
	1/25/2023 12:30:00 PM	161	4	77	242
	1/25/2023 12:45:00 PM	187	8	59	254
	Hour	625	24	267	916
	1/25/2023 1:00:00 PM	164	6	68	238
	1/25/2023 1:15:00 PM	172	7	66	245
	1/25/2023 1:30:00 PM	177	5	78	260
	1/25/2023 1:45:00 PM	160	7	61	228
	Hour	673	25	273	971
	1/25/2023 2:00:00 PM	162	5	65	232
	1/25/2023 2:15:00 PM	189	6	76	271
	1/25/2023 2:30:00 PM	172	11	60	243
	1/25/2023 2:45:00 PM	163	9	59	231
	Hour	686	31	260	977
	1/25/2023 3:00:00 PM	180	2	71	253
	1/25/2023 3:15:00 PM	176	3	62	241
	1/25/2023 3:30:00 PM	187	5	50	242
	1/25/2023 3:45:00 PM	179	6	53	238
	Hour	722	16	236	974
	1/25/2023 4:00:00 PM	164	4	71	239
	1/25/2023 4:15:00 PM	166	8	57	231
	1/25/2023 4:30:00 PM	158	4	65	227
	1/25/2023 4:45:00 PM	181	8	53	242
	Hour	669	24	246	939
	1/25/2023 5:00:00 PM	194	4	70	268
	1/25/2023 5:15:00 PM	172	5	39	216
	1/25/2023 5:30:00 PM	186	8	54	248
	1/25/2023 5:45:00 PM	161	8	54	223
	Hour	713	25	217	955
	1/25/2023 6:00:00 PM	154	7	41	202
	1/25/2023 6:15:00 PM	122	5	46	173
	1/25/2023 6:30:00 PM	99	4	60	163
	1/25/2023 6:45:00 PM	98	4	38	140
	Hour	473	20	185	678
	1/25/2023 7:00:00 PM	91	5	44	140
	1/25/2023 7:15:00 PM	83	5	41	129
	1/25/2023 7:30:00 PM	63	2	33	98
	1/25/2023 7:45:00 PM	70	3	33	106
	Hour	307	15	151	473
	1/25/2023 8:00:00 PM	87	2	42	131
	1/25/2023 8:15:00 PM	55	4	25	84
	1/25/2023 8:30:00 PM	53	2	30	85
	1/25/2023 8:45:00 PM	60	3	42	105
	Hour	255	11	139	405
	1/25/2023 9:00:00 PM	42	3	37	82
	1/25/2023 9:15:00 PM	39	2	29	70
	1/25/2023 9:30:00 PM	61	3	13	77
	1/25/2023 9:45:00 PM	50	2	19	71
	Hour	192	10	98	300
	1/25/2023 10:00:00 PM	59	1	35	95
	1/25/2023 10:15:00 PM	34	0	21	55
	1/25/2023 10:30:00 PM	37	0	25	62
	1/25/2023 10:45:00 PM	46	1	25	72
	Hour	176	2	106	284
	1/25/2023 11:00:00 PM	33	0	20	53
	1/25/2023 11:15:00 PM	26	0	19	45
	1/25/2023 11:30:00 PM	36	1	23	60
	1/25/2023 11:45:00 PM	28	1	18	47
	Hour	123	2	80	205
	Grand Total	5,614	205	2,258	8,077
	Percentage	69.5%	2.5%	28.0%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	20	0	18	38
	1/26/2023 12:15:00 AM	19	4	18	41
	1/26/2023 12:30:00 AM	28	1	16	45
	1/26/2023 12:45:00 AM	17	0	16	33
	Hour	84	5	68	157
	1/26/2023 1:00:00 AM	16	1	26	43
	1/26/2023 1:15:00 AM	16	1	12	29
	1/26/2023 1:30:00 AM	21	1	21	43
	1/26/2023 1:45:00 AM	12	3	17	32
	Hour	65	6	76	147
	1/26/2023 2:00:00 AM	17	0	10	27
	1/26/2023 2:15:00 AM	20	0	18	38
	1/26/2023 2:30:00 AM	16	0	19	35
	1/26/2023 2:45:00 AM	20	0	21	41
	Hour	73	0	68	141
	1/26/2023 3:00:00 AM	18	1	15	34
	1/26/2023 3:15:00 AM	12	1	23	36
	1/26/2023 3:30:00 AM	12	0	22	34
	1/26/2023 3:45:00 AM	18	1	18	37
	Hour	60	3	78	141
	1/26/2023 4:00:00 AM	20	2	24	46
	1/26/2023 4:15:00 AM	22	2	25	49
	1/26/2023 4:30:00 AM	22	3	25	50
	1/26/2023 4:45:00 AM	40	0	31	71
	Hour	104	7	105	216
	1/26/2023 5:00:00 AM	38	1	34	73
	1/26/2023 5:15:00 AM	24	2	29	55
	1/26/2023 5:30:00 AM	49	6	33	88
	1/26/2023 5:45:00 AM	59	3	30	92
	Hour	170	12	126	308
	1/26/2023 6:00:00 AM	65	4	34	103
	1/26/2023 6:15:00 AM	80	4	31	115
	1/26/2023 6:30:00 AM	81	3	34	118
	1/26/2023 6:45:00 AM	90	3	34	127
	Hour	316	14	133	463
	1/26/2023 7:00:00 AM	99	8	37	144
	1/26/2023 7:15:00 AM	104	2	49	155
	1/26/2023 7:30:00 AM	145	8	49	202
	1/26/2023 7:45:00 AM	116	5	53	174
	Hour	464	23	188	675
	1/26/2023 8:00:00 AM	146	5	45	196
	1/26/2023 8:15:00 AM	109	5	43	157
	1/26/2023 8:30:00 AM	136	1	55	192
	1/26/2023 8:45:00 AM	162	4	55	221
	Hour	553	15	198	766
	1/26/2023 9:00:00 AM	148	7	66	221
	1/26/2023 9:15:00 AM	173	7	41	221
	1/26/2023 9:30:00 AM	158	4	57	219
	1/26/2023 9:45:00 AM	187	4	69	260
	Hour	666	22	233	921
	1/26/2023 10:00:00 AM	141	3	75	219
	1/26/2023 10:15:00 AM	166	9	74	249
	1/26/2023 10:30:00 AM	190	6	73	269
	1/26/2023 10:45:00 AM	179	4	68	251
	Hour	676	22	290	988
	1/26/2023 11:00:00 AM	149	6	61	216
	1/26/2023 11:15:00 AM	176	5	65	246
	1/26/2023 11:30:00 AM	204	8	67	279
	1/26/2023 11:45:00 AM	211	9	62	282
	Hour	740	28	255	1023
	Grand Total	3,971	157	1,818	5,946
	Percentage	66.8%	2.6%	30.6%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	190	6	67	263
	1/26/2023 12:15:00 PM	197	5	53	255
	1/26/2023 12:30:00 PM	201	8	75	284
	1/26/2023 12:45:00 PM	192	12	74	278
	Hour	780	31	269	1080
	1/26/2023 1:00:00 PM	216	5	52	273
	1/26/2023 1:15:00 PM	221	4	65	290
	1/26/2023 1:30:00 PM	217	14	61	292
	1/26/2023 1:45:00 PM	223	8	68	299
	Hour	877	31	246	1154
	1/26/2023 2:00:00 PM	212	5	60	277
	1/26/2023 2:15:00 PM	208	7	58	273
	1/26/2023 2:30:00 PM	221	7	65	293
	1/26/2023 2:45:00 PM	223	9	58	290
	Hour	864	28	241	1133
	1/26/2023 3:00:00 PM	212	6	68	286
	1/26/2023 3:15:00 PM	181	5	49	235
	1/26/2023 3:30:00 PM	207	2	38	247
	1/26/2023 3:45:00 PM	261	9	59	329
	Hour	861	22	214	1097
	1/26/2023 4:00:00 PM	220	10	74	304
	1/26/2023 4:15:00 PM	250	4	59	313
	1/26/2023 4:30:00 PM	256	11	50	317
	1/26/2023 4:45:00 PM	252	2	54	308
	Hour	978	27	237	1242
	1/26/2023 5:00:00 PM	257	4	30	291
	1/26/2023 5:15:00 PM	268	2	53	323
	1/26/2023 5:30:00 PM	212	8	49	269
	1/26/2023 5:45:00 PM	227	7	49	283
	Hour	964	21	181	1166
	1/26/2023 6:00:00 PM	205	7	30	242
	1/26/2023 6:15:00 PM	135	2	38	175
	1/26/2023 6:30:00 PM	179	5	32	216
	1/26/2023 6:45:00 PM	149	5	32	186
	Hour	668	19	132	819
	1/26/2023 7:00:00 PM	152	3	45	200
	1/26/2023 7:15:00 PM	98	4	40	142
	1/26/2023 7:30:00 PM	160	4	49	213
	1/26/2023 7:45:00 PM	150	6	78	234
	Hour	560	17	212	789
	1/26/2023 8:00:00 PM	177	5	66	248
	1/26/2023 8:15:00 PM	131	2	47	180
	1/26/2023 8:30:00 PM	92	0	36	128
	1/26/2023 8:45:00 PM	90	1	42	133
	Hour	490	8	191	689
	1/26/2023 9:00:00 PM	62	2	35	99
	1/26/2023 9:15:00 PM	61	2	27	90
	1/26/2023 9:30:00 PM	62	0	20	82
	1/26/2023 9:45:00 PM	73	0	22	95
	Hour	258	4	104	366
	1/26/2023 10:00:00 PM	56	0	25	81
	1/26/2023 10:15:00 PM	60	2	23	85
	1/26/2023 10:30:00 PM	70	2	16	88
	1/26/2023 10:45:00 PM	52	0	18	70
	Hour	238	4	82	324
	1/26/2023 11:00:00 PM	47	0	15	62
	1/26/2023 11:15:00 PM	37	3	31	71
	1/26/2023 11:30:00 PM	33	2	17	52
	1/26/2023 11:45:00 PM	42	0	15	57
	Hour	159	5	78	242
	Grand Total	7,697	217	2,187	10,101
	Percentage	76.2%	2.1%	21.7%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	42	1	13	56
	1/27/2023 12:15:00 AM	33	3	15	51
	1/27/2023 12:30:00 AM	29	3	21	53
	1/27/2023 12:45:00 AM	30	3	16	49
	Hour	134	10	65	209
	1/27/2023 1:00:00 AM	22	1	14	37
	1/27/2023 1:15:00 AM	27	1	22	50
	1/27/2023 1:30:00 AM	20	0	13	33
	1/27/2023 1:45:00 AM	23	4	17	44
	Hour	92	6	66	164
	1/27/2023 2:00:00 AM	21	1	15	37
	1/27/2023 2:15:00 AM	33	4	15	52
	1/27/2023 2:30:00 AM	21	3	12	36
	1/27/2023 2:45:00 AM	26	1	9	36
	Hour	101	9	51	161
	1/27/2023 3:00:00 AM	17	1	13	31
	1/27/2023 3:15:00 AM	25	2	15	42
	1/27/2023 3:30:00 AM	23	0	17	40
	1/27/2023 3:45:00 AM	28	0	19	47
	Hour	93	3	64	160
	1/27/2023 4:00:00 AM	26	3	23	52
	1/27/2023 4:15:00 AM	40	2	27	69
	1/27/2023 4:30:00 AM	33	1	21	55
	1/27/2023 4:45:00 AM	34	3	30	67
	Hour	133	9	101	243
	1/27/2023 5:00:00 AM	41	4	27	72
	1/27/2023 5:15:00 AM	47	1	25	73
	1/27/2023 5:30:00 AM	49	2	24	75
	1/27/2023 5:45:00 AM	59	2	32	93
	Hour	196	9	108	313
	1/27/2023 6:00:00 AM	64	5	32	101
	1/27/2023 6:15:00 AM	72	1	33	106
	1/27/2023 6:30:00 AM	63	2	44	109
	1/27/2023 6:45:00 AM	80	2	30	112
	Hour	279	10	139	428
	1/27/2023 7:00:00 AM	111	0	40	151
	1/27/2023 7:15:00 AM	110	1	42	153
	1/27/2023 7:30:00 AM	122	5	41	168
	1/27/2023 7:45:00 AM	135	3	45	183
	Hour	478	9	168	655
	1/27/2023 8:00:00 AM	139	2	50	191
	1/27/2023 8:15:00 AM	121	12	41	174
	1/27/2023 8:30:00 AM	132	10	47	189
	1/27/2023 8:45:00 AM	143	6	45	194
	Hour	535	30	183	748
	1/27/2023 9:00:00 AM	171	12	57	240
	1/27/2023 9:15:00 AM	158	4	52	214
	1/27/2023 9:30:00 AM	175	7	40	222
	1/27/2023 9:45:00 AM	158	3	60	221
	Hour	662	26	209	897
	1/27/2023 10:00:00 AM	207	6	54	267
	1/27/2023 10:15:00 AM	231	9	62	302
	1/27/2023 10:30:00 AM	230	5	61	296
	1/27/2023 10:45:00 AM	199	3	48	250
	Hour	867	23	225	1115
	1/27/2023 11:00:00 AM	229	6	54	289
	1/27/2023 11:15:00 AM	237	7	59	303
	1/27/2023 11:30:00 AM	221	4	61	286
	1/27/2023 11:45:00 AM	246	8	56	310
	Hour	933	25	230	1188
	Grand Total	4,503	169	1,609	6,281
	Percentage	71.7%	2.7%	25.6%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	220	8	56	284
	1/27/2023 12:15:00 PM	245	7	61	313
	1/27/2023 12:30:00 PM	267	6	47	320
	1/27/2023 12:45:00 PM	256	8	45	309
	Hour	988	29	209	1226
	1/27/2023 1:00:00 PM	282	8	60	350
	1/27/2023 1:15:00 PM	280	3	52	335
	1/27/2023 1:30:00 PM	284	8	58	350
	1/27/2023 1:45:00 PM	320	8	54	382
	Hour	1166	27	224	1417
	1/27/2023 2:00:00 PM	294	11	48	353
	1/27/2023 2:15:00 PM	323	6	66	395
	1/27/2023 2:30:00 PM	326	5	52	383
	1/27/2023 2:45:00 PM	359	8	54	421
	Hour	1302	30	220	1552
	1/27/2023 3:00:00 PM	321	10	60	391
	1/27/2023 3:15:00 PM	293	9	49	351
	1/27/2023 3:30:00 PM	331	5	72	408
	1/27/2023 3:45:00 PM	340	6	54	400
	Hour	1285	30	235	1550
	1/27/2023 4:00:00 PM	341	8	50	399
	1/27/2023 4:15:00 PM	342	7	52	401
	1/27/2023 4:30:00 PM	281	11	48	340
	1/27/2023 4:45:00 PM	300	7	37	344
	Hour	1264	33	187	1484
	1/27/2023 5:00:00 PM	371	13	49	433
	1/27/2023 5:15:00 PM	332	5	53	390
	1/27/2023 5:30:00 PM	295	3	63	361
	1/27/2023 5:45:00 PM	303	5	51	359
	Hour	1301	26	216	1543
	1/27/2023 6:00:00 PM	285	7	36	328
	1/27/2023 6:15:00 PM	270	7	40	317
	1/27/2023 6:30:00 PM	217	5	33	255
	1/27/2023 6:45:00 PM	231	9	35	275
	Hour	1003	28	144	1175
	1/27/2023 7:00:00 PM	182	6	34	222
	1/27/2023 7:15:00 PM	206	2	34	242
	1/27/2023 7:30:00 PM	183	8	30	221
	1/27/2023 7:45:00 PM	136	2	26	164
	Hour	707	18	124	849
	1/27/2023 8:00:00 PM	136	4	28	168
	1/27/2023 8:15:00 PM	155	3	27	185
	1/27/2023 8:30:00 PM	148	3	25	176
	1/27/2023 8:45:00 PM	113	1	25	139
	Hour	552	11	105	668
	1/27/2023 9:00:00 PM	108	3	26	137
	1/27/2023 9:15:00 PM	98	2	26	126
	1/27/2023 9:30:00 PM	90	3	27	120
	1/27/2023 9:45:00 PM	84	0	20	104
	Hour	380	8	99	487
	1/27/2023 10:00:00 PM	89	1	23	113
	1/27/2023 10:15:00 PM	78	1	22	101
	1/27/2023 10:30:00 PM	62	2	19	83
	1/27/2023 10:45:00 PM	71	4	20	95
	Hour	300	8	84	392
	1/27/2023 11:00:00 PM	59	1	16	76
	1/27/2023 11:15:00 PM	64	1	15	80
	1/27/2023 11:30:00 PM	51	4	12	67
	1/27/2023 11:45:00 PM	58	0	23	81
	Hour	232	6	66	304
	Grand Total	10,480	254	1,913	12,647
	Percentage	82.9%	2.0%	15.1%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	65	1	19	85
	1/28/2023 12:15:00 AM	43	0	14	57
	1/28/2023 12:30:00 AM	58	0	15	73
	1/28/2023 12:45:00 AM	45	0	10	55
	Hour	211	1	58	270
	1/28/2023 1:00:00 AM	38	4	12	54
	1/28/2023 1:15:00 AM	29	0	7	36
	1/28/2023 1:30:00 AM	34	1	21	56
	1/28/2023 1:45:00 AM	29	1	8	38
	Hour	130	6	48	184
	1/28/2023 2:00:00 AM	35	3	12	50
	1/28/2023 2:15:00 AM	33	0	12	45
	1/28/2023 2:30:00 AM	38	1	14	53
	1/28/2023 2:45:00 AM	32	1	13	46
	Hour	138	5	51	194
	1/28/2023 3:00:00 AM	27	0	5	32
	1/28/2023 3:15:00 AM	22	3	14	39
	1/28/2023 3:30:00 AM	23	1	12	36
	1/28/2023 3:45:00 AM	39	2	12	53
	Hour	111	6	43	160
	1/28/2023 4:00:00 AM	30	1	16	47
	1/28/2023 4:15:00 AM	36	0	16	52
	1/28/2023 4:30:00 AM	43	0	15	58
	1/28/2023 4:45:00 AM	42	0	14	56
	Hour	151	1	61	213
	1/28/2023 5:00:00 AM	42	0	9	51
	1/28/2023 5:15:00 AM	41	1	21	63
	1/28/2023 5:30:00 AM	52	0	14	66
	1/28/2023 5:45:00 AM	44	1	15	60
	Hour	179	2	59	240
	1/28/2023 6:00:00 AM	42	0	12	54
	1/28/2023 6:15:00 AM	66	2	17	85
	1/28/2023 6:30:00 AM	68	2	30	100
	1/28/2023 6:45:00 AM	76	1	17	94
	Hour	252	5	76	333
	1/28/2023 7:00:00 AM	98	4	20	122
	1/28/2023 7:15:00 AM	83	3	11	97
	1/28/2023 7:30:00 AM	105	2	18	125
	1/28/2023 7:45:00 AM	114	1	18	133
	Hour	400	10	67	477
	1/28/2023 8:00:00 AM	126	2	13	141
	1/28/2023 8:15:00 AM	134	2	22	158
	1/28/2023 8:30:00 AM	162	4	19	185
	1/28/2023 8:45:00 AM	167	0	21	188
	Hour	589	8	75	672
	1/28/2023 9:00:00 AM	187	4	39	230
	1/28/2023 9:15:00 AM	187	6	39	232
	1/28/2023 9:30:00 AM	203	3	36	242
	1/28/2023 9:45:00 AM	200	8	44	252
	Hour	777	21	158	956
	1/28/2023 10:00:00 AM	261	4	33	298
	1/28/2023 10:15:00 AM	270	5	40	315
	1/28/2023 10:30:00 AM	210	4	32	246
	1/28/2023 10:45:00 AM	267	5	36	308
	Hour	1008	18	141	1167
	1/28/2023 11:00:00 AM	387	6	47	440
	1/28/2023 11:15:00 AM	282	5	39	326
	1/28/2023 11:30:00 AM	262	2	40	304
	1/28/2023 11:45:00 AM	276	4	36	316
	Hour	1207	17	162	1386
	Grand Total	5,153	100	999	6,252
	Percentage	82.4%	1.6%	16.0%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	270	9	42	321
	1/28/2023 12:15:00 PM	289	6	37	332
	1/28/2023 12:30:00 PM	267	5	38	310
	1/28/2023 12:45:00 PM	279	6	35	320
	Hour	1105	26	152	1283
	1/28/2023 1:00:00 PM	258	7	30	295
	1/28/2023 1:15:00 PM	290	4	44	338
	1/28/2023 1:30:00 PM	322	5	46	373
	1/28/2023 1:45:00 PM	261	5	30	296
	Hour	1131	21	150	1302
	1/28/2023 2:00:00 PM	290	4	41	335
	1/28/2023 2:15:00 PM	310	8	39	357
	1/28/2023 2:30:00 PM	303	4	36	343
	1/28/2023 2:45:00 PM	289	7	50	346
	Hour	1192	23	166	1381
	1/28/2023 3:00:00 PM	314	6	23	343
	1/28/2023 3:15:00 PM	293	4	34	331
	1/28/2023 3:30:00 PM	289	5	37	331
	1/28/2023 3:45:00 PM	278	5	22	305
	Hour	1174	20	116	1310
	1/28/2023 4:00:00 PM	274	5	35	314
	1/28/2023 4:15:00 PM	272	3	18	293
	1/28/2023 4:30:00 PM	282	5	28	315
	1/28/2023 4:45:00 PM	267	5	24	296
	Hour	1095	18	105	1218
	1/28/2023 5:00:00 PM	233	3	27	263
	1/28/2023 5:15:00 PM	228	4	30	262
	1/28/2023 5:30:00 PM	243	3	26	272
	1/28/2023 5:45:00 PM	243	6	20	269
	Hour	947	16	103	1066
	1/28/2023 6:00:00 PM	197	8	22	227
	1/28/2023 6:15:00 PM	203	2	21	226
	1/28/2023 6:30:00 PM	194	2	22	218
	1/28/2023 6:45:00 PM	167	6	27	200
	Hour	761	18	92	871
	1/28/2023 7:00:00 PM	183	3	21	207
	1/28/2023 7:15:00 PM	146	1	23	170
	1/28/2023 7:30:00 PM	147	5	16	168
	1/28/2023 7:45:00 PM	118	2	31	151
	Hour	594	11	91	696
	1/28/2023 8:00:00 PM	123	1	19	143
	1/28/2023 8:15:00 PM	120	2	13	135
	1/28/2023 8:30:00 PM	122	1	17	140
	1/28/2023 8:45:00 PM	103	2	17	122
	Hour	468	6	66	540
	1/28/2023 9:00:00 PM	96	2	20	118
	1/28/2023 9:15:00 PM	106	1	18	125
	1/28/2023 9:30:00 PM	85	1	20	106
	1/28/2023 9:45:00 PM	69	1	13	83
	Hour	356	5	71	432
	1/28/2023 10:00:00 PM	85	2	20	107
	1/28/2023 10:15:00 PM	67	2	19	88
	1/28/2023 10:30:00 PM	66	0	14	80
	1/28/2023 10:45:00 PM	45	1	11	57
	Hour	263	5	64	332
	1/28/2023 11:00:00 PM	58	2	23	83
	1/28/2023 11:15:00 PM	53	1	12	66
	1/28/2023 11:30:00 PM	44	1	8	53
	1/28/2023 11:45:00 PM	50	2	11	63
	Hour	205	6	54	265
	Grand Total	9,291	175	1,230	10,696
	Percentage	86.9%	1.6%	11.5%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	42	1	6	49
	1/29/2023 12:15:00 AM	28	1	6	35
	1/29/2023 12:30:00 AM	40	1	10	51
	1/29/2023 12:45:00 AM	50	5	10	65
	Hour	160	8	32	200
	1/29/2023 1:00:00 AM	41	2	9	52
	1/29/2023 1:15:00 AM	31	1	8	40
	1/29/2023 1:30:00 AM	27	0	5	32
	1/29/2023 1:45:00 AM	33	1	4	38
	Hour	132	4	26	162
	1/29/2023 2:00:00 AM	34	3	5	42
	1/29/2023 2:15:00 AM	28	0	5	33
	1/29/2023 2:30:00 AM	27	0	10	37
	1/29/2023 2:45:00 AM	25	9	9	43
	Hour	114	12	29	155
	1/29/2023 3:00:00 AM	21	0	3	24
	1/29/2023 3:15:00 AM	21	2	2	25
	1/29/2023 3:30:00 AM	25	1	8	34
	1/29/2023 3:45:00 AM	28	1	8	37
	Hour	95	4	21	120
	1/29/2023 4:00:00 AM	19	0	11	30
	1/29/2023 4:15:00 AM	19	0	12	31
	1/29/2023 4:30:00 AM	36	1	5	42
	1/29/2023 4:45:00 AM	32	0	6	38
	Hour	106	1	34	141
	1/29/2023 5:00:00 AM	27	0	8	35
	1/29/2023 5:15:00 AM	48	0	7	55
	1/29/2023 5:30:00 AM	47	2	10	59
	1/29/2023 5:45:00 AM	38	0	14	52
	Hour	160	2	39	201
	1/29/2023 6:00:00 AM	49	0	9	58
	1/29/2023 6:15:00 AM	43	1	10	54
	1/29/2023 6:30:00 AM	59	0	8	67
	1/29/2023 6:45:00 AM	63	1	10	74
	Hour	214	2	37	253
	1/29/2023 7:00:00 AM	54	2	5	61
	1/29/2023 7:15:00 AM	73	0	10	83
	1/29/2023 7:30:00 AM	90	0	13	103
	1/29/2023 7:45:00 AM	88	1	16	105
	Hour	305	3	44	352
	1/29/2023 8:00:00 AM	105	1	15	121
	1/29/2023 8:15:00 AM	139	2	22	163
	1/29/2023 8:30:00 AM	138	0	21	159
	1/29/2023 8:45:00 AM	157	4	18	179
	Hour	539	7	76	622
	1/29/2023 9:00:00 AM	146	1	19	166
	1/29/2023 9:15:00 AM	208	1	24	233
	1/29/2023 9:30:00 AM	204	4	23	231
	1/29/2023 9:45:00 AM	217	3	29	249
	Hour	775	9	95	879
	1/29/2023 10:00:00 AM	214	4	28	246
	1/29/2023 10:15:00 AM	237	4	20	261
	1/29/2023 10:30:00 AM	261	3	22	286
	1/29/2023 10:45:00 AM	263	6	30	299
	Hour	975	17	100	1092
	1/29/2023 11:00:00 AM	287	2	14	303
	1/29/2023 11:15:00 AM	326	1	20	347
	1/29/2023 11:30:00 AM	309	3	24	336
	1/29/2023 11:45:00 AM	295	6	31	332
	Hour	1217	12	89	1318
	Grand Total	4,792	81	622	5,495
	Percentage	87.2%	1.5%	11.3%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	319	4	29	352
	1/29/2023 12:15:00 PM	329	2	26	357
	1/29/2023 12:30:00 PM	317	3	34	354
	1/29/2023 12:45:00 PM	319	3	13	335
	Hour	1284	12	102	1398
	1/29/2023 1:00:00 PM	346	6	21	373
	1/29/2023 1:15:00 PM	382	3	23	408
	1/29/2023 1:30:00 PM	349	3	21	373
	1/29/2023 1:45:00 PM	365	1	19	385
	Hour	1442	13	84	1539
	1/29/2023 2:00:00 PM	356	8	16	380
	1/29/2023 2:15:00 PM	367	5	26	398
	1/29/2023 2:30:00 PM	327	4	18	349
	1/29/2023 2:45:00 PM	338	6	33	377
	Hour	1388	23	93	1504
	1/29/2023 3:00:00 PM	288	7	27	322
	1/29/2023 3:15:00 PM	314	5	30	349
	1/29/2023 3:30:00 PM	301	3	30	334
	1/29/2023 3:45:00 PM	337	2	32	371
	Hour	1240	17	119	1376
	1/29/2023 4:00:00 PM	276	5	25	306
	1/29/2023 4:15:00 PM	272	3	26	301
	1/29/2023 4:30:00 PM	291	3	22	316
	1/29/2023 4:45:00 PM	284	1	28	313
	Hour	1123	12	101	1236
	1/29/2023 5:00:00 PM	259	4	18	281
	1/29/2023 5:15:00 PM	237	6	24	267
	1/29/2023 5:30:00 PM	242	1	24	267
	1/29/2023 5:45:00 PM	190	3	16	209
	Hour	928	14	82	1024
	1/29/2023 6:00:00 PM	168	5	13	186
	1/29/2023 6:15:00 PM	155	1	16	172
	1/29/2023 6:30:00 PM	162	1	15	178
	1/29/2023 6:45:00 PM	178	2	31	211
	Hour	663	9	75	747
	1/29/2023 7:00:00 PM	153	2	19	174
	1/29/2023 7:15:00 PM	166	1	9	176
	1/29/2023 7:30:00 PM	140	2	19	161
	1/29/2023 7:45:00 PM	200	2	26	228
	Hour	659	7	73	739
	1/29/2023 8:00:00 PM	148	4	10	162
	1/29/2023 8:15:00 PM	151	5	16	172
	1/29/2023 8:30:00 PM	128	1	8	137
	1/29/2023 8:45:00 PM	86	3	22	111
	Hour	513	13	56	582
	1/29/2023 9:00:00 PM	78	1	12	91
	1/29/2023 9:15:00 PM	101	3	20	124
	1/29/2023 9:30:00 PM	86	2	24	112
	1/29/2023 9:45:00 PM	85	0	9	94
	Hour	350	6	65	421
	1/29/2023 10:00:00 PM	75	2	5	82
	1/29/2023 10:15:00 PM	58	2	9	69
	1/29/2023 10:30:00 PM	68	1	13	82
	1/29/2023 10:45:00 PM	53	2	9	64
	Hour	254	7	36	297
	1/29/2023 11:00:00 PM	61	2	8	71
	1/29/2023 11:15:00 PM	45	1	11	57
	1/29/2023 11:30:00 PM	54	0	6	60
	1/29/2023 11:45:00 PM	36	2	8	46
	Hour	196	5	33	234
	Grand Total	10,040	138	919	11,097
	Percentage	90.5%	1.2%	8.3%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	38	2	13	53
	1/30/2023 12:15:00 AM	38	1	4	43
	1/30/2023 12:30:00 AM	20	0	11	31
	1/30/2023 12:45:00 AM	39	1	6	46
	Hour	135	4	34	173
	1/30/2023 1:00:00 AM	26	0	6	32
	1/30/2023 1:15:00 AM	31	1	7	39
	1/30/2023 1:30:00 AM	23	2	4	29
	1/30/2023 1:45:00 AM	27	2	10	39
	Hour	107	5	27	139
	1/30/2023 2:00:00 AM	21	0	5	26
	1/30/2023 2:15:00 AM	23	1	7	31
	1/30/2023 2:30:00 AM	26	0	8	34
	1/30/2023 2:45:00 AM	23	2	4	29
	Hour	93	3	24	120
	1/30/2023 3:00:00 AM	25	1	8	34
	1/30/2023 3:15:00 AM	16	1	12	29
	1/30/2023 3:30:00 AM	22	1	13	36
	1/30/2023 3:45:00 AM	17	0	8	25
	Hour	80	3	41	124
	1/30/2023 4:00:00 AM	34	0	27	61
	1/30/2023 4:15:00 AM	27	0	13	40
	1/30/2023 4:30:00 AM	27	2	12	41
	1/30/2023 4:45:00 AM	26	1	19	46
	Hour	114	3	71	188
	1/30/2023 5:00:00 AM	35	2	16	53
	1/30/2023 5:15:00 AM	42	0	14	56
	1/30/2023 5:30:00 AM	49	1	18	68
	1/30/2023 5:45:00 AM	77	3	24	104
	Hour	203	6	72	281
	1/30/2023 6:00:00 AM	78	2	31	111
	1/30/2023 6:15:00 AM	75	3	22	100
	1/30/2023 6:30:00 AM	73	2	27	102
	1/30/2023 6:45:00 AM	86	1	30	117
	Hour	312	8	110	430
	1/30/2023 7:00:00 AM	113	1	27	141
	1/30/2023 7:15:00 AM	133	3	23	159
	1/30/2023 7:30:00 AM	129	1	29	159
	1/30/2023 7:45:00 AM	116	4	30	150
	Hour	491	9	109	609
	1/30/2023 8:00:00 AM	135	1	32	168
	1/30/2023 8:15:00 AM	138	6	32	176
	1/30/2023 8:30:00 AM	140	4	22	166
	1/30/2023 8:45:00 AM	165	9	36	210
	Hour	578	20	122	720
	1/30/2023 9:00:00 AM	178	5	37	220
	1/30/2023 9:15:00 AM	200	3	35	238
	1/30/2023 9:30:00 AM	195	6	46	247
	1/30/2023 9:45:00 AM	198	4	46	248
	Hour	771	18	164	953
	1/30/2023 10:00:00 AM	218	6	44	268
	1/30/2023 10:15:00 AM	215	7	43	265
	1/30/2023 10:30:00 AM	220	6	51	277
	1/30/2023 10:45:00 AM	218	8	41	267
	Hour	871	27	179	1077
	1/30/2023 11:00:00 AM	237	5	59	301
	1/30/2023 11:15:00 AM	248	9	39	296
	1/30/2023 11:30:00 AM	222	4	49	275
	1/30/2023 11:45:00 AM	230	9	49	288
	Hour	937	27	196	1160
	Grand Total	4,692	133	1,149	5,974
	Percentage	78.5%	2.2%	19.2%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

NB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	211	7	33	251
	1/30/2023 12:15:00 PM	217	6	51	274
	1/30/2023 12:30:00 PM	237	8	63	308
	1/30/2023 12:45:00 PM	218	17	55	290
	Hour	883	38	202	1123
	1/30/2023 1:00:00 PM	225	7	58	290
	1/30/2023 1:15:00 PM	209	7	52	268
	1/30/2023 1:30:00 PM	241	4	66	311
	1/30/2023 1:45:00 PM	236	7	53	296
	Hour	911	25	229	1165
	1/30/2023 2:00:00 PM	260	9	58	327
	1/30/2023 2:15:00 PM	243	7	50	300
	1/30/2023 2:30:00 PM	212	7	56	275
	1/30/2023 2:45:00 PM	246	7	57	310
	Hour	961	30	221	1212
	1/30/2023 3:00:00 PM	236	8	45	289
	1/30/2023 3:15:00 PM	231	9	60	300
	1/30/2023 3:30:00 PM	258	3	58	319
	1/30/2023 3:45:00 PM	245	7	39	291
	Hour	970	27	202	1199
	1/30/2023 4:00:00 PM	256	7	41	304
	1/30/2023 4:15:00 PM	230	6	44	280
	1/30/2023 4:30:00 PM	227	10	71	308
	1/30/2023 4:45:00 PM	223	9	62	294
	Hour	936	32	218	1186
	1/30/2023 5:00:00 PM	201	5	50	256
	1/30/2023 5:15:00 PM	243	6	50	299
	1/30/2023 5:30:00 PM	198	9	52	259
	1/30/2023 5:45:00 PM	177	9	43	229
	Hour	819	29	195	1043
	1/30/2023 6:00:00 PM	168	11	45	224
	1/30/2023 6:15:00 PM	178	5	49	232
	1/30/2023 6:30:00 PM	140	5	39	184
	1/30/2023 6:45:00 PM	120	6	36	162
	Hour	606	27	169	802
	1/30/2023 7:00:00 PM	130	1	29	160
	1/30/2023 7:15:00 PM	105	3	32	140
	1/30/2023 7:30:00 PM	95	7	22	124
	1/30/2023 7:45:00 PM	91	4	23	118
	Hour	421	15	106	542
	1/30/2023 8:00:00 PM	74	6	36	116
	1/30/2023 8:15:00 PM	94	6	22	122
	1/30/2023 8:30:00 PM	86	2	33	121
	1/30/2023 8:45:00 PM	82	3	25	110
	Hour	336	17	116	469
	1/30/2023 9:00:00 PM	65	6	32	103
	1/30/2023 9:15:00 PM	60	1	31	92
	1/30/2023 9:30:00 PM	59	7	22	88
	1/30/2023 9:45:00 PM	57	8	25	90
	Hour	241	22	110	373
	1/30/2023 10:00:00 PM	42	3	27	72
	1/30/2023 10:15:00 PM	47	1	26	74
	1/30/2023 10:30:00 PM	61	2	24	87
	1/30/2023 10:45:00 PM	50	1	27	78
	Hour	200	7	104	311
	1/30/2023 11:00:00 PM	42	2	23	67
	1/30/2023 11:15:00 PM	46	0	23	69
	1/30/2023 11:30:00 PM	35	0	24	59
	1/30/2023 11:45:00 PM	32	0	20	52
	Hour	155	2	90	247
	Grand Total	7,439	271	1,962	9,672
	Percentage	76.9%	2.8%	20.3%	
	Total	86,907	2,472	22,933	112,312
	Percentage	77.4%	2.2%	20.4%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	34	0	25	59
	1/24/2023 12:15:00 AM	33	0	27	60
	1/24/2023 12:30:00 AM	29	1	32	62
	1/24/2023 12:45:00 AM	20	1	32	53
	Hour	116	2	116	234
	1/24/2023 1:00:00 AM	13	1	19	33
	1/24/2023 1:15:00 AM	19	0	14	33
	1/24/2023 1:30:00 AM	17	1	21	39
	1/24/2023 1:45:00 AM	19	1	26	46
	Hour	68	3	80	151
	1/24/2023 2:00:00 AM	18	0	22	40
	1/24/2023 2:15:00 AM	19	0	22	41
	1/24/2023 2:30:00 AM	14	0	14	28
	1/24/2023 2:45:00 AM	17	1	26	44
	Hour	68	1	84	153
	1/24/2023 3:00:00 AM	27	1	27	55
	1/24/2023 3:15:00 AM	31	0	23	54
	1/24/2023 3:30:00 AM	11	2	23	36
	1/24/2023 3:45:00 AM	22	3	22	47
	Hour	91	6	95	192
	1/24/2023 4:00:00 AM	28	1	27	56
	1/24/2023 4:15:00 AM	41	0	36	77
	1/24/2023 4:30:00 AM	28	2	28	58
	1/24/2023 4:45:00 AM	53	2	37	92
	Hour	150	5	128	283
	1/24/2023 5:00:00 AM	49	1	35	85
	1/24/2023 5:15:00 AM	64	3	35	102
	1/24/2023 5:30:00 AM	78	2	49	129
	1/24/2023 5:45:00 AM	99	3	42	144
	Hour	290	9	161	460
	1/24/2023 6:00:00 AM	109	3	44	156
	1/24/2023 6:15:00 AM	108	2	40	150
	1/24/2023 6:30:00 AM	108	5	39	152
	1/24/2023 6:45:00 AM	116	2	46	164
	Hour	441	12	169	622
	1/24/2023 7:00:00 AM	104	8	53	165
	1/24/2023 7:15:00 AM	123	3	35	161
	1/24/2023 7:30:00 AM	161	4	54	219
	1/24/2023 7:45:00 AM	151	5	50	206
	Hour	539	20	192	751
	1/24/2023 8:00:00 AM	184	11	61	256
	1/24/2023 8:15:00 AM	153	5	46	204
	1/24/2023 8:30:00 AM	166	7	56	229
	1/24/2023 8:45:00 AM	161	6	58	225
	Hour	664	29	221	914
	1/24/2023 9:00:00 AM	162	8	80	250
	1/24/2023 9:15:00 AM	157	6	73	236
	1/24/2023 9:30:00 AM	180	15	58	253
	1/24/2023 9:45:00 AM	191	7	63	261
	Hour	690	36	274	1000
	1/24/2023 10:00:00 AM	192	9	54	255
	1/24/2023 10:15:00 AM	142	10	61	213
	1/24/2023 10:30:00 AM	160	5	63	228
	1/24/2023 10:45:00 AM	175	12	59	246
	Hour	669	36	237	942
	1/24/2023 11:00:00 AM	169	10	66	245
	1/24/2023 11:15:00 AM	163	5	71	239
	1/24/2023 11:30:00 AM	185	6	67	258
	1/24/2023 11:45:00 AM	166	6	70	242
	Hour	683	27	274	984
	Grand Total	4,469	186	2,031	6,686
	Percentage	66.8%	2.8%	30.4%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	161	5	59	225
	1/24/2023 12:15:00 PM	180	7	63	250
	1/24/2023 12:30:00 PM	188	4	70	262
	1/24/2023 12:45:00 PM	186	9	67	262
	Hour	715	25	259	999
	1/24/2023 1:00:00 PM	158	10	66	234
	1/24/2023 1:15:00 PM	186	5	79	270
	1/24/2023 1:30:00 PM	178	12	81	271
	1/24/2023 1:45:00 PM	109	7	77	193
	Hour	631	34	303	968
	1/24/2023 2:00:00 PM	186	4	70	260
	1/24/2023 2:15:00 PM	172	11	73	256
	1/24/2023 2:30:00 PM	198	5	79	282
	1/24/2023 2:45:00 PM	190	5	75	270
	Hour	746	25	297	1068
	1/24/2023 3:00:00 PM	198	4	57	259
	1/24/2023 3:15:00 PM	179	10	54	243
	1/24/2023 3:30:00 PM	175	5	60	240
	1/24/2023 3:45:00 PM	210	7	64	281
	Hour	762	26	235	1023
	1/24/2023 4:00:00 PM	188	3	49	240
	1/24/2023 4:15:00 PM	157	4	68	229
	1/24/2023 4:30:00 PM	165	15	56	236
	1/24/2023 4:45:00 PM	147	3	67	217
	Hour	657	25	240	922
	1/24/2023 5:00:00 PM	161	4	45	210
	1/24/2023 5:15:00 PM	185	4	57	246
	1/24/2023 5:30:00 PM	169	3	58	230
	1/24/2023 5:45:00 PM	187	5	55	247
	Hour	702	16	215	933
	1/24/2023 6:00:00 PM	165	5	45	215
	1/24/2023 6:15:00 PM	143	2	50	195
	1/24/2023 6:30:00 PM	123	2	54	179
	1/24/2023 6:45:00 PM	133	3	49	185
	Hour	564	12	198	774
	1/24/2023 7:00:00 PM	110	7	47	164
	1/24/2023 7:15:00 PM	106	6	39	151
	1/24/2023 7:30:00 PM	89	1	38	128
	1/24/2023 7:45:00 PM	72	1	44	117
	Hour	377	15	168	560
	1/24/2023 8:00:00 PM	99	3	49	151
	1/24/2023 8:15:00 PM	91	2	40	133
	1/24/2023 8:30:00 PM	79	1	37	117
	1/24/2023 8:45:00 PM	61	5	31	97
	Hour	330	11	157	498
	1/24/2023 9:00:00 PM	62	1	24	87
	1/24/2023 9:15:00 PM	52	3	21	76
	1/24/2023 9:30:00 PM	25	1	9	35
	1/24/2023 9:45:00 PM	55	1	10	66
	Hour	194	6	64	264
	1/24/2023 10:00:00 PM	73	1	49	123
	1/24/2023 10:15:00 PM	37	0	33	70
	1/24/2023 10:30:00 PM	26	0	9	35
	1/24/2023 10:45:00 PM	55	1	30	86
	Hour	191	2	121	314
	1/24/2023 11:00:00 PM	52	1	52	105
	1/24/2023 11:15:00 PM	17	0	10	27
	1/24/2023 11:30:00 PM	49	0	39	88
	1/24/2023 11:45:00 PM	30	2	29	61
	Hour	148	3	130	281
	Grand Total	6,017	200	2,387	8,604
	Percentage	69.9%	2.3%	27.7%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	16	1	10	27
	1/25/2023 12:15:00 AM	21	0	38	59
	1/25/2023 12:30:00 AM	29	1	29	59
	1/25/2023 12:45:00 AM	16	0	21	37
	Hour	82	2	98	182
	1/25/2023 1:00:00 AM	10	0	6	16
	1/25/2023 1:15:00 AM	6	0	1	7
	1/25/2023 1:30:00 AM	32	0	23	55
	1/25/2023 1:45:00 AM	23	1	36	60
	Hour	71	1	66	138
	1/25/2023 2:00:00 AM	16	1	12	29
	1/25/2023 2:15:00 AM	33	1	25	59
	1/25/2023 2:30:00 AM	28	0	23	51
	1/25/2023 2:45:00 AM	25	0	21	46
	Hour	102	2	81	185
	1/25/2023 3:00:00 AM	24	1	22	47
	1/25/2023 3:15:00 AM	36	0	25	61
	1/25/2023 3:30:00 AM	21	1	33	55
	1/25/2023 3:45:00 AM	31	2	12	45
	Hour	112	4	92	208
	1/25/2023 4:00:00 AM	27	0	36	63
	1/25/2023 4:15:00 AM	33	1	31	65
	1/25/2023 4:30:00 AM	39	1	38	78
	1/25/2023 4:45:00 AM	48	1	35	84
	Hour	147	3	140	290
	1/25/2023 5:00:00 AM	51	3	30	84
	1/25/2023 5:15:00 AM	80	0	37	117
	1/25/2023 5:30:00 AM	79	1	32	112
	1/25/2023 5:45:00 AM	102	6	33	141
	Hour	312	10	132	454
	1/25/2023 6:00:00 AM	105	6	40	151
	1/25/2023 6:15:00 AM	106	1	43	150
	1/25/2023 6:30:00 AM	100	4	53	157
	1/25/2023 6:45:00 AM	126	3	52	181
	Hour	437	14	188	639
	1/25/2023 7:00:00 AM	119	7	49	175
	1/25/2023 7:15:00 AM	127	7	46	180
	1/25/2023 7:30:00 AM	156	5	41	202
	1/25/2023 7:45:00 AM	177	6	43	226
	Hour	579	25	179	783
	1/25/2023 8:00:00 AM	184	9	40	233
	1/25/2023 8:15:00 AM	166	9	56	231
	1/25/2023 8:30:00 AM	173	8	52	233
	1/25/2023 8:45:00 AM	168	9	65	242
	Hour	691	35	213	939
	1/25/2023 9:00:00 AM	182	9	41	232
	1/25/2023 9:15:00 AM	169	9	56	234
	1/25/2023 9:30:00 AM	166	7	51	224
	1/25/2023 9:45:00 AM	164	7	67	238
	Hour	681	32	215	928
	1/25/2023 10:00:00 AM	186	6	68	260
	1/25/2023 10:15:00 AM	201	13	66	280
	1/25/2023 10:30:00 AM	188	9	73	270
	1/25/2023 10:45:00 AM	176	6	62	244
	Hour	751	34	269	1054
	1/25/2023 11:00:00 AM	188	9	62	259
	1/25/2023 11:15:00 AM	168	8	66	242
	1/25/2023 11:30:00 AM	160	7	46	213
	1/25/2023 11:45:00 AM	177	6	60	243
	Hour	693	30	234	957
	Grand Total	4,658	192	1,907	6,757
	Percentage	68.9%	2.8%	28.2%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	180	6	56	242
	1/25/2023 12:15:00 PM	174	5	64	243
	1/25/2023 12:30:00 PM	183	8	66	257
	1/25/2023 12:45:00 PM	159	9	75	243
	Hour	696	28	261	985
	1/25/2023 1:00:00 PM	154	8	68	230
	1/25/2023 1:15:00 PM	163	12	70	245
	1/25/2023 1:30:00 PM	201	6	58	265
	1/25/2023 1:45:00 PM	179	5	67	251
	Hour	697	31	263	991
	1/25/2023 2:00:00 PM	193	6	74	273
	1/25/2023 2:15:00 PM	193	6	58	257
	1/25/2023 2:30:00 PM	209	7	59	275
	1/25/2023 2:45:00 PM	196	5	64	265
	Hour	791	24	255	1070
	1/25/2023 3:00:00 PM	223	7	57	287
	1/25/2023 3:15:00 PM	189	7	67	263
	1/25/2023 3:30:00 PM	208	3	62	273
	1/25/2023 3:45:00 PM	193	3	59	255
	Hour	813	20	245	1078
	1/25/2023 4:00:00 PM	196	1	54	251
	1/25/2023 4:15:00 PM	177	6	56	239
	1/25/2023 4:30:00 PM	180	0	50	230
	1/25/2023 4:45:00 PM	160	4	43	207
	Hour	713	11	203	927
	1/25/2023 5:00:00 PM	142	7	52	201
	1/25/2023 5:15:00 PM	170	4	51	225
	1/25/2023 5:30:00 PM	167	0	46	213
	1/25/2023 5:45:00 PM	134	4	49	187
	Hour	613	15	198	826
	1/25/2023 6:00:00 PM	144	1	49	194
	1/25/2023 6:15:00 PM	138	2	50	190
	1/25/2023 6:30:00 PM	124	1	43	168
	1/25/2023 6:45:00 PM	98	1	50	149
	Hour	504	5	192	701
	1/25/2023 7:00:00 PM	104	3	42	149
	1/25/2023 7:15:00 PM	108	2	59	169
	1/25/2023 7:30:00 PM	115	3	46	164
	1/25/2023 7:45:00 PM	80	2	50	132
	Hour	407	10	197	614
	1/25/2023 8:00:00 PM	71	0	44	115
	1/25/2023 8:15:00 PM	72	3	44	119
	1/25/2023 8:30:00 PM	67	2	33	102
	1/25/2023 8:45:00 PM	57	2	40	99
	Hour	267	7	161	435
	1/25/2023 9:00:00 PM	73	1	28	102
	1/25/2023 9:15:00 PM	73	1	38	112
	1/25/2023 9:30:00 PM	62	2	31	95
	1/25/2023 9:45:00 PM	60	3	22	85
	Hour	268	7	119	394
	1/25/2023 10:00:00 PM	46	2	30	78
	1/25/2023 10:15:00 PM	40	1	30	71
	1/25/2023 10:30:00 PM	58	1	22	81
	1/25/2023 10:45:00 PM	41	0	25	66
	Hour	185	4	107	296
	1/25/2023 11:00:00 PM	29	0	28	57
	1/25/2023 11:15:00 PM	36	0	15	51
	1/25/2023 11:30:00 PM	28	1	19	48
	1/25/2023 11:45:00 PM	42	0	18	60
	Hour	135	1	80	216
	Grand Total	6,089	163	2,281	8,533
	Percentage	71.4%	1.9%	26.7%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	19	2	25	46
	1/26/2023 12:15:00 AM	32	2	18	52
	1/26/2023 12:30:00 AM	23	3	18	44
	1/26/2023 12:45:00 AM	30	2	27	59
	Hour	104	9	88	201
	1/26/2023 1:00:00 AM	21	0	14	35
	1/26/2023 1:15:00 AM	25	1	21	47
	1/26/2023 1:30:00 AM	21	0	25	46
	1/26/2023 1:45:00 AM	22	1	20	43
	Hour	89	2	80	171
	1/26/2023 2:00:00 AM	23	0	30	53
	1/26/2023 2:15:00 AM	22	0	19	41
	1/26/2023 2:30:00 AM	40	0	13	53
	1/26/2023 2:45:00 AM	21	1	24	46
	Hour	106	1	86	193
	1/26/2023 3:00:00 AM	25	2	26	53
	1/26/2023 3:15:00 AM	32	0	25	57
	1/26/2023 3:30:00 AM	24	0	26	50
	1/26/2023 3:45:00 AM	29	0	34	63
	Hour	110	2	111	223
	1/26/2023 4:00:00 AM	33	3	30	66
	1/26/2023 4:15:00 AM	34	0	39	73
	1/26/2023 4:30:00 AM	57	2	23	82
	1/26/2023 4:45:00 AM	48	2	42	92
	Hour	172	7	134	313
	1/26/2023 5:00:00 AM	52	1	43	96
	1/26/2023 5:15:00 AM	76	1	41	118
	1/26/2023 5:30:00 AM	82	3	38	123
	1/26/2023 5:45:00 AM	93	1	43	137
	Hour	303	6	165	474
	1/26/2023 6:00:00 AM	107	0	48	155
	1/26/2023 6:15:00 AM	109	2	46	157
	1/26/2023 6:30:00 AM	112	1	50	163
	1/26/2023 6:45:00 AM	133	4	48	185
	Hour	461	7	192	660
	1/26/2023 7:00:00 AM	121	2	71	194
	1/26/2023 7:15:00 AM	144	6	54	204
	1/26/2023 7:30:00 AM	146	9	46	201
	1/26/2023 7:45:00 AM	178	6	40	224
	Hour	589	23	211	823
	1/26/2023 8:00:00 AM	182	4	53	239
	1/26/2023 8:15:00 AM	183	6	72	261
	1/26/2023 8:30:00 AM	186	9	69	264
	1/26/2023 8:45:00 AM	219	7	51	277
	Hour	770	26	245	1041
	1/26/2023 9:00:00 AM	204	4	56	264
	1/26/2023 9:15:00 AM	200	5	74	279
	1/26/2023 9:30:00 AM	213	4	65	282
	1/26/2023 9:45:00 AM	202	4	65	271
	Hour	819	17	260	1096
	1/26/2023 10:00:00 AM	196	1	58	255
	1/26/2023 10:15:00 AM	200	5	62	267
	1/26/2023 10:30:00 AM	217	6	60	283
	1/26/2023 10:45:00 AM	224	11	60	295
	Hour	837	23	240	1100
	1/26/2023 11:00:00 AM	221	2	71	294
	1/26/2023 11:15:00 AM	264	2	66	332
	1/26/2023 11:30:00 AM	280	4	55	339
	1/26/2023 11:45:00 AM	251	6	75	332
	Hour	1016	14	267	1297
	Grand Total	5,376	137	2,079	7,592
	Percentage	70.8%	1.8%	27.4%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	219	6	67	292
	1/26/2023 12:15:00 PM	235	12	66	313
	1/26/2023 12:30:00 PM	252	6	80	338
	1/26/2023 12:45:00 PM	232	10	69	311
	Hour	938	34	282	1254
	1/26/2023 1:00:00 PM	200	6	66	272
	1/26/2023 1:15:00 PM	209	6	60	275
	1/26/2023 1:30:00 PM	250	8	79	337
	1/26/2023 1:45:00 PM	204	5	67	276
	Hour	863	25	272	1160
	1/26/2023 2:00:00 PM	241	5	84	330
	1/26/2023 2:15:00 PM	262	7	64	333
	1/26/2023 2:30:00 PM	228	8	70	306
	1/26/2023 2:45:00 PM	238	3	64	305
	Hour	969	23	282	1274
	1/26/2023 3:00:00 PM	287	4	56	347
	1/26/2023 3:15:00 PM	260	6	77	343
	1/26/2023 3:30:00 PM	253	2	59	314
	1/26/2023 3:45:00 PM	243	11	55	309
	Hour	1043	23	247	1313
	1/26/2023 4:00:00 PM	243	6	57	306
	1/26/2023 4:15:00 PM	239	12	45	296
	1/26/2023 4:30:00 PM	240	8	62	310
	1/26/2023 4:45:00 PM	230	6	70	306
	Hour	952	32	234	1218
	1/26/2023 5:00:00 PM	233	9	44	286
	1/26/2023 5:15:00 PM	274	4	54	332
	1/26/2023 5:30:00 PM	233	5	51	289
	1/26/2023 5:45:00 PM	242	4	38	284
	Hour	982	22	187	1191
	1/26/2023 6:00:00 PM	233	6	50	289
	1/26/2023 6:15:00 PM	206	3	58	267
	1/26/2023 6:30:00 PM	188	4	45	237
	1/26/2023 6:45:00 PM	117	7	40	164
	Hour	744	20	193	957
	1/26/2023 7:00:00 PM	146	5	44	195
	1/26/2023 7:15:00 PM	146	2	42	190
	1/26/2023 7:30:00 PM	140	5	48	193
	1/26/2023 7:45:00 PM	110	7	41	158
	Hour	542	19	175	736
	1/26/2023 8:00:00 PM	129	4	32	165
	1/26/2023 8:15:00 PM	124	2	32	158
	1/26/2023 8:30:00 PM	105	2	36	143
	1/26/2023 8:45:00 PM	99	1	34	134
	Hour	457	9	134	600
	1/26/2023 9:00:00 PM	105	5	35	145
	1/26/2023 9:15:00 PM	83	3	51	137
	1/26/2023 9:30:00 PM	87	4	21	112
	1/26/2023 9:45:00 PM	80	4	30	114
	Hour	355	16	137	508
	1/26/2023 10:00:00 PM	54	4	19	77
	1/26/2023 10:15:00 PM	58	3	26	87
	1/26/2023 10:30:00 PM	71	0	11	82
	1/26/2023 10:45:00 PM	47	0	19	66
	Hour	230	7	75	312
	1/26/2023 11:00:00 PM	47	1	20	68
	1/26/2023 11:15:00 PM	50	4	22	76
	1/26/2023 11:30:00 PM	33	3	26	62
	1/26/2023 11:45:00 PM	43	1	19	63
	Hour	173	9	87	269
	Grand Total	8,248	239	2,305	10,792
	Percentage	76.4%	2.2%	21.4%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	46	0	12	58
	1/27/2023 12:15:00 AM	47	1	12	60
	1/27/2023 12:30:00 AM	43	2	13	58
	1/27/2023 12:45:00 AM	32	0	22	54
	Hour	168	3	59	230
	1/27/2023 1:00:00 AM	42	0	12	54
	1/27/2023 1:15:00 AM	28	3	18	49
	1/27/2023 1:30:00 AM	42	2	24	68
	1/27/2023 1:45:00 AM	33	1	13	47
	Hour	145	6	67	218
	1/27/2023 2:00:00 AM	25	1	14	40
	1/27/2023 2:15:00 AM	29	1	21	51
	1/27/2023 2:30:00 AM	32	3	18	53
	1/27/2023 2:45:00 AM	31	1	24	56
	Hour	117	6	77	200
	1/27/2023 3:00:00 AM	34	4	24	62
	1/27/2023 3:15:00 AM	27	2	19	48
	1/27/2023 3:30:00 AM	36	0	25	61
	1/27/2023 3:45:00 AM	44	3	18	65
	Hour	141	9	86	236
	1/27/2023 4:00:00 AM	42	2	29	73
	1/27/2023 4:15:00 AM	39	3	26	68
	1/27/2023 4:30:00 AM	67	0	31	98
	1/27/2023 4:45:00 AM	51	4	35	90
	Hour	199	9	121	329
	1/27/2023 5:00:00 AM	58	4	34	96
	1/27/2023 5:15:00 AM	78	3	42	123
	1/27/2023 5:30:00 AM	81	2	26	109
	1/27/2023 5:45:00 AM	93	2	34	129
	Hour	310	11	136	457
	1/27/2023 6:00:00 AM	110	0	37	147
	1/27/2023 6:15:00 AM	133	8	25	166
	1/27/2023 6:30:00 AM	123	0	27	150
	1/27/2023 6:45:00 AM	105	2	22	129
	Hour	471	10	111	592
	1/27/2023 7:00:00 AM	151	3	51	205
	1/27/2023 7:15:00 AM	149	3	40	192
	1/27/2023 7:30:00 AM	153	9	36	198
	1/27/2023 7:45:00 AM	144	3	36	183
	Hour	597	18	163	778
	1/27/2023 8:00:00 AM	173	4	40	217
	1/27/2023 8:15:00 AM	152	13	45	210
	1/27/2023 8:30:00 AM	188	5	51	244
	1/27/2023 8:45:00 AM	217	5	52	274
	Hour	730	27	188	945
	1/27/2023 9:00:00 AM	223	3	55	281
	1/27/2023 9:15:00 AM	198	4	51	253
	1/27/2023 9:30:00 AM	214	5	50	269
	1/27/2023 9:45:00 AM	230	8	43	281
	Hour	865	20	199	1084
	1/27/2023 10:00:00 AM	224	6	43	273
	1/27/2023 10:15:00 AM	227	1	43	271
	1/27/2023 10:30:00 AM	268	9	56	333
	1/27/2023 10:45:00 AM	265	2	34	301
	Hour	984	18	176	1178
	1/27/2023 11:00:00 AM	296	4	43	343
	1/27/2023 11:15:00 AM	256	3	58	317
	1/27/2023 11:30:00 AM	318	6	48	372
	1/27/2023 11:45:00 AM	276	8	52	336
	Hour	1146	21	201	1368
	Grand Total	5,873	158	1,584	7,615
	Percentage	77.1%	2.1%	20.8%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	328	7	68	403
	1/27/2023 12:15:00 PM	339	6	55	400
	1/27/2023 12:30:00 PM	314	7	49	370
	1/27/2023 12:45:00 PM	300	3	52	355
	Hour	1281	23	224	1528
	1/27/2023 1:00:00 PM	291	6	48	345
	1/27/2023 1:15:00 PM	280	9	59	348
	1/27/2023 1:30:00 PM	318	8	48	374
	1/27/2023 1:45:00 PM	298	7	50	355
	Hour	1187	30	205	1422
	1/27/2023 2:00:00 PM	321	8	51	380
	1/27/2023 2:15:00 PM	362	9	52	423
	1/27/2023 2:30:00 PM	332	8	40	380
	1/27/2023 2:45:00 PM	362	12	52	426
	Hour	1377	37	195	1609
	1/27/2023 3:00:00 PM	300	3	47	350
	1/27/2023 3:15:00 PM	358	4	41	403
	1/27/2023 3:30:00 PM	327	5	54	386
	1/27/2023 3:45:00 PM	342	7	48	397
	Hour	1327	19	190	1536
	1/27/2023 4:00:00 PM	338	3	42	383
	1/27/2023 4:15:00 PM	305	5	38	348
	1/27/2023 4:30:00 PM	332	6	43	381
	1/27/2023 4:45:00 PM	274	4	27	305
	Hour	1249	18	150	1417
	1/27/2023 5:00:00 PM	265	7	28	300
	1/27/2023 5:15:00 PM	288	3	30	321
	1/27/2023 5:30:00 PM	287	4	40	331
	1/27/2023 5:45:00 PM	273	4	36	313
	Hour	1113	18	134	1265
	1/27/2023 6:00:00 PM	250	4	23	277
	1/27/2023 6:15:00 PM	222	3	25	250
	1/27/2023 6:30:00 PM	210	6	26	242
	1/27/2023 6:45:00 PM	200	1	31	232
	Hour	882	14	105	1001
	1/27/2023 7:00:00 PM	178	4	27	209
	1/27/2023 7:15:00 PM	178	0	33	211
	1/27/2023 7:30:00 PM	197	0	24	221
	1/27/2023 7:45:00 PM	187	1	18	206
	Hour	740	5	102	847
	1/27/2023 8:00:00 PM	156	4	19	179
	1/27/2023 8:15:00 PM	135	0	35	170
	1/27/2023 8:30:00 PM	112	2	31	145
	1/27/2023 8:45:00 PM	111	4	22	137
	Hour	514	10	107	631
	1/27/2023 9:00:00 PM	117	3	28	148
	1/27/2023 9:15:00 PM	114	4	26	144
	1/27/2023 9:30:00 PM	110	1	19	130
	1/27/2023 9:45:00 PM	104	3	15	122
	Hour	445	11	88	544
	1/27/2023 10:00:00 PM	103	3	21	127
	1/27/2023 10:15:00 PM	87	2	15	104
	1/27/2023 10:30:00 PM	82	0	10	92
	1/27/2023 10:45:00 PM	58	3	13	74
	Hour	330	8	59	397
	1/27/2023 11:00:00 PM	73	3	16	92
	1/27/2023 11:15:00 PM	50	1	16	67
	1/27/2023 11:30:00 PM	58	0	16	74
	1/27/2023 11:45:00 PM	43	1	13	57
	Hour	224	5	61	290
	Grand Total	10,669	198	1,620	12,487
	Percentage	85.4%	1.6%	13.0%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	48	2	16	66
	1/28/2023 12:15:00 AM	49	4	8	61
	1/28/2023 12:30:00 AM	41	4	11	56
	1/28/2023 12:45:00 AM	39	2	16	57
	Hour	177	12	51	240
	1/28/2023 1:00:00 AM	49	3	8	60
	1/28/2023 1:15:00 AM	28	4	9	41
	1/28/2023 1:30:00 AM	38	0	13	51
	1/28/2023 1:45:00 AM	34	2	16	52
	Hour	149	9	46	204
	1/28/2023 2:00:00 AM	35	0	14	49
	1/28/2023 2:15:00 AM	26	1	4	31
	1/28/2023 2:30:00 AM	41	2	10	53
	1/28/2023 2:45:00 AM	37	1	12	50
	Hour	139	4	40	183
	1/28/2023 3:00:00 AM	37	1	10	48
	1/28/2023 3:15:00 AM	37	0	8	45
	1/28/2023 3:30:00 AM	39	0	17	56
	1/28/2023 3:45:00 AM	24	3	10	37
	Hour	137	4	45	186
	1/28/2023 4:00:00 AM	21	2	10	33
	1/28/2023 4:15:00 AM	35	2	14	51
	1/28/2023 4:30:00 AM	43	0	10	53
	1/28/2023 4:45:00 AM	37	2	14	53
	Hour	136	6	48	190
	1/28/2023 5:00:00 AM	43	4	15	62
	1/28/2023 5:15:00 AM	53	3	18	74
	1/28/2023 5:30:00 AM	55	1	19	75
	1/28/2023 5:45:00 AM	71	5	16	92
	Hour	222	13	68	303
	1/28/2023 6:00:00 AM	66	3	14	83
	1/28/2023 6:15:00 AM	46	3	28	77
	1/28/2023 6:30:00 AM	62	1	20	83
	1/28/2023 6:45:00 AM	78	1	17	96
	Hour	252	8	79	339
	1/28/2023 7:00:00 AM	88	3	19	110
	1/28/2023 7:15:00 AM	125	1	22	148
	1/28/2023 7:30:00 AM	126	3	19	148
	1/28/2023 7:45:00 AM	118	2	30	150
	Hour	457	9	90	556
	1/28/2023 8:00:00 AM	140	3	20	163
	1/28/2023 8:15:00 AM	133	6	22	161
	1/28/2023 8:30:00 AM	198	6	24	228
	1/28/2023 8:45:00 AM	218	1	25	244
	Hour	689	16	91	796
	1/28/2023 9:00:00 AM	248	1	25	274
	1/28/2023 9:15:00 AM	252	5	26	283
	1/28/2023 9:30:00 AM	237	5	31	273
	1/28/2023 9:45:00 AM	262	3	33	298
	Hour	999	14	115	1128
	1/28/2023 10:00:00 AM	246	1	33	280
	1/28/2023 10:15:00 AM	282	5	35	322
	1/28/2023 10:30:00 AM	285	5	39	329
	1/28/2023 10:45:00 AM	304	4	27	335
	Hour	1117	15	134	1266
	1/28/2023 11:00:00 AM	297	8	38	343
	1/28/2023 11:15:00 AM	307	3	51	361
	1/28/2023 11:30:00 AM	301	6	37	344
	1/28/2023 11:45:00 AM	266	5	26	297
	Hour	1171	22	152	1345
	Grand Total	5,645	132	959	6,736
	Percentage	83.8%	2.0%	14.2%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	308	7	36	351
	1/28/2023 12:15:00 PM	313	6	37	356
	1/28/2023 12:30:00 PM	303	5	40	348
	1/28/2023 12:45:00 PM	298	3	28	329
	Hour	1222	21	141	1384
	1/28/2023 1:00:00 PM	290	4	36	330
	1/28/2023 1:15:00 PM	279	4	56	339
	1/28/2023 1:30:00 PM	330	6	34	370
	1/28/2023 1:45:00 PM	299	6	44	349
	Hour	1198	20	170	1388
	1/28/2023 2:00:00 PM	316	1	41	358
	1/28/2023 2:15:00 PM	314	4	41	359
	1/28/2023 2:30:00 PM	315	4	41	360
	1/28/2023 2:45:00 PM	303	3	30	336
	Hour	1248	12	153	1413
	1/28/2023 3:00:00 PM	265	5	39	309
	1/28/2023 3:15:00 PM	256	6	35	297
	1/28/2023 3:30:00 PM	305	3	33	341
	1/28/2023 3:45:00 PM	270	1	37	308
	Hour	1096	15	144	1255
	1/28/2023 4:00:00 PM	277	11	34	322
	1/28/2023 4:15:00 PM	287	8	34	329
	1/28/2023 4:30:00 PM	243	6	34	283
	1/28/2023 4:45:00 PM	288	3	34	325
	Hour	1095	28	136	1259
	1/28/2023 5:00:00 PM	250	1	22	273
	1/28/2023 5:15:00 PM	359	5	30	394
	1/28/2023 5:30:00 PM	237	3	31	271
	1/28/2023 5:45:00 PM	229	4	32	265
	Hour	1075	13	115	1203
	1/28/2023 6:00:00 PM	199	8	41	248
	1/28/2023 6:15:00 PM	179	6	14	199
	1/28/2023 6:30:00 PM	183	4	31	218
	1/28/2023 6:45:00 PM	168	1	22	191
	Hour	729	19	108	856
	1/28/2023 7:00:00 PM	169	3	21	193
	1/28/2023 7:15:00 PM	132	3	28	163
	1/28/2023 7:30:00 PM	126	2	14	142
	1/28/2023 7:45:00 PM	159	4	20	183
	Hour	586	12	83	681
	1/28/2023 8:00:00 PM	133	1	27	161
	1/28/2023 8:15:00 PM	130	4	22	156
	1/28/2023 8:30:00 PM	98	1	27	126
	1/28/2023 8:45:00 PM	113	3	26	142
	Hour	474	9	102	585
	1/28/2023 9:00:00 PM	88	5	21	114
	1/28/2023 9:15:00 PM	91	5	16	112
	1/28/2023 9:30:00 PM	71	3	14	88
	1/28/2023 9:45:00 PM	79	2	13	94
	Hour	329	15	64	408
	1/28/2023 10:00:00 PM	58	2	18	78
	1/28/2023 10:15:00 PM	66	2	10	78
	1/28/2023 10:30:00 PM	76	0	14	90
	1/28/2023 10:45:00 PM	81	4	15	100
	Hour	281	8	57	346
	1/28/2023 11:00:00 PM	67	5	9	81
	1/28/2023 11:15:00 PM	61	2	13	76
	1/28/2023 11:30:00 PM	48	1	12	61
	1/28/2023 11:45:00 PM	45	0	9	54
	Hour	221	8	43	272
	Grand Total	9,554	180	1,316	11,050
	Percentage	86.5%	1.6%	11.9%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	47	1	7	55
	1/29/2023 12:15:00 AM	36	0	5	41
	1/29/2023 12:30:00 AM	28	0	11	39
	1/29/2023 12:45:00 AM	49	0	4	53
	Hour	160	1	27	188
	1/29/2023 1:00:00 AM	33	0	7	40
	1/29/2023 1:15:00 AM	31	1	10	42
	1/29/2023 1:30:00 AM	28	1	5	34
	1/29/2023 1:45:00 AM	32	1	10	43
	Hour	124	3	32	159
	1/29/2023 2:00:00 AM	20	2	7	29
	1/29/2023 2:15:00 AM	27	1	5	33
	1/29/2023 2:30:00 AM	30	0	8	38
	1/29/2023 2:45:00 AM	31	0	8	39
	Hour	108	3	28	139
	1/29/2023 3:00:00 AM	28	1	12	41
	1/29/2023 3:15:00 AM	26	1	11	38
	1/29/2023 3:30:00 AM	23	2	8	33
	1/29/2023 3:45:00 AM	21	0	6	27
	Hour	98	4	37	139
	1/29/2023 4:00:00 AM	17	0	8	25
	1/29/2023 4:15:00 AM	29	1	4	34
	1/29/2023 4:30:00 AM	30	0	8	38
	1/29/2023 4:45:00 AM	31	2	15	48
	Hour	107	3	35	145
	1/29/2023 5:00:00 AM	37	0	12	49
	1/29/2023 5:15:00 AM	36	2	9	47
	1/29/2023 5:30:00 AM	52	0	10	62
	1/29/2023 5:45:00 AM	43	2	19	64
	Hour	168	4	50	222
	1/29/2023 6:00:00 AM	50	0	7	57
	1/29/2023 6:15:00 AM	46	1	9	56
	1/29/2023 6:30:00 AM	69	0	13	82
	1/29/2023 6:45:00 AM	69	1	18	88
	Hour	234	2	47	283
	1/29/2023 7:00:00 AM	66	4	16	86
	1/29/2023 7:15:00 AM	104	2	18	124
	1/29/2023 7:30:00 AM	91	0	13	104
	1/29/2023 7:45:00 AM	130	0	19	149
	Hour	391	6	66	463
	1/29/2023 8:00:00 AM	143	0	29	172
	1/29/2023 8:15:00 AM	123	4	28	155
	1/29/2023 8:30:00 AM	173	3	23	199
	1/29/2023 8:45:00 AM	186	3	21	210
	Hour	625	10	101	736
	1/29/2023 9:00:00 AM	219	2	31	252
	1/29/2023 9:15:00 AM	188	3	26	217
	1/29/2023 9:30:00 AM	214	2	28	244
	1/29/2023 9:45:00 AM	248	4	26	278
	Hour	869	11	111	991
	1/29/2023 10:00:00 AM	259	6	32	297
	1/29/2023 10:15:00 AM	295	2	33	330
	1/29/2023 10:30:00 AM	248	3	30	281
	1/29/2023 10:45:00 AM	269	3	34	306
	Hour	1071	14	129	1214
	1/29/2023 11:00:00 AM	275	2	43	320
	1/29/2023 11:15:00 AM	302	8	32	342
	1/29/2023 11:30:00 AM	315	4	44	363
	1/29/2023 11:45:00 AM	317	6	42	365
	Hour	1209	20	161	1390
	Grand Total	5,164	81	824	6,069
	Percentage	85.1%	1.3%	13.6%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	307	6	45	358
	1/29/2023 12:15:00 PM	336	4	31	371
	1/29/2023 12:30:00 PM	324	6	46	376
	1/29/2023 12:45:00 PM	301	4	50	355
	Hour	1268	20	172	1460
	1/29/2023 1:00:00 PM	320	4	35	359
	1/29/2023 1:15:00 PM	313	5	46	364
	1/29/2023 1:30:00 PM	373	8	42	423
	1/29/2023 1:45:00 PM	358	2	38	398
	Hour	1364	19	161	1544
	1/29/2023 2:00:00 PM	349	6	40	395
	1/29/2023 2:15:00 PM	347	1	37	385
	1/29/2023 2:30:00 PM	374	6	38	418
	1/29/2023 2:45:00 PM	366	6	35	407
	Hour	1436	19	150	1605
	1/29/2023 3:00:00 PM	373	2	27	402
	1/29/2023 3:15:00 PM	381	4	38	423
	1/29/2023 3:30:00 PM	347	2	30	379
	1/29/2023 3:45:00 PM	317	7	38	362
	Hour	1418	15	133	1566
	1/29/2023 4:00:00 PM	348	6	22	376
	1/29/2023 4:15:00 PM	298	5	25	328
	1/29/2023 4:30:00 PM	389	3	38	430
	1/29/2023 4:45:00 PM	289	5	29	323
	Hour	1324	19	114	1457
	1/29/2023 5:00:00 PM	277	4	28	309
	1/29/2023 5:15:00 PM	282	6	25	313
	1/29/2023 5:30:00 PM	276	5	31	312
	1/29/2023 5:45:00 PM	216	1	19	236
	Hour	1051	16	103	1170
	1/29/2023 6:00:00 PM	215	0	26	241
	1/29/2023 6:15:00 PM	167	5	27	199
	1/29/2023 6:30:00 PM	191	3	25	219
	1/29/2023 6:45:00 PM	160	4	28	192
	Hour	733	12	106	851
	1/29/2023 7:00:00 PM	135	4	20	159
	1/29/2023 7:15:00 PM	165	1	22	188
	1/29/2023 7:30:00 PM	121	1	16	138
	1/29/2023 7:45:00 PM	141	1	18	160
	Hour	562	7	76	645
	1/29/2023 8:00:00 PM	129	0	18	147
	1/29/2023 8:15:00 PM	105	1	17	123
	1/29/2023 8:30:00 PM	103	3	24	130
	1/29/2023 8:45:00 PM	87	2	20	109
	Hour	424	6	79	509
	1/29/2023 9:00:00 PM	81	0	22	103
	1/29/2023 9:15:00 PM	83	5	18	106
	1/29/2023 9:30:00 PM	84	1	11	96
	1/29/2023 9:45:00 PM	83	1	7	91
	Hour	331	7	58	396
	1/29/2023 10:00:00 PM	63	0	12	75
	1/29/2023 10:15:00 PM	49	0	18	67
	1/29/2023 10:30:00 PM	58	2	15	75
	1/29/2023 10:45:00 PM	62	1	12	75
	Hour	232	3	57	292
	1/29/2023 11:00:00 PM	45	5	9	59
	1/29/2023 11:15:00 PM	39	1	16	56
	1/29/2023 11:30:00 PM	45	0	10	55
	1/29/2023 11:45:00 PM	40	1	11	52
	Hour	169	7	46	222
	Grand Total	10,312	150	1,255	11,717
	Percentage	88.0%	1.3%	10.7%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	50	1	6	57
	1/30/2023 12:15:00 AM	34	2	8	44
	1/30/2023 12:30:00 AM	30	2	17	49
	1/30/2023 12:45:00 AM	15	1	13	29
	Hour	129	6	44	179
	1/30/2023 1:00:00 AM	31	2	12	45
	1/30/2023 1:15:00 AM	18	2	11	31
	1/30/2023 1:30:00 AM	22	0	10	32
	1/30/2023 1:45:00 AM	38	0	14	52
	Hour	109	4	47	160
	1/30/2023 2:00:00 AM	25	2	9	36
	1/30/2023 2:15:00 AM	20	1	13	34
	1/30/2023 2:30:00 AM	29	2	19	50
	1/30/2023 2:45:00 AM	23	1	18	42
	Hour	97	6	59	162
	1/30/2023 3:00:00 AM	22	1	17	40
	1/30/2023 3:15:00 AM	26	0	7	33
	1/30/2023 3:30:00 AM	25	2	11	38
	1/30/2023 3:45:00 AM	27	3	17	47
	Hour	100	6	52	158
	1/30/2023 4:00:00 AM	30	3	22	55
	1/30/2023 4:15:00 AM	51	5	19	75
	1/30/2023 4:30:00 AM	39	3	22	64
	1/30/2023 4:45:00 AM	46	7	27	80
	Hour	166	18	90	274
	1/30/2023 5:00:00 AM	73	4	26	103
	1/30/2023 5:15:00 AM	85	5	22	112
	1/30/2023 5:30:00 AM	78	6	26	110
	1/30/2023 5:45:00 AM	106	5	23	134
	Hour	342	20	97	459
	1/30/2023 6:00:00 AM	103	6	34	143
	1/30/2023 6:15:00 AM	115	2	33	150
	1/30/2023 6:30:00 AM	104	5	31	140
	1/30/2023 6:45:00 AM	103	3	37	143
	Hour	425	16	135	576
	1/30/2023 7:00:00 AM	124	0	17	141
	1/30/2023 7:15:00 AM	155	5	30	190
	1/30/2023 7:30:00 AM	149	6	33	188
	1/30/2023 7:45:00 AM	201	5	25	231
	Hour	629	16	105	750
	1/30/2023 8:00:00 AM	183	4	43	230
	1/30/2023 8:15:00 AM	203	0	42	245
	1/30/2023 8:30:00 AM	219	4	35	258
	1/30/2023 8:45:00 AM	172	3	46	221
	Hour	777	11	166	954
	1/30/2023 9:00:00 AM	199	8	46	253
	1/30/2023 9:15:00 AM	226	4	50	280
	1/30/2023 9:30:00 AM	230	9	54	293
	1/30/2023 9:45:00 AM	225	7	41	273
	Hour	880	28	191	1099
	1/30/2023 10:00:00 AM	248	6	52	306
	1/30/2023 10:15:00 AM	225	13	42	280
	1/30/2023 10:30:00 AM	259	7	42	308
	1/30/2023 10:45:00 AM	289	10	37	336
	Hour	1021	36	173	1230
	1/30/2023 11:00:00 AM	304	8	52	364
	1/30/2023 11:15:00 AM	293	9	63	365
	1/30/2023 11:30:00 AM	260	11	55	326
	1/30/2023 11:45:00 AM	254	7	49	310
	Hour	1111	35	219	1365
	Grand Total	5,786	202	1,378	7,366
	Percentage	78.6%	2.7%	18.7%	



All Traffic Data Services

1 - I-95 BRIDGE OVER LAKE MARION

SB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	246	13	57	316
	1/30/2023 12:15:00 PM	245	6	64	315
	1/30/2023 12:30:00 PM	284	12	60	356
	1/30/2023 12:45:00 PM	271	5	53	329
	Hour	1046	36	234	1316
	1/30/2023 1:00:00 PM	248	5	47	300
	1/30/2023 1:15:00 PM	274	6	64	344
	1/30/2023 1:30:00 PM	233	3	44	280
	1/30/2023 1:45:00 PM	274	5	57	336
	Hour	1029	19	212	1260
	1/30/2023 2:00:00 PM	281	11	54	346
	1/30/2023 2:15:00 PM	258	8	40	306
	1/30/2023 2:30:00 PM	274	7	51	332
	1/30/2023 2:45:00 PM	254	7	61	322
	Hour	1067	33	206	1306
	1/30/2023 3:00:00 PM	261	5	53	319
	1/30/2023 3:15:00 PM	275	7	45	327
	1/30/2023 3:30:00 PM	259	6	53	318
	1/30/2023 3:45:00 PM	248	7	34	289
	Hour	1043	25	185	1253
	1/30/2023 4:00:00 PM	232	5	57	294
	1/30/2023 4:15:00 PM	235	2	43	280
	1/30/2023 4:30:00 PM	217	6	35	258
	1/30/2023 4:45:00 PM	189	5	49	243
	Hour	873	18	184	1075
	1/30/2023 5:00:00 PM	226	1	47	274
	1/30/2023 5:15:00 PM	234	4	47	285
	1/30/2023 5:30:00 PM	180	7	47	234
	1/30/2023 5:45:00 PM	185	7	55	247
	Hour	825	19	196	1040
	1/30/2023 6:00:00 PM	168	12	43	223
	1/30/2023 6:15:00 PM	123	2	32	157
	1/30/2023 6:30:00 PM	118	5	40	163
	1/30/2023 6:45:00 PM	117	1	29	147
	Hour	526	20	144	690
	1/30/2023 7:00:00 PM	114	2	25	141
	1/30/2023 7:15:00 PM	84	3	23	110
	1/30/2023 7:30:00 PM	90	5	25	120
	1/30/2023 7:45:00 PM	89	7	27	123
	Hour	377	17	100	494
	1/30/2023 8:00:00 PM	71	1	37	109
	1/30/2023 8:15:00 PM	64	6	25	95
	1/30/2023 8:30:00 PM	68	2	27	97
	1/30/2023 8:45:00 PM	51	3	25	79
	Hour	254	12	114	380
	1/30/2023 9:00:00 PM	58	1	15	74
	1/30/2023 9:15:00 PM	50	4	19	73
	1/30/2023 9:30:00 PM	49	2	26	77
	1/30/2023 9:45:00 PM	42	2	20	64
	Hour	199	9	80	288
	1/30/2023 10:00:00 PM	52	0	22	74
	1/30/2023 10:15:00 PM	54	4	16	74
	1/30/2023 10:30:00 PM	54	2	16	72
	1/30/2023 10:45:00 PM	31	1	20	52
	Hour	191	7	74	272
	1/30/2023 11:00:00 PM	40	2	23	65
	1/30/2023 11:15:00 PM	30	3	23	56
	1/30/2023 11:30:00 PM	25	1	16	42
	1/30/2023 11:45:00 PM	20	4	18	42
	Hour	115	10	80	205
	Grand Total	7,545	225	1,809	9,579
	Percentage	78.8%	2.3%	18.9%	
	Total	95,405	2,443	23,735	121,583
	Percentage	78.5%	2.0%	19.5%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	2	0	0	2
	1/24/2023 12:15:00 AM	3	0	0	3
	1/24/2023 12:30:00 AM	3	1	0	4
	1/24/2023 12:45:00 AM	4	0	0	4
	Hour	12	1	0	13
	1/24/2023 1:00:00 AM	4	0	0	4
	1/24/2023 1:15:00 AM	4	0	0	4
	1/24/2023 1:30:00 AM	9	0	0	9
	1/24/2023 1:45:00 AM	3	0	0	3
	Hour	20	0	0	20
	1/24/2023 2:00:00 AM	1	0	1	2
	1/24/2023 2:15:00 AM	3	1	0	4
	1/24/2023 2:30:00 AM	2	1	0	3
	1/24/2023 2:45:00 AM	1	0	0	1
	Hour	7	2	1	10
	1/24/2023 3:00:00 AM	3	0	0	3
	1/24/2023 3:15:00 AM	4	0	0	4
	1/24/2023 3:30:00 AM	4	0	0	4
	1/24/2023 3:45:00 AM	5	0	0	5
	Hour	16	0	0	16
	1/24/2023 4:00:00 AM	1	0	0	1
	1/24/2023 4:15:00 AM	5	0	3	8
	1/24/2023 4:30:00 AM	9	0	1	10
	1/24/2023 4:45:00 AM	9	1	0	10
	Hour	24	1	4	29
	1/24/2023 5:00:00 AM	9	1	1	11
	1/24/2023 5:15:00 AM	9	0	2	11
	1/24/2023 5:30:00 AM	19	0	3	22
	1/24/2023 5:45:00 AM	30	0	0	30
	Hour	67	1	6	74
	1/24/2023 6:00:00 AM	40	2	1	43
	1/24/2023 6:15:00 AM	26	3	0	29
	1/24/2023 6:30:00 AM	28	0	0	28
	1/24/2023 6:45:00 AM	43	1	3	47
	Hour	137	6	4	147
	1/24/2023 7:00:00 AM	41	1	1	43
	1/24/2023 7:15:00 AM	50	1	1	52
	1/24/2023 7:30:00 AM	53	1	0	54
	1/24/2023 7:45:00 AM	63	1	0	64
	Hour	207	4	2	213
	1/24/2023 8:00:00 AM	78	1	3	82
	1/24/2023 8:15:00 AM	59	1	1	61
	1/24/2023 8:30:00 AM	69	0	0	69
	1/24/2023 8:45:00 AM	68	1	0	69
	Hour	274	3	4	281
	1/24/2023 9:00:00 AM	55	0	1	56
	1/24/2023 9:15:00 AM	45	1	0	46
	1/24/2023 9:30:00 AM	56	1	2	59
	1/24/2023 9:45:00 AM	70	3	1	74
	Hour	226	5	4	235
	1/24/2023 10:00:00 AM	76	0	2	78
	1/24/2023 10:15:00 AM	60	1	1	62
	1/24/2023 10:30:00 AM	75	3	1	79
	1/24/2023 10:45:00 AM	78	1	1	80
	Hour	289	5	5	299
	1/24/2023 11:00:00 AM	77	1	1	79
	1/24/2023 11:15:00 AM	82	1	2	85
	1/24/2023 11:30:00 AM	79	1	1	81
	1/24/2023 11:45:00 AM	77	1	2	80
	Hour	315	4	6	325
	Grand Total	1,594	32	36	1,662
	Percentage	95.9%	1.9%	2.2%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	81	1	1	83
	1/24/2023 12:15:00 PM	78	3	2	83
	1/24/2023 12:30:00 PM	90	2	3	95
	1/24/2023 12:45:00 PM	87	3	3	93
	Hour	336	9	9	354
	1/24/2023 1:00:00 PM	92	0	2	94
	1/24/2023 1:15:00 PM	80	2	3	85
	1/24/2023 1:30:00 PM	80	1	2	83
	1/24/2023 1:45:00 PM	92	1	1	94
	Hour	344	4	8	356
	1/24/2023 2:00:00 PM	94	2	0	96
	1/24/2023 2:15:00 PM	90	2	0	92
	1/24/2023 2:30:00 PM	75	1	2	78
	1/24/2023 2:45:00 PM	86	2	0	88
	Hour	345	7	2	354
	1/24/2023 3:00:00 PM	83	0	3	86
	1/24/2023 3:15:00 PM	100	1	0	101
	1/24/2023 3:30:00 PM	102	1	1	104
	1/24/2023 3:45:00 PM	105	2	1	108
	Hour	390	4	5	399
	1/24/2023 4:00:00 PM	108	4	1	113
	1/24/2023 4:15:00 PM	130	0	0	130
	1/24/2023 4:30:00 PM	97	2	0	99
	1/24/2023 4:45:00 PM	89	0	0	89
	Hour	424	6	1	431
	1/24/2023 5:00:00 PM	115	2	1	118
	1/24/2023 5:15:00 PM	130	3	0	133
	1/24/2023 5:30:00 PM	120	0	3	123
	1/24/2023 5:45:00 PM	129	1	1	131
	Hour	494	6	5	505
	1/24/2023 6:00:00 PM	117	0	0	117
	1/24/2023 6:15:00 PM	92	2	0	94
	1/24/2023 6:30:00 PM	87	1	1	89
	1/24/2023 6:45:00 PM	77	2	1	80
	Hour	373	5	2	380
	1/24/2023 7:00:00 PM	68	0	0	68
	1/24/2023 7:15:00 PM	53	0	0	53
	1/24/2023 7:30:00 PM	48	0	0	48
	1/24/2023 7:45:00 PM	49	0	0	49
	Hour	218	0	0	218
	1/24/2023 8:00:00 PM	60	0	0	60
	1/24/2023 8:15:00 PM	37	2	0	39
	1/24/2023 8:30:00 PM	37	0	0	37
	1/24/2023 8:45:00 PM	29	0	0	29
	Hour	163	2	0	165
	1/24/2023 9:00:00 PM	36	0	0	36
	1/24/2023 9:15:00 PM	32	3	0	35
	1/24/2023 9:30:00 PM	21	1	0	22
	1/24/2023 9:45:00 PM	20	0	1	21
	Hour	109	4	1	114
	1/24/2023 10:00:00 PM	22	0	0	22
	1/24/2023 10:15:00 PM	15	0	0	15
	1/24/2023 10:30:00 PM	16	0	0	16
	1/24/2023 10:45:00 PM	12	1	0	13
	Hour	65	1	0	66
	1/24/2023 11:00:00 PM	9	0	0	9
	1/24/2023 11:15:00 PM	10	0	1	11
	1/24/2023 11:30:00 PM	10	0	0	10
	1/24/2023 11:45:00 PM	14	0	1	15
	Hour	43	0	2	45
	Grand Total	3,304	48	35	3,387
	Percentage	97.5%	1.4%	1.0%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	6	0	0	6
	1/25/2023 12:15:00 AM	10	0	0	10
	1/25/2023 12:30:00 AM	3	0	0	3
	1/25/2023 12:45:00 AM	7	0	0	7
	Hour	26	0	0	26
	1/25/2023 1:00:00 AM	4	0	0	4
	1/25/2023 1:15:00 AM	0	0	0	0
	1/25/2023 1:30:00 AM	5	0	1	6
	1/25/2023 1:45:00 AM	2	0	0	2
	Hour	11	0	1	12
	1/25/2023 2:00:00 AM	2	0	1	3
	1/25/2023 2:15:00 AM	4	0	0	4
	1/25/2023 2:30:00 AM	5	0	0	5
	1/25/2023 2:45:00 AM	5	0	0	5
	Hour	16	0	1	17
	1/25/2023 3:00:00 AM	6	0	1	7
	1/25/2023 3:15:00 AM	3	0	2	5
	1/25/2023 3:30:00 AM	2	0	1	3
	1/25/2023 3:45:00 AM	5	0	1	6
	Hour	16	0	5	21
	1/25/2023 4:00:00 AM	3	0	0	3
	1/25/2023 4:15:00 AM	4	0	1	5
	1/25/2023 4:30:00 AM	8	0	2	10
	1/25/2023 4:45:00 AM	6	0	1	7
	Hour	21	0	4	25
	1/25/2023 5:00:00 AM	16	0	1	17
	1/25/2023 5:15:00 AM	18	0	0	18
	1/25/2023 5:30:00 AM	17	1	0	18
	1/25/2023 5:45:00 AM	24	2	2	28
	Hour	75	3	3	81
	1/25/2023 6:00:00 AM	37	2	1	40
	1/25/2023 6:15:00 AM	21	2	0	23
	1/25/2023 6:30:00 AM	28	0	0	28
	1/25/2023 6:45:00 AM	35	2	0	37
	Hour	121	6	1	128
	1/25/2023 7:00:00 AM	34	0	0	34
	1/25/2023 7:15:00 AM	47	1	4	52
	1/25/2023 7:30:00 AM	69	1	0	70
	1/25/2023 7:45:00 AM	60	1	1	62
	Hour	210	3	5	218
	1/25/2023 8:00:00 AM	64	1	1	66
	1/25/2023 8:15:00 AM	53	0	0	53
	1/25/2023 8:30:00 AM	70	3	1	74
	1/25/2023 8:45:00 AM	58	1	6	65
	Hour	245	5	8	258
	1/25/2023 9:00:00 AM	67	2	1	70
	1/25/2023 9:15:00 AM	70	3	0	73
	1/25/2023 9:30:00 AM	63	1	2	66
	1/25/2023 9:45:00 AM	65	0	2	67
	Hour	265	6	5	276
	1/25/2023 10:00:00 AM	76	1	0	77
	1/25/2023 10:15:00 AM	53	0	4	57
	1/25/2023 10:30:00 AM	62	2	1	65
	1/25/2023 10:45:00 AM	75	2	1	78
	Hour	266	5	6	277
	1/25/2023 11:00:00 AM	60	3	0	63
	1/25/2023 11:15:00 AM	76	1	3	80
	1/25/2023 11:30:00 AM	75	0	2	77
	1/25/2023 11:45:00 AM	76	1	1	78
	Hour	287	5	6	298
	Grand Total	1,559	33	45	1,637
	Percentage	95.2%	2.0%	2.7%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	78	1	1	80
	1/25/2023 12:15:00 PM	83	2	0	85
	1/25/2023 12:30:00 PM	71	2	3	76
	1/25/2023 12:45:00 PM	68	0	1	69
	Hour	300	5	5	310
	1/25/2023 1:00:00 PM	66	0	0	66
	1/25/2023 1:15:00 PM	83	2	3	88
	1/25/2023 1:30:00 PM	65	2	1	68
	1/25/2023 1:45:00 PM	75	0	0	75
	Hour	289	4	4	297
	1/25/2023 2:00:00 PM	71	0	0	71
	1/25/2023 2:15:00 PM	87	1	1	89
	1/25/2023 2:30:00 PM	81	2	1	84
	1/25/2023 2:45:00 PM	82	4	0	86
	Hour	321	7	2	330
	1/25/2023 3:00:00 PM	90	1	1	92
	1/25/2023 3:15:00 PM	81	1	1	83
	1/25/2023 3:30:00 PM	92	3	1	96
	1/25/2023 3:45:00 PM	109	1	0	110
	Hour	372	6	3	381
	1/25/2023 4:00:00 PM	98	2	0	100
	1/25/2023 4:15:00 PM	90	1	0	91
	1/25/2023 4:30:00 PM	97	0	1	98
	1/25/2023 4:45:00 PM	87	0	1	88
	Hour	372	3	2	377
	1/25/2023 5:00:00 PM	107	1	2	110
	1/25/2023 5:15:00 PM	91	2	1	94
	1/25/2023 5:30:00 PM	85	1	1	87
	1/25/2023 5:45:00 PM	81	2	0	83
	Hour	364	6	4	374
	1/25/2023 6:00:00 PM	70	0	2	72
	1/25/2023 6:15:00 PM	77	0	0	77
	1/25/2023 6:30:00 PM	62	0	1	63
	1/25/2023 6:45:00 PM	50	0	0	50
	Hour	259	0	3	262
	1/25/2023 7:00:00 PM	60	0	1	61
	1/25/2023 7:15:00 PM	52	2	1	55
	1/25/2023 7:30:00 PM	52	2	1	55
	1/25/2023 7:45:00 PM	45	0	1	46
	Hour	209	4	4	217
	1/25/2023 8:00:00 PM	49	0	0	49
	1/25/2023 8:15:00 PM	39	0	0	39
	1/25/2023 8:30:00 PM	35	0	0	35
	1/25/2023 8:45:00 PM	36	0	0	36
	Hour	159	0	0	159
	1/25/2023 9:00:00 PM	29	0	0	29
	1/25/2023 9:15:00 PM	25	0	0	25
	1/25/2023 9:30:00 PM	28	0	0	28
	1/25/2023 9:45:00 PM	26	0	0	26
	Hour	108	0	0	108
	1/25/2023 10:00:00 PM	0	0	0	0
	1/25/2023 10:15:00 PM	0	0	0	0
	1/25/2023 10:30:00 PM	0	0	0	0
	1/25/2023 10:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	1/25/2023 11:00:00 PM	17	3	0	20
	1/25/2023 11:15:00 PM	14	0	0	14
	1/25/2023 11:30:00 PM	8	0	1	9
	1/25/2023 11:45:00 PM	8	0	0	8
	Hour	47	3	1	51
	Grand Total	2,800	38	28	2,866
	Percentage	97.7%	1.3%	1.0%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	12	0	1	13
	1/26/2023 12:15:00 AM	3	0	0	3
	1/26/2023 12:30:00 AM	3	1	0	4
	1/26/2023 12:45:00 AM	8	3	0	11
	Hour	26	4	1	31
	1/26/2023 1:00:00 AM	3	0	0	3
	1/26/2023 1:15:00 AM	2	0	0	2
	1/26/2023 1:30:00 AM	8	0	0	8
	1/26/2023 1:45:00 AM	6	0	0	6
	Hour	19	0	0	19
	1/26/2023 2:00:00 AM	5	0	0	5
	1/26/2023 2:15:00 AM	2	0	0	2
	1/26/2023 2:30:00 AM	2	1	0	3
	1/26/2023 2:45:00 AM	4	0	0	4
	Hour	13	1	0	14
	1/26/2023 3:00:00 AM	1	3	0	4
	1/26/2023 3:15:00 AM	4	0	1	5
	1/26/2023 3:30:00 AM	3	0	0	3
	1/26/2023 3:45:00 AM	3	0	1	4
	Hour	11	3	2	16
	1/26/2023 4:00:00 AM	3	0	0	3
	1/26/2023 4:15:00 AM	4	0	0	4
	1/26/2023 4:30:00 AM	6	1	1	8
	1/26/2023 4:45:00 AM	12	0	1	13
	Hour	25	1	2	28
	1/26/2023 5:00:00 AM	12	0	0	12
	1/26/2023 5:15:00 AM	17	0	1	18
	1/26/2023 5:30:00 AM	23	1	2	26
	1/26/2023 5:45:00 AM	35	1	1	37
	Hour	87	2	4	93
	1/26/2023 6:00:00 AM	28	2	2	32
	1/26/2023 6:15:00 AM	28	2	0	30
	1/26/2023 6:30:00 AM	37	1	2	40
	1/26/2023 6:45:00 AM	50	1	3	54
	Hour	143	6	7	156
	1/26/2023 7:00:00 AM	37	1	1	39
	1/26/2023 7:15:00 AM	49	1	1	51
	1/26/2023 7:30:00 AM	49	1	1	51
	1/26/2023 7:45:00 AM	69	1	2	72
	Hour	204	4	5	213
	1/26/2023 8:00:00 AM	81	0	1	82
	1/26/2023 8:15:00 AM	65	0	1	66
	1/26/2023 8:30:00 AM	83	3	3	89
	1/26/2023 8:45:00 AM	53	1	1	55
	Hour	282	4	6	292
	1/26/2023 9:00:00 AM	73	1	1	75
	1/26/2023 9:15:00 AM	63	1	0	64
	1/26/2023 9:30:00 AM	93	0	0	93
	1/26/2023 9:45:00 AM	60	2	1	63
	Hour	289	4	2	295
	1/26/2023 10:00:00 AM	66	1	3	70
	1/26/2023 10:15:00 AM	60	1	1	62
	1/26/2023 10:30:00 AM	69	2	1	72
	1/26/2023 10:45:00 AM	87	2	1	90
	Hour	282	6	6	294
	1/26/2023 11:00:00 AM	86	0	1	87
	1/26/2023 11:15:00 AM	108	1	2	111
	1/26/2023 11:30:00 AM	100	1	0	101
	1/26/2023 11:45:00 AM	100	1	2	103
	Hour	394	3	5	402
	Grand Total	1,775	38	40	1,853
	Percentage	95.8%	2.1%	2.2%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	106	3	2	111
	1/26/2023 12:15:00 PM	111	0	0	111
	1/26/2023 12:30:00 PM	107	0	0	107
	1/26/2023 12:45:00 PM	96	1	0	97
	Hour	420	4	2	426
	1/26/2023 1:00:00 PM	92	3	0	95
	1/26/2023 1:15:00 PM	82	0	1	83
	1/26/2023 1:30:00 PM	81	1	2	84
	1/26/2023 1:45:00 PM	93	1	3	97
	Hour	348	5	6	359
	1/26/2023 2:00:00 PM	81	1	1	83
	1/26/2023 2:15:00 PM	104	0	0	104
	1/26/2023 2:30:00 PM	93	0	1	94
	1/26/2023 2:45:00 PM	111	1	1	113
	Hour	389	2	3	394
	1/26/2023 3:00:00 PM	118	2	1	121
	1/26/2023 3:15:00 PM	109	2	1	112
	1/26/2023 3:30:00 PM	98	0	0	98
	1/26/2023 3:45:00 PM	114	2	0	116
	Hour	439	6	2	447
	1/26/2023 4:00:00 PM	129	1	0	130
	1/26/2023 4:15:00 PM	116	2	0	118
	1/26/2023 4:30:00 PM	139	1	0	140
	1/26/2023 4:45:00 PM	107	1	1	109
	Hour	491	5	1	497
	1/26/2023 5:00:00 PM	136	0	2	138
	1/26/2023 5:15:00 PM	123	1	2	126
	1/26/2023 5:30:00 PM	121	0	0	121
	1/26/2023 5:45:00 PM	123	2	0	125
	Hour	503	3	4	510
	1/26/2023 6:00:00 PM	112	0	0	112
	1/26/2023 6:15:00 PM	96	0	0	96
	1/26/2023 6:30:00 PM	100	1	1	102
	1/26/2023 6:45:00 PM	76	1	0	77
	Hour	384	2	1	387
	1/26/2023 7:00:00 PM	67	2	0	69
	1/26/2023 7:15:00 PM	60	1	2	63
	1/26/2023 7:30:00 PM	58	0	0	58
	1/26/2023 7:45:00 PM	48	1	0	49
	Hour	233	4	2	239
	1/26/2023 8:00:00 PM	74	0	0	74
	1/26/2023 8:15:00 PM	55	1	0	56
	1/26/2023 8:30:00 PM	53	1	1	55
	1/26/2023 8:45:00 PM	39	3	1	43
	Hour	221	5	2	228
	1/26/2023 9:00:00 PM	32	2	0	34
	1/26/2023 9:15:00 PM	41	0	0	41
	1/26/2023 9:30:00 PM	16	0	0	16
	1/26/2023 9:45:00 PM	26	0	1	27
	Hour	115	2	1	118
	1/26/2023 10:00:00 PM	20	0	0	20
	1/26/2023 10:15:00 PM	22	0	0	22
	1/26/2023 10:30:00 PM	20	0	0	20
	1/26/2023 10:45:00 PM	17	0	0	17
	Hour	79	0	0	79
	1/26/2023 11:00:00 PM	5	0	0	5
	1/26/2023 11:15:00 PM	19	0	0	19
	1/26/2023 11:30:00 PM	11	0	0	11
	1/26/2023 11:45:00 PM	4	0	0	4
	Hour	39	0	0	39
	Grand Total	3,661	38	24	3,723
	Percentage	98.3%	1.0%	0.6%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	7	0	0	7
	1/27/2023 12:15:00 AM	2	0	0	2
	1/27/2023 12:30:00 AM	9	0	0	9
	1/27/2023 12:45:00 AM	7	1	0	8
	Hour	25	1	0	26
	1/27/2023 1:00:00 AM	5	0	0	5
	1/27/2023 1:15:00 AM	8	0	0	8
	1/27/2023 1:30:00 AM	2	0	0	2
	1/27/2023 1:45:00 AM	2	0	0	2
	Hour	17	0	0	17
	1/27/2023 2:00:00 AM	1	0	0	1
	1/27/2023 2:15:00 AM	4	0	0	4
	1/27/2023 2:30:00 AM	2	0	1	3
	1/27/2023 2:45:00 AM	4	0	0	4
	Hour	11	0	1	12
	1/27/2023 3:00:00 AM	5	0	1	6
	1/27/2023 3:15:00 AM	5	0	3	8
	1/27/2023 3:30:00 AM	8	0	1	9
	1/27/2023 3:45:00 AM	6	0	0	6
	Hour	24	0	5	29
	1/27/2023 4:00:00 AM	4	0	0	4
	1/27/2023 4:15:00 AM	6	1	1	8
	1/27/2023 4:30:00 AM	11	0	3	14
	1/27/2023 4:45:00 AM	8	0	0	8
	Hour	29	1	4	34
	1/27/2023 5:00:00 AM	15	1	1	17
	1/27/2023 5:15:00 AM	20	1	0	21
	1/27/2023 5:30:00 AM	22	1	2	25
	1/27/2023 5:45:00 AM	29	1	1	31
	Hour	86	4	4	94
	1/27/2023 6:00:00 AM	29	1	0	30
	1/27/2023 6:15:00 AM	25	6	0	31
	1/27/2023 6:30:00 AM	22	0	3	25
	1/27/2023 6:45:00 AM	46	0	1	47
	Hour	122	7	4	133
	1/27/2023 7:00:00 AM	35	0	2	37
	1/27/2023 7:15:00 AM	54	2	1	57
	1/27/2023 7:30:00 AM	71	3	1	75
	1/27/2023 7:45:00 AM	55	0	0	55
	Hour	215	5	4	224
	1/27/2023 8:00:00 AM	64	1	3	68
	1/27/2023 8:15:00 AM	67	0	3	70
	1/27/2023 8:30:00 AM	79	1	3	83
	1/27/2023 8:45:00 AM	72	0	0	72
	Hour	282	2	9	293
	1/27/2023 9:00:00 AM	74	1	0	75
	1/27/2023 9:15:00 AM	71	1	4	76
	1/27/2023 9:30:00 AM	68	0	1	69
	1/27/2023 9:45:00 AM	71	1	2	74
	Hour	284	3	7	294
	1/27/2023 10:00:00 AM	74	3	1	78
	1/27/2023 10:15:00 AM	67	2	3	72
	1/27/2023 10:30:00 AM	85	2	0	87
	1/27/2023 10:45:00 AM	95	2	5	102
	Hour	321	9	9	339
	1/27/2023 11:00:00 AM	105	1	1	107
	1/27/2023 11:15:00 AM	74	1	3	78
	1/27/2023 11:30:00 AM	102	0	1	103
	1/27/2023 11:45:00 AM	112	1	1	114
	Hour	393	3	6	402
	Grand Total	1,809	35	53	1,897
	Percentage	95.4%	1.8%	2.8%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	83	0	1	84
	1/27/2023 12:15:00 PM	113	0	2	115
	1/27/2023 12:30:00 PM	125	3	1	129
	1/27/2023 12:45:00 PM	110	1	3	114
	Hour	431	4	7	442
	1/27/2023 1:00:00 PM	132	4	1	137
	1/27/2023 1:15:00 PM	107	0	0	107
	1/27/2023 1:30:00 PM	110	2	2	114
	1/27/2023 1:45:00 PM	135	6	1	142
	Hour	484	12	4	500
	1/27/2023 2:00:00 PM	115	2	1	118
	1/27/2023 2:15:00 PM	109	0	4	113
	1/27/2023 2:30:00 PM	108	1	2	111
	1/27/2023 2:45:00 PM	106	7	3	116
	Hour	438	10	10	458
	1/27/2023 3:00:00 PM	105	2	0	107
	1/27/2023 3:15:00 PM	132	0	3	135
	1/27/2023 3:30:00 PM	115	3	1	119
	1/27/2023 3:45:00 PM	143	2	0	145
	Hour	495	7	4	506
	1/27/2023 4:00:00 PM	163	3	0	166
	1/27/2023 4:15:00 PM	142	2	1	145
	1/27/2023 4:30:00 PM	142	1	1	144
	1/27/2023 4:45:00 PM	138	0	2	140
	Hour	585	6	4	595
	1/27/2023 5:00:00 PM	167	0	1	168
	1/27/2023 5:15:00 PM	133	1	1	135
	1/27/2023 5:30:00 PM	135	0	0	135
	1/27/2023 5:45:00 PM	139	0	0	139
	Hour	574	1	2	577
	1/27/2023 6:00:00 PM	116	0	0	116
	1/27/2023 6:15:00 PM	114	1	0	115
	1/27/2023 6:30:00 PM	112	2	0	114
	1/27/2023 6:45:00 PM	105	0	0	105
	Hour	447	3	0	450
	1/27/2023 7:00:00 PM	62	0	0	62
	1/27/2023 7:15:00 PM	87	3	1	91
	1/27/2023 7:30:00 PM	103	0	0	103
	1/27/2023 7:45:00 PM	74	1	0	75
	Hour	326	4	1	331
	1/27/2023 8:00:00 PM	69	0	0	69
	1/27/2023 8:15:00 PM	58	2	1	61
	1/27/2023 8:30:00 PM	51	2	0	53
	1/27/2023 8:45:00 PM	57	0	1	58
	Hour	235	4	2	241
	1/27/2023 9:00:00 PM	45	0	1	46
	1/27/2023 9:15:00 PM	51	2	0	53
	1/27/2023 9:30:00 PM	77	0	0	77
	1/27/2023 9:45:00 PM	56	1	1	58
	Hour	229	3	2	234
	1/27/2023 10:00:00 PM	60	0	0	60
	1/27/2023 10:15:00 PM	39	0	0	39
	1/27/2023 10:30:00 PM	40	0	0	40
	1/27/2023 10:45:00 PM	22	0	0	22
	Hour	161	0	0	161
	1/27/2023 11:00:00 PM	29	0	0	29
	1/27/2023 11:15:00 PM	21	0	0	21
	1/27/2023 11:30:00 PM	20	0	1	21
	1/27/2023 11:45:00 PM	10	0	0	10
	Hour	80	0	1	81
	Grand Total	4,485	54	37	4,576
	Percentage	98.0%	1.2%	0.8%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	14	0	1	15
	1/28/2023 12:15:00 AM	29	2	1	32
	1/28/2023 12:30:00 AM	16	0	0	16
	1/28/2023 12:45:00 AM	9	0	0	9
	Hour	68	2	2	72
	1/28/2023 1:00:00 AM	14	0	0	14
	1/28/2023 1:15:00 AM	13	0	0	13
	1/28/2023 1:30:00 AM	11	0	0	11
	1/28/2023 1:45:00 AM	21	0	0	21
	Hour	59	0	0	59
	1/28/2023 2:00:00 AM	10	1	0	11
	1/28/2023 2:15:00 AM	3	0	0	3
	1/28/2023 2:30:00 AM	8	0	0	8
	1/28/2023 2:45:00 AM	5	0	0	5
	Hour	26	1	0	27
	1/28/2023 3:00:00 AM	10	0	0	10
	1/28/2023 3:15:00 AM	8	0	0	8
	1/28/2023 3:30:00 AM	6	0	0	6
	1/28/2023 3:45:00 AM	2	0	0	2
	Hour	26	0	0	26
	1/28/2023 4:00:00 AM	6	0	0	6
	1/28/2023 4:15:00 AM	9	0	0	9
	1/28/2023 4:30:00 AM	9	0	0	9
	1/28/2023 4:45:00 AM	12	0	0	12
	Hour	36	0	0	36
	1/28/2023 5:00:00 AM	19	0	0	19
	1/28/2023 5:15:00 AM	12	1	0	13
	1/28/2023 5:30:00 AM	12	0	0	12
	1/28/2023 5:45:00 AM	12	0	0	12
	Hour	55	1	0	56
	1/28/2023 6:00:00 AM	12	0	0	12
	1/28/2023 6:15:00 AM	27	0	0	27
	1/28/2023 6:30:00 AM	18	1	0	19
	1/28/2023 6:45:00 AM	21	1	0	22
	Hour	78	2	0	80
	1/28/2023 7:00:00 AM	26	0	3	29
	1/28/2023 7:15:00 AM	33	0	0	33
	1/28/2023 7:30:00 AM	34	1	0	35
	1/28/2023 7:45:00 AM	47	0	1	48
	Hour	140	1	4	145
	1/28/2023 8:00:00 AM	44	0	0	44
	1/28/2023 8:15:00 AM	50	3	3	56
	1/28/2023 8:30:00 AM	60	0	1	61
	1/28/2023 8:45:00 AM	68	0	0	68
	Hour	222	3	4	229
	1/28/2023 9:00:00 AM	84	1	0	85
	1/28/2023 9:15:00 AM	80	1	1	82
	1/28/2023 9:30:00 AM	75	0	0	75
	1/28/2023 9:45:00 AM	88	0	0	88
	Hour	327	2	1	330
	1/28/2023 10:00:00 AM	74	0	0	74
	1/28/2023 10:15:00 AM	82	1	1	84
	1/28/2023 10:30:00 AM	86	2	0	88
	1/28/2023 10:45:00 AM	104	1	0	105
	Hour	346	4	1	351
	1/28/2023 11:00:00 AM	97	1	0	98
	1/28/2023 11:15:00 AM	94	1	0	95
	1/28/2023 11:30:00 AM	104	1	0	105
	1/28/2023 11:45:00 AM	109	1	0	110
	Hour	404	4	0	408
	Grand Total	1,787	20	12	1,819
	Percentage	98.2%	1.1%	0.7%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	123	1	0	124
	1/28/2023 12:15:00 PM	138	1	0	139
	1/28/2023 12:30:00 PM	111	1	0	112
	1/28/2023 12:45:00 PM	111	1	0	112
	Hour	483	4	0	487
	1/28/2023 1:00:00 PM	124	2	1	127
	1/28/2023 1:15:00 PM	99	1	0	100
	1/28/2023 1:30:00 PM	123	2	0	125
	1/28/2023 1:45:00 PM	116	1	0	117
	Hour	462	6	1	469
	1/28/2023 2:00:00 PM	103	1	1	105
	1/28/2023 2:15:00 PM	125	1	1	127
	1/28/2023 2:30:00 PM	108	1	0	109
	1/28/2023 2:45:00 PM	120	0	0	120
	Hour	456	3	2	461
	1/28/2023 3:00:00 PM	107	1	0	108
	1/28/2023 3:15:00 PM	124	2	0	126
	1/28/2023 3:30:00 PM	91	1	1	93
	1/28/2023 3:45:00 PM	137	0	0	137
	Hour	459	4	1	464
	1/28/2023 4:00:00 PM	101	0	0	101
	1/28/2023 4:15:00 PM	129	2	1	132
	1/28/2023 4:30:00 PM	110	1	0	111
	1/28/2023 4:45:00 PM	131	1	0	132
	Hour	471	4	1	476
	1/28/2023 5:00:00 PM	129	0	0	129
	1/28/2023 5:15:00 PM	108	0	0	108
	1/28/2023 5:30:00 PM	111	0	0	111
	1/28/2023 5:45:00 PM	122	1	0	123
	Hour	470	1	0	471
	1/28/2023 6:00:00 PM	115	0	0	115
	1/28/2023 6:15:00 PM	110	1	0	111
	1/28/2023 6:30:00 PM	111	0	0	111
	1/28/2023 6:45:00 PM	93	0	1	94
	Hour	429	1	1	431
	1/28/2023 7:00:00 PM	97	1	0	98
	1/28/2023 7:15:00 PM	72	1	0	73
	1/28/2023 7:30:00 PM	52	0	0	52
	1/28/2023 7:45:00 PM	69	1	0	70
	Hour	290	3	0	293
	1/28/2023 8:00:00 PM	73	0	0	73
	1/28/2023 8:15:00 PM	71	0	0	71
	1/28/2023 8:30:00 PM	57	1	0	58
	1/28/2023 8:45:00 PM	43	1	0	44
	Hour	244	2	0	246
	1/28/2023 9:00:00 PM	39	0	1	40
	1/28/2023 9:15:00 PM	48	0	0	48
	1/28/2023 9:30:00 PM	39	1	0	40
	1/28/2023 9:45:00 PM	29	0	0	29
	Hour	155	1	1	157
	1/28/2023 10:00:00 PM	36	0	0	36
	1/28/2023 10:15:00 PM	27	0	0	27
	1/28/2023 10:30:00 PM	29	0	0	29
	1/28/2023 10:45:00 PM	27	1	0	28
	Hour	119	1	0	120
	1/28/2023 11:00:00 PM	21	0	0	21
	1/28/2023 11:15:00 PM	19	0	0	19
	1/28/2023 11:30:00 PM	19	1	0	20
	1/28/2023 11:45:00 PM	18	0	0	18
	Hour	77	1	0	78
	Grand Total	4,115	31	7	4,153
	Percentage	99.1%	0.7%	0.2%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	13	0	0	13
	1/29/2023 12:15:00 AM	11	0	0	11
	1/29/2023 12:30:00 AM	13	1	0	14
	1/29/2023 12:45:00 AM	9	0	0	9
	Hour	46	1	0	47
	1/29/2023 1:00:00 AM	10	0	0	10
	1/29/2023 1:15:00 AM	6	0	0	6
	1/29/2023 1:30:00 AM	12	0	0	12
	1/29/2023 1:45:00 AM	11	1	0	12
	Hour	39	1	0	40
	1/29/2023 2:00:00 AM	6	0	0	6
	1/29/2023 2:15:00 AM	14	1	0	15
	1/29/2023 2:30:00 AM	9	0	0	9
	1/29/2023 2:45:00 AM	14	0	0	14
	Hour	43	1	0	44
	1/29/2023 3:00:00 AM	2	0	1	3
	1/29/2023 3:15:00 AM	6	0	0	6
	1/29/2023 3:30:00 AM	9	0	1	10
	1/29/2023 3:45:00 AM	5	0	0	5
	Hour	22	0	2	24
	1/29/2023 4:00:00 AM	7	0	0	7
	1/29/2023 4:15:00 AM	7	0	0	7
	1/29/2023 4:30:00 AM	9	0	0	9
	1/29/2023 4:45:00 AM	12	0	0	12
	Hour	35	0	0	35
	1/29/2023 5:00:00 AM	5	0	0	5
	1/29/2023 5:15:00 AM	4	0	0	4
	1/29/2023 5:30:00 AM	12	0	0	12
	1/29/2023 5:45:00 AM	10	0	0	10
	Hour	31	0	0	31
	1/29/2023 6:00:00 AM	11	0	0	11
	1/29/2023 6:15:00 AM	15	0	1	16
	1/29/2023 6:30:00 AM	13	0	0	13
	1/29/2023 6:45:00 AM	22	1	0	23
	Hour	61	1	1	63
	1/29/2023 7:00:00 AM	19	0	0	19
	1/29/2023 7:15:00 AM	20	1	0	21
	1/29/2023 7:30:00 AM	35	0	0	35
	1/29/2023 7:45:00 AM	47	0	0	47
	Hour	121	1	0	122
	1/29/2023 8:00:00 AM	51	0	0	51
	1/29/2023 8:15:00 AM	52	0	0	52
	1/29/2023 8:30:00 AM	43	0	0	43
	1/29/2023 8:45:00 AM	62	0	0	62
	Hour	208	0	0	208
	1/29/2023 9:00:00 AM	72	0	2	74
	1/29/2023 9:15:00 AM	58	1	0	59
	1/29/2023 9:30:00 AM	78	0	0	78
	1/29/2023 9:45:00 AM	79	1	0	80
	Hour	287	2	2	291
	1/29/2023 10:00:00 AM	77	0	0	77
	1/29/2023 10:15:00 AM	71	0	0	71
	1/29/2023 10:30:00 AM	75	1	1	77
	1/29/2023 10:45:00 AM	87	2	1	90
	Hour	310	3	2	315
	1/29/2023 11:00:00 AM	92	0	0	92
	1/29/2023 11:15:00 AM	80	2	1	83
	1/29/2023 11:30:00 AM	106	0	0	106
	1/29/2023 11:45:00 AM	104	0	1	105
	Hour	382	2	2	386
	Grand Total	1,585	12	9	1,606
	Percentage	98.7%	0.7%	0.6%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	139	1	0	140
	1/29/2023 12:15:00 PM	126	1	0	127
	1/29/2023 12:30:00 PM	141	0	1	142
	1/29/2023 12:45:00 PM	118	2	0	120
	Hour	524	4	1	529
	1/29/2023 1:00:00 PM	106	0	2	108
	1/29/2023 1:15:00 PM	137	0	1	138
	1/29/2023 1:30:00 PM	103	0	0	103
	1/29/2023 1:45:00 PM	101	0	0	101
	Hour	447	0	3	450
	1/29/2023 2:00:00 PM	135	0	0	135
	1/29/2023 2:15:00 PM	119	0	0	119
	1/29/2023 2:30:00 PM	114	0	0	114
	1/29/2023 2:45:00 PM	114	1	1	116
	Hour	482	1	1	484
	1/29/2023 3:00:00 PM	85	0	2	87
	1/29/2023 3:15:00 PM	95	0	0	95
	1/29/2023 3:30:00 PM	92	2	0	94
	1/29/2023 3:45:00 PM	104	2	0	106
	Hour	376	4	2	382
	1/29/2023 4:00:00 PM	94	0	0	94
	1/29/2023 4:15:00 PM	74	0	0	74
	1/29/2023 4:30:00 PM	93	0	0	93
	1/29/2023 4:45:00 PM	84	0	0	84
	Hour	345	0	0	345
	1/29/2023 5:00:00 PM	77	0	0	77
	1/29/2023 5:15:00 PM	85	0	0	85
	1/29/2023 5:30:00 PM	81	1	0	82
	1/29/2023 5:45:00 PM	78	1	0	79
	Hour	321	2	0	323
	1/29/2023 6:00:00 PM	81	0	0	81
	1/29/2023 6:15:00 PM	54	1	0	55
	1/29/2023 6:30:00 PM	63	1	0	64
	1/29/2023 6:45:00 PM	55	0	0	55
	Hour	253	2	0	255
	1/29/2023 7:00:00 PM	62	0	0	62
	1/29/2023 7:15:00 PM	51	0	0	51
	1/29/2023 7:30:00 PM	44	0	0	44
	1/29/2023 7:45:00 PM	56	0	0	56
	Hour	213	0	0	213
	1/29/2023 8:00:00 PM	48	1	1	50
	1/29/2023 8:15:00 PM	44	0	1	45
	1/29/2023 8:30:00 PM	26	0	0	26
	1/29/2023 8:45:00 PM	35	0	0	35
	Hour	153	1	2	156
	1/29/2023 9:00:00 PM	32	0	0	32
	1/29/2023 9:15:00 PM	28	0	0	28
	1/29/2023 9:30:00 PM	19	0	0	19
	1/29/2023 9:45:00 PM	18	0	0	18
	Hour	97	0	0	97
	1/29/2023 10:00:00 PM	21	0	0	21
	1/29/2023 10:15:00 PM	14	0	0	14
	1/29/2023 10:30:00 PM	12	0	0	12
	1/29/2023 10:45:00 PM	19	0	0	19
	Hour	66	0	0	66
	1/29/2023 11:00:00 PM	17	1	0	18
	1/29/2023 11:15:00 PM	12	0	0	12
	1/29/2023 11:30:00 PM	11	0	0	11
	1/29/2023 11:45:00 PM	11	0	1	12
	Hour	51	1	1	53
	Grand Total	3,328	15	10	3,353
	Percentage	99.3%	0.4%	0.3%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	9	0	0	9
	1/30/2023 12:15:00 AM	2	0	0	2
	1/30/2023 12:30:00 AM	8	0	0	8
	1/30/2023 12:45:00 AM	3	0	0	3
	Hour	22	0	0	22
	1/30/2023 1:00:00 AM	2	0	0	2
	1/30/2023 1:15:00 AM	5	0	0	5
	1/30/2023 1:30:00 AM	7	0	0	7
	1/30/2023 1:45:00 AM	2	0	0	2
	Hour	16	0	0	16
	1/30/2023 2:00:00 AM	6	1	0	7
	1/30/2023 2:15:00 AM	2	0	0	2
	1/30/2023 2:30:00 AM	0	0	1	1
	1/30/2023 2:45:00 AM	3	0	1	4
	Hour	11	1	2	14
	1/30/2023 3:00:00 AM	4	0	0	4
	1/30/2023 3:15:00 AM	5	0	0	5
	1/30/2023 3:30:00 AM	6	0	1	7
	1/30/2023 3:45:00 AM	0	0	0	0
	Hour	15	0	1	16
	1/30/2023 4:00:00 AM	3	0	0	3
	1/30/2023 4:15:00 AM	4	0	0	4
	1/30/2023 4:30:00 AM	5	0	2	7
	1/30/2023 4:45:00 AM	5	0	0	5
	Hour	17	0	2	19
	1/30/2023 5:00:00 AM	12	0	0	12
	1/30/2023 5:15:00 AM	7	1	1	9
	1/30/2023 5:30:00 AM	18	2	0	20
	1/30/2023 5:45:00 AM	24	0	2	26
	Hour	61	3	3	67
	1/30/2023 6:00:00 AM	36	4	1	41
	1/30/2023 6:15:00 AM	23	2	0	25
	1/30/2023 6:30:00 AM	28	0	1	29
	1/30/2023 6:45:00 AM	30	1	0	31
	Hour	117	7	2	126
	1/30/2023 7:00:00 AM	34	1	3	38
	1/30/2023 7:15:00 AM	32	1	2	35
	1/30/2023 7:30:00 AM	59	1	1	61
	1/30/2023 7:45:00 AM	64	1	0	65
	Hour	189	4	6	199
	1/30/2023 8:00:00 AM	76	0	0	76
	1/30/2023 8:15:00 AM	65	0	1	66
	1/30/2023 8:30:00 AM	77	1	1	79
	1/30/2023 8:45:00 AM	59	0	0	59
	Hour	277	1	2	280
	1/30/2023 9:00:00 AM	72	1	4	77
	1/30/2023 9:15:00 AM	63	1	2	66
	1/30/2023 9:30:00 AM	61	1	2	64
	1/30/2023 9:45:00 AM	88	1	2	91
	Hour	284	4	10	298
	1/30/2023 10:00:00 AM	70	0	2	72
	1/30/2023 10:15:00 AM	50	1	3	54
	1/30/2023 10:30:00 AM	66	2	1	69
	1/30/2023 10:45:00 AM	69	3	2	74
	Hour	255	6	8	269
	1/30/2023 11:00:00 AM	94	1	1	96
	1/30/2023 11:15:00 AM	75	0	0	75
	1/30/2023 11:30:00 AM	82	1	3	86
	1/30/2023 11:45:00 AM	93	2	1	96
	Hour	344	4	5	353
	Grand Total	1,608	30	41	1,679
	Percentage	95.8%	1.8%	2.4%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	82	3	2	87
	1/30/2023 12:15:00 PM	100	2	1	103
	1/30/2023 12:30:00 PM	103	1	0	104
	1/30/2023 12:45:00 PM	101	0	3	104
	Hour	386	6	6	398
	1/30/2023 1:00:00 PM	84	4	2	90
	1/30/2023 1:15:00 PM	70	3	2	75
	1/30/2023 1:30:00 PM	77	2	1	80
	1/30/2023 1:45:00 PM	81	1	2	84
	Hour	312	10	7	329
	1/30/2023 2:00:00 PM	95	0	1	96
	1/30/2023 2:15:00 PM	75	1	0	76
	1/30/2023 2:30:00 PM	103	1	1	105
	1/30/2023 2:45:00 PM	85	1	0	86
	Hour	358	3	2	363
	1/30/2023 3:00:00 PM	82	0	1	83
	1/30/2023 3:15:00 PM	108	1	2	111
	1/30/2023 3:30:00 PM	83	1	0	84
	1/30/2023 3:45:00 PM	134	3	1	138
	Hour	407	5	4	416
	1/30/2023 4:00:00 PM	112	3	2	117
	1/30/2023 4:15:00 PM	116	0	3	119
	1/30/2023 4:30:00 PM	96	4	1	101
	1/30/2023 4:45:00 PM	104	0	1	105
	Hour	428	7	7	442
	1/30/2023 5:00:00 PM	113	1	3	117
	1/30/2023 5:15:00 PM	131	1	0	132
	1/30/2023 5:30:00 PM	123	2	0	125
	1/30/2023 5:45:00 PM	103	2	1	106
	Hour	470	6	4	480
	1/30/2023 6:00:00 PM	114	0	0	114
	1/30/2023 6:15:00 PM	109	0	1	110
	1/30/2023 6:30:00 PM	93	0	1	94
	1/30/2023 6:45:00 PM	88	0	0	88
	Hour	404	0	2	406
	1/30/2023 7:00:00 PM	71	0	1	72
	1/30/2023 7:15:00 PM	55	1	1	57
	1/30/2023 7:30:00 PM	40	2	0	42
	1/30/2023 7:45:00 PM	41	0	0	41
	Hour	207	3	2	212
	1/30/2023 8:00:00 PM	52	0	0	52
	1/30/2023 8:15:00 PM	50	0	0	50
	1/30/2023 8:30:00 PM	39	0	0	39
	1/30/2023 8:45:00 PM	24	0	1	25
	Hour	165	0	1	166
	1/30/2023 9:00:00 PM	34	0	0	34
	1/30/2023 9:15:00 PM	25	0	1	26
	1/30/2023 9:30:00 PM	22	1	0	23
	1/30/2023 9:45:00 PM	13	0	1	14
	Hour	94	1	2	97
	1/30/2023 10:00:00 PM	21	0	0	21
	1/30/2023 10:15:00 PM	27	0	0	27
	1/30/2023 10:30:00 PM	20	0	0	20
	1/30/2023 10:45:00 PM	12	0	0	12
	Hour	80	0	0	80
	1/30/2023 11:00:00 PM	11	1	0	12
	1/30/2023 11:15:00 PM	18	0	0	18
	1/30/2023 11:30:00 PM	8	0	0	8
	1/30/2023 11:45:00 PM	6	0	0	6
	Hour	43	1	0	44
	Grand Total	3,354	42	37	3,433
	Percentage	97.7%	1.2%	1.1%	
	Total	36,764	466	414	37,644
	Percentage	97.7%	1.2%	1.1%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	7	0	0	7
	1/24/2023 12:15:00 AM	3	0	0	3
	1/24/2023 12:30:00 AM	2	0	0	2
	1/24/2023 12:45:00 AM	4	0	0	4
	Hour	16	0	0	16
	1/24/2023 1:00:00 AM	4	0	0	4
	1/24/2023 1:15:00 AM	4	0	0	4
	1/24/2023 1:30:00 AM	5	0	0	5
	1/24/2023 1:45:00 AM	6	0	0	6
	Hour	19	0	0	19
	1/24/2023 2:00:00 AM	2	0	1	3
	1/24/2023 2:15:00 AM	4	0	0	4
	1/24/2023 2:30:00 AM	4	0	0	4
	1/24/2023 2:45:00 AM	1	0	0	1
	Hour	11	0	1	12
	1/24/2023 3:00:00 AM	3	0	0	3
	1/24/2023 3:15:00 AM	5	0	1	6
	1/24/2023 3:30:00 AM	2	0	1	3
	1/24/2023 3:45:00 AM	3	0	2	5
	Hour	13	0	4	17
	1/24/2023 4:00:00 AM	2	0	2	4
	1/24/2023 4:15:00 AM	12	0	1	13
	1/24/2023 4:30:00 AM	8	0	2	10
	1/24/2023 4:45:00 AM	8	0	0	8
	Hour	30	0	5	35
	1/24/2023 5:00:00 AM	13	1	0	14
	1/24/2023 5:15:00 AM	14	0	0	14
	1/24/2023 5:30:00 AM	30	0	0	30
	1/24/2023 5:45:00 AM	18	0	2	20
	Hour	75	1	2	78
	1/24/2023 6:00:00 AM	29	0	0	29
	1/24/2023 6:15:00 AM	37	0	1	38
	1/24/2023 6:30:00 AM	52	0	1	53
	1/24/2023 6:45:00 AM	38	3	2	43
	Hour	156	3	4	163
	1/24/2023 7:00:00 AM	46	0	2	48
	1/24/2023 7:15:00 AM	67	3	3	73
	1/24/2023 7:30:00 AM	80	1	3	84
	1/24/2023 7:45:00 AM	80	0	0	80
	Hour	273	4	8	285
	1/24/2023 8:00:00 AM	76	2	1	79
	1/24/2023 8:15:00 AM	73	2	1	76
	1/24/2023 8:30:00 AM	66	3	0	69
	1/24/2023 8:45:00 AM	82	2	1	85
	Hour	297	9	3	309
	1/24/2023 9:00:00 AM	69	0	1	70
	1/24/2023 9:15:00 AM	71	0	0	71
	1/24/2023 9:30:00 AM	56	0	2	58
	1/24/2023 9:45:00 AM	62	3	1	66
	Hour	258	3	4	265
	1/24/2023 10:00:00 AM	65	1	1	67
	1/24/2023 10:15:00 AM	74	0	2	76
	1/24/2023 10:30:00 AM	60	1	1	62
	1/24/2023 10:45:00 AM	74	2	0	76
	Hour	273	4	4	281
	1/24/2023 11:00:00 AM	62	0	1	63
	1/24/2023 11:15:00 AM	92	4	1	97
	1/24/2023 11:30:00 AM	79	1	1	81
	1/24/2023 11:45:00 AM	75	0	2	77
	Hour	308	5	5	318
	Grand Total	1,729	29	40	1,798
	Percentage	96.2%	1.6%	2.2%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	94	0	1	95
	1/24/2023 12:15:00 PM	96	5	2	103
	1/24/2023 12:30:00 PM	80	1	0	81
	1/24/2023 12:45:00 PM	100	2	2	104
	Hour	370	8	5	383
	1/24/2023 1:00:00 PM	79	3	4	86
	1/24/2023 1:15:00 PM	78	0	1	79
	1/24/2023 1:30:00 PM	79	1	3	83
	1/24/2023 1:45:00 PM	87	4	2	93
	Hour	323	8	10	341
	1/24/2023 2:00:00 PM	100	0	0	100
	1/24/2023 2:15:00 PM	90	1	1	92
	1/24/2023 2:30:00 PM	71	0	4	75
	1/24/2023 2:45:00 PM	96	1	0	97
	Hour	357	2	5	364
	1/24/2023 3:00:00 PM	101	1	2	104
	1/24/2023 3:15:00 PM	88	0	3	91
	1/24/2023 3:30:00 PM	101	1	6	108
	1/24/2023 3:45:00 PM	83	1	3	87
	Hour	373	3	14	390
	1/24/2023 4:00:00 PM	100	2	0	102
	1/24/2023 4:15:00 PM	89	0	1	90
	1/24/2023 4:30:00 PM	91	0	2	93
	1/24/2023 4:45:00 PM	94	1	2	97
	Hour	374	3	5	382
	1/24/2023 5:00:00 PM	98	0	1	99
	1/24/2023 5:15:00 PM	97	3	1	101
	1/24/2023 5:30:00 PM	99	1	1	101
	1/24/2023 5:45:00 PM	99	3	0	102
	Hour	393	7	3	403
	1/24/2023 6:00:00 PM	106	0	0	106
	1/24/2023 6:15:00 PM	76	0	0	76
	1/24/2023 6:30:00 PM	70	2	0	72
	1/24/2023 6:45:00 PM	74	1	0	75
	Hour	326	3	0	329
	1/24/2023 7:00:00 PM	71	0	0	71
	1/24/2023 7:15:00 PM	48	0	1	49
	1/24/2023 7:30:00 PM	46	1	0	47
	1/24/2023 7:45:00 PM	44	0	0	44
	Hour	209	1	1	211
	1/24/2023 8:00:00 PM	47	0	0	47
	1/24/2023 8:15:00 PM	45	0	0	45
	1/24/2023 8:30:00 PM	36	0	0	36
	1/24/2023 8:45:00 PM	28	0	0	28
	Hour	156	0	0	156
	1/24/2023 9:00:00 PM	26	0	0	26
	1/24/2023 9:15:00 PM	22	2	1	25
	1/24/2023 9:30:00 PM	15	0	0	15
	1/24/2023 9:45:00 PM	17	0	0	17
	Hour	80	2	1	83
	1/24/2023 10:00:00 PM	23	0	1	24
	1/24/2023 10:15:00 PM	19	0	0	19
	1/24/2023 10:30:00 PM	13	0	0	13
	1/24/2023 10:45:00 PM	16	0	0	16
	Hour	71	0	1	72
	1/24/2023 11:00:00 PM	11	0	0	11
	1/24/2023 11:15:00 PM	13	0	0	13
	1/24/2023 11:30:00 PM	7	0	0	7
	1/24/2023 11:45:00 PM	6	0	0	6
	Hour	37	0	0	37
	Grand Total	3,069	37	45	3,151
	Percentage	97.4%	1.2%	1.4%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	5	0	0	5
	1/25/2023 12:15:00 AM	6	0	0	6
	1/25/2023 12:30:00 AM	8	0	0	8
	1/25/2023 12:45:00 AM	2	0	2	4
	Hour	21	0	2	23
	1/25/2023 1:00:00 AM	4	0	0	4
	1/25/2023 1:15:00 AM	0	0	0	0
	1/25/2023 1:30:00 AM	2	0	0	2
	1/25/2023 1:45:00 AM	0	0	0	0
	Hour	6	0	0	6
	1/25/2023 2:00:00 AM	1	0	0	1
	1/25/2023 2:15:00 AM	3	0	0	3
	1/25/2023 2:30:00 AM	3	0	0	3
	1/25/2023 2:45:00 AM	4	0	0	4
	Hour	11	0	0	11
	1/25/2023 3:00:00 AM	4	0	0	4
	1/25/2023 3:15:00 AM	5	0	0	5
	1/25/2023 3:30:00 AM	2	0	1	3
	1/25/2023 3:45:00 AM	6	0	0	6
	Hour	17	0	1	18
	1/25/2023 4:00:00 AM	8	0	1	9
	1/25/2023 4:15:00 AM	7	0	1	8
	1/25/2023 4:30:00 AM	5	1	0	6
	1/25/2023 4:45:00 AM	5	0	0	5
	Hour	25	1	2	28
	1/25/2023 5:00:00 AM	14	0	0	14
	1/25/2023 5:15:00 AM	23	0	0	23
	1/25/2023 5:30:00 AM	25	0	1	26
	1/25/2023 5:45:00 AM	31	0	3	34
	Hour	93	0	4	97
	1/25/2023 6:00:00 AM	37	0	1	38
	1/25/2023 6:15:00 AM	41	1	2	44
	1/25/2023 6:30:00 AM	43	1	2	46
	1/25/2023 6:45:00 AM	38	0	0	38
	Hour	159	2	5	166
	1/25/2023 7:00:00 AM	56	1	0	57
	1/25/2023 7:15:00 AM	75	2	2	79
	1/25/2023 7:30:00 AM	82	2	2	86
	1/25/2023 7:45:00 AM	82	2	1	85
	Hour	295	7	5	307
	1/25/2023 8:00:00 AM	79	3	0	82
	1/25/2023 8:15:00 AM	53	2	1	56
	1/25/2023 8:30:00 AM	70	4	0	74
	1/25/2023 8:45:00 AM	85	0	2	87
	Hour	287	9	3	299
	1/25/2023 9:00:00 AM	72	1	1	74
	1/25/2023 9:15:00 AM	68	2	2	72
	1/25/2023 9:30:00 AM	57	1	1	59
	1/25/2023 9:45:00 AM	72	4	3	79
	Hour	269	8	7	284
	1/25/2023 10:00:00 AM	72	2	1	75
	1/25/2023 10:15:00 AM	74	0	2	76
	1/25/2023 10:30:00 AM	52	0	0	52
	1/25/2023 10:45:00 AM	74	1	4	79
	Hour	272	3	7	282
	1/25/2023 11:00:00 AM	92	1	3	96
	1/25/2023 11:15:00 AM	72	2	3	77
	1/25/2023 11:30:00 AM	77	1	1	79
	1/25/2023 11:45:00 AM	98	3	2	103
	Hour	339	7	9	355
	Grand Total	1,794	37	45	1,876
	Percentage	95.6%	2.0%	2.4%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	93	1	0	94
	1/25/2023 12:15:00 PM	90	3	1	94
	1/25/2023 12:30:00 PM	74	2	1	77
	1/25/2023 12:45:00 PM	71	1	3	75
	Hour	328	7	5	340
	1/25/2023 1:00:00 PM	65	1	1	67
	1/25/2023 1:15:00 PM	82	0	3	85
	1/25/2023 1:30:00 PM	78	2	2	82
	1/25/2023 1:45:00 PM	70	2	1	73
	Hour	295	5	7	307
	1/25/2023 2:00:00 PM	72	1	3	76
	1/25/2023 2:15:00 PM	84	0	3	87
	1/25/2023 2:30:00 PM	100	1	2	103
	1/25/2023 2:45:00 PM	85	3	2	90
	Hour	341	5	10	356
	1/25/2023 3:00:00 PM	69	2	1	72
	1/25/2023 3:15:00 PM	88	2	4	94
	1/25/2023 3:30:00 PM	69	0	1	70
	1/25/2023 3:45:00 PM	74	2	2	78
	Hour	300	6	8	314
	1/25/2023 4:00:00 PM	76	0	1	77
	1/25/2023 4:15:00 PM	87	2	3	92
	1/25/2023 4:30:00 PM	82	2	3	87
	1/25/2023 4:45:00 PM	72	0	1	73
	Hour	317	4	8	329
	1/25/2023 5:00:00 PM	104	1	0	105
	1/25/2023 5:15:00 PM	80	2	0	82
	1/25/2023 5:30:00 PM	72	0	0	72
	1/25/2023 5:45:00 PM	61	3	1	65
	Hour	317	6	1	324
	1/25/2023 6:00:00 PM	74	1	0	75
	1/25/2023 6:15:00 PM	76	0	0	76
	1/25/2023 6:30:00 PM	50	0	1	51
	1/25/2023 6:45:00 PM	51	0	0	51
	Hour	251	1	1	253
	1/25/2023 7:00:00 PM	52	1	0	53
	1/25/2023 7:15:00 PM	53	1	0	54
	1/25/2023 7:30:00 PM	43	0	0	43
	1/25/2023 7:45:00 PM	38	2	0	40
	Hour	186	4	0	190
	1/25/2023 8:00:00 PM	38	0	0	38
	1/25/2023 8:15:00 PM	35	0	0	35
	1/25/2023 8:30:00 PM	32	0	0	32
	1/25/2023 8:45:00 PM	39	0	0	39
	Hour	144	0	0	144
	1/25/2023 9:00:00 PM	29	0	0	29
	1/25/2023 9:15:00 PM	31	0	0	31
	1/25/2023 9:30:00 PM	28	0	0	28
	1/25/2023 9:45:00 PM	19	0	0	19
	Hour	107	0	0	107
	1/25/2023 10:00:00 PM	0	0	0	0
	1/25/2023 10:15:00 PM	0	0	0	0
	1/25/2023 10:30:00 PM	0	0	0	0
	1/25/2023 10:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	1/25/2023 11:00:00 PM	11	0	0	11
	1/25/2023 11:15:00 PM	16	0	0	16
	1/25/2023 11:30:00 PM	12	3	0	15
	1/25/2023 11:45:00 PM	9	0	1	10
	Hour	48	3	1	52
	Grand Total	2,634	41	41	2,716
	Percentage	97.0%	1.5%	1.5%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	7	0	0	7
	1/26/2023 12:15:00 AM	3	0	0	3
	1/26/2023 12:30:00 AM	2	0	0	2
	1/26/2023 12:45:00 AM	2	0	0	2
	Hour	14	0	0	14
	1/26/2023 1:00:00 AM	6	0	0	6
	1/26/2023 1:15:00 AM	4	3	0	7
	1/26/2023 1:30:00 AM	3	0	0	3
	1/26/2023 1:45:00 AM	4	0	0	4
	Hour	17	3	0	20
	1/26/2023 2:00:00 AM	4	0	0	4
	1/26/2023 2:15:00 AM	7	0	0	7
	1/26/2023 2:30:00 AM	6	0	0	6
	1/26/2023 2:45:00 AM	3	0	0	3
	Hour	20	0	0	20
	1/26/2023 3:00:00 AM	3	0	0	3
	1/26/2023 3:15:00 AM	3	0	0	3
	1/26/2023 3:30:00 AM	6	3	1	10
	1/26/2023 3:45:00 AM	7	0	1	8
	Hour	19	3	2	24
	1/26/2023 4:00:00 AM	0	0	0	0
	1/26/2023 4:15:00 AM	10	0	1	11
	1/26/2023 4:30:00 AM	5	0	0	5
	1/26/2023 4:45:00 AM	8	0	0	8
	Hour	23	0	1	24
	1/26/2023 5:00:00 AM	10	1	0	11
	1/26/2023 5:15:00 AM	24	0	2	26
	1/26/2023 5:30:00 AM	32	0	0	32
	1/26/2023 5:45:00 AM	32	1	1	34
	Hour	98	2	3	103
	1/26/2023 6:00:00 AM	27	1	1	29
	1/26/2023 6:15:00 AM	48	2	0	50
	1/26/2023 6:30:00 AM	64	1	1	66
	1/26/2023 6:45:00 AM	53	0	0	53
	Hour	192	4	2	198
	1/26/2023 7:00:00 AM	35	1	4	40
	1/26/2023 7:15:00 AM	74	3	0	77
	1/26/2023 7:30:00 AM	84	1	3	88
	1/26/2023 7:45:00 AM	79	2	1	82
	Hour	272	7	8	287
	1/26/2023 8:00:00 AM	78	3	1	82
	1/26/2023 8:15:00 AM	76	2	1	79
	1/26/2023 8:30:00 AM	92	0	1	93
	1/26/2023 8:45:00 AM	89	0	1	90
	Hour	335	5	4	344
	1/26/2023 9:00:00 AM	67	1	0	68
	1/26/2023 9:15:00 AM	69	3	1	73
	1/26/2023 9:30:00 AM	76	2	4	82
	1/26/2023 9:45:00 AM	74	0	1	75
	Hour	286	6	6	298
	1/26/2023 10:00:00 AM	87	4	0	91
	1/26/2023 10:15:00 AM	68	1	1	70
	1/26/2023 10:30:00 AM	66	2	0	68
	1/26/2023 10:45:00 AM	89	0	0	89
	Hour	310	7	1	318
	1/26/2023 11:00:00 AM	78	1	4	83
	1/26/2023 11:15:00 AM	98	1	2	101
	1/26/2023 11:30:00 AM	98	0	2	100
	1/26/2023 11:45:00 AM	101	0	3	104
	Hour	375	2	11	388
	Grand Total	1,961	39	38	2,038
	Percentage	96.2%	1.9%	1.9%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	99	1	2	102
	1/26/2023 12:15:00 PM	99	3	3	105
	1/26/2023 12:30:00 PM	100	1	9	110
	1/26/2023 12:45:00 PM	92	4	3	99
	Hour	390	9	17	416
	1/26/2023 1:00:00 PM	90	2	1	93
	1/26/2023 1:15:00 PM	86	0	1	87
	1/26/2023 1:30:00 PM	78	2	1	81
	1/26/2023 1:45:00 PM	93	1	0	94
	Hour	347	5	3	355
	1/26/2023 2:00:00 PM	111	1	1	113
	1/26/2023 2:15:00 PM	89	1	4	94
	1/26/2023 2:30:00 PM	97	1	2	100
	1/26/2023 2:45:00 PM	121	2	3	126
	Hour	418	5	10	433
	1/26/2023 3:00:00 PM	94	1	1	96
	1/26/2023 3:15:00 PM	111	1	1	113
	1/26/2023 3:30:00 PM	94	0	0	94
	1/26/2023 3:45:00 PM	106	1	2	109
	Hour	405	3	4	412
	1/26/2023 4:00:00 PM	113	1	2	116
	1/26/2023 4:15:00 PM	113	0	1	114
	1/26/2023 4:30:00 PM	105	2	1	108
	1/26/2023 4:45:00 PM	115	0	0	115
	Hour	446	3	4	453
	1/26/2023 5:00:00 PM	106	0	0	106
	1/26/2023 5:15:00 PM	100	1	1	102
	1/26/2023 5:30:00 PM	111	0	0	111
	1/26/2023 5:45:00 PM	100	0	0	100
	Hour	417	1	1	419
	1/26/2023 6:00:00 PM	109	2	1	112
	1/26/2023 6:15:00 PM	78	1	1	80
	1/26/2023 6:30:00 PM	79	0	0	79
	1/26/2023 6:45:00 PM	64	1	0	65
	Hour	330	4	2	336
	1/26/2023 7:00:00 PM	73	1	0	74
	1/26/2023 7:15:00 PM	42	1	1	44
	1/26/2023 7:30:00 PM	48	0	0	48
	1/26/2023 7:45:00 PM	45	1	0	46
	Hour	208	3	1	212
	1/26/2023 8:00:00 PM	44	1	0	45
	1/26/2023 8:15:00 PM	43	3	0	46
	1/26/2023 8:30:00 PM	29	0	0	29
	1/26/2023 8:45:00 PM	38	1	1	40
	Hour	154	5	1	160
	1/26/2023 9:00:00 PM	35	4	0	39
	1/26/2023 9:15:00 PM	22	0	0	22
	1/26/2023 9:30:00 PM	23	1	0	24
	1/26/2023 9:45:00 PM	37	0	0	37
	Hour	117	5	0	122
	1/26/2023 10:00:00 PM	26	0	0	26
	1/26/2023 10:15:00 PM	24	0	0	24
	1/26/2023 10:30:00 PM	15	0	0	15
	1/26/2023 10:45:00 PM	14	1	0	15
	Hour	79	1	0	80
	1/26/2023 11:00:00 PM	17	0	0	17
	1/26/2023 11:15:00 PM	17	1	0	18
	1/26/2023 11:30:00 PM	6	1	1	8
	1/26/2023 11:45:00 PM	6	0	0	6
	Hour	46	2	1	49
	Grand Total	3,357	46	44	3,447
	Percentage	97.4%	1.3%	1.3%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	5	0	0	5
	1/27/2023 12:15:00 AM	6	0	1	7
	1/27/2023 12:30:00 AM	7	0	0	7
	1/27/2023 12:45:00 AM	10	0	1	11
	Hour	28	0	2	30
	1/27/2023 1:00:00 AM	2	0	0	2
	1/27/2023 1:15:00 AM	5	0	1	6
	1/27/2023 1:30:00 AM	3	0	0	3
	1/27/2023 1:45:00 AM	3	0	1	4
	Hour	13	0	2	15
	1/27/2023 2:00:00 AM	2	0	0	2
	1/27/2023 2:15:00 AM	1	0	0	1
	1/27/2023 2:30:00 AM	2	0	0	2
	1/27/2023 2:45:00 AM	2	0	0	2
	Hour	7	0	0	7
	1/27/2023 3:00:00 AM	5	0	1	6
	1/27/2023 3:15:00 AM	4	0	0	4
	1/27/2023 3:30:00 AM	4	0	0	4
	1/27/2023 3:45:00 AM	8	0	1	9
	Hour	21	0	2	23
	1/27/2023 4:00:00 AM	8	0	1	9
	1/27/2023 4:15:00 AM	8	0	0	8
	1/27/2023 4:30:00 AM	11	0	0	11
	1/27/2023 4:45:00 AM	10	0	3	13
	Hour	37	0	4	41
	1/27/2023 5:00:00 AM	17	0	1	18
	1/27/2023 5:15:00 AM	17	1	0	18
	1/27/2023 5:30:00 AM	23	0	0	23
	1/27/2023 5:45:00 AM	30	0	0	30
	Hour	87	1	1	89
	1/27/2023 6:00:00 AM	34	0	1	35
	1/27/2023 6:15:00 AM	38	1	0	39
	1/27/2023 6:30:00 AM	40	2	2	44
	1/27/2023 6:45:00 AM	41	1	4	46
	Hour	153	4	7	164
	1/27/2023 7:00:00 AM	57	0	0	57
	1/27/2023 7:15:00 AM	66	3	0	69
	1/27/2023 7:30:00 AM	89	4	0	93
	1/27/2023 7:45:00 AM	74	2	1	77
	Hour	286	9	1	296
	1/27/2023 8:00:00 AM	82	2	1	85
	1/27/2023 8:15:00 AM	75	2	1	78
	1/27/2023 8:30:00 AM	77	0	2	79
	1/27/2023 8:45:00 AM	99	1	1	101
	Hour	333	5	5	343
	1/27/2023 9:00:00 AM	100	0	5	105
	1/27/2023 9:15:00 AM	88	2	0	90
	1/27/2023 9:30:00 AM	76	1	3	80
	1/27/2023 9:45:00 AM	67	2	2	71
	Hour	331	5	10	346
	1/27/2023 10:00:00 AM	80	2	5	87
	1/27/2023 10:15:00 AM	82	2	6	90
	1/27/2023 10:30:00 AM	81	1	4	86
	1/27/2023 10:45:00 AM	96	3	2	101
	Hour	339	8	17	364
	1/27/2023 11:00:00 AM	122	0	1	123
	1/27/2023 11:15:00 AM	85	0	2	87
	1/27/2023 11:30:00 AM	107	2	2	111
	1/27/2023 11:45:00 AM	116	0	5	121
	Hour	430	2	10	442
	Grand Total	2,065	34	61	2,160
	Percentage	95.6%	1.6%	2.8%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	120	1	0	121
	1/27/2023 12:15:00 PM	112	0	3	115
	1/27/2023 12:30:00 PM	99	1	2	102
	1/27/2023 12:45:00 PM	108	1	0	109
	Hour	439	3	5	447
	1/27/2023 1:00:00 PM	109	0	2	111
	1/27/2023 1:15:00 PM	118	0	1	119
	1/27/2023 1:30:00 PM	102	1	1	104
	1/27/2023 1:45:00 PM	115	2	1	118
	Hour	444	3	5	452
	1/27/2023 2:00:00 PM	105	1	0	106
	1/27/2023 2:15:00 PM	120	2	1	123
	1/27/2023 2:30:00 PM	96	0	3	99
	1/27/2023 2:45:00 PM	114	3	1	118
	Hour	435	6	5	446
	1/27/2023 3:00:00 PM	130	2	2	134
	1/27/2023 3:15:00 PM	105	2	1	108
	1/27/2023 3:30:00 PM	124	3	1	128
	1/27/2023 3:45:00 PM	112	1	0	113
	Hour	471	8	4	483
	1/27/2023 4:00:00 PM	132	4	1	137
	1/27/2023 4:15:00 PM	129	1	3	133
	1/27/2023 4:30:00 PM	128	2	2	132
	1/27/2023 4:45:00 PM	110	4	3	117
	Hour	499	11	9	519
	1/27/2023 5:00:00 PM	111	2	2	115
	1/27/2023 5:15:00 PM	123	1	0	124
	1/27/2023 5:30:00 PM	125	2	0	127
	1/27/2023 5:45:00 PM	108	0	1	109
	Hour	467	5	3	475
	1/27/2023 6:00:00 PM	102	1	0	103
	1/27/2023 6:15:00 PM	83	0	0	83
	1/27/2023 6:30:00 PM	89	0	1	90
	1/27/2023 6:45:00 PM	96	0	0	96
	Hour	370	1	1	372
	1/27/2023 7:00:00 PM	105	0	0	105
	1/27/2023 7:15:00 PM	59	2	0	61
	1/27/2023 7:30:00 PM	79	1	0	80
	1/27/2023 7:45:00 PM	74	1	1	76
	Hour	317	4	1	322
	1/27/2023 8:00:00 PM	63	1	1	65
	1/27/2023 8:15:00 PM	70	0	0	70
	1/27/2023 8:30:00 PM	48	1	0	49
	1/27/2023 8:45:00 PM	40	0	0	40
	Hour	221	2	1	224
	1/27/2023 9:00:00 PM	47	0	0	47
	1/27/2023 9:15:00 PM	40	0	1	41
	1/27/2023 9:30:00 PM	58	3	0	61
	1/27/2023 9:45:00 PM	55	0	0	55
	Hour	200	3	1	204
	1/27/2023 10:00:00 PM	55	1	0	56
	1/27/2023 10:15:00 PM	57	0	1	58
	1/27/2023 10:30:00 PM	25	0	1	26
	1/27/2023 10:45:00 PM	33	0	0	33
	Hour	170	1	2	173
	1/27/2023 11:00:00 PM	23	0	0	23
	1/27/2023 11:15:00 PM	29	1	0	30
	1/27/2023 11:30:00 PM	11	0	0	11
	1/27/2023 11:45:00 PM	19	0	1	20
	Hour	82	1	1	84
	Grand Total	4,115	48	38	4,201
	Percentage	98.0%	1.1%	0.9%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	16	0	0	16
	1/28/2023 12:15:00 AM	18	0	0	18
	1/28/2023 12:30:00 AM	15	1	0	16
	1/28/2023 12:45:00 AM	14	0	0	14
	Hour	63	1	0	64
	1/28/2023 1:00:00 AM	10	0	0	10
	1/28/2023 1:15:00 AM	14	0	0	14
	1/28/2023 1:30:00 AM	10	0	0	10
	1/28/2023 1:45:00 AM	7	1	0	8
	Hour	41	1	0	42
	1/28/2023 2:00:00 AM	12	0	0	12
	1/28/2023 2:15:00 AM	4	0	0	4
	1/28/2023 2:30:00 AM	8	1	0	9
	1/28/2023 2:45:00 AM	6	0	0	6
	Hour	30	1	0	31
	1/28/2023 3:00:00 AM	9	0	0	9
	1/28/2023 3:15:00 AM	4	0	0	4
	1/28/2023 3:30:00 AM	6	0	0	6
	1/28/2023 3:45:00 AM	4	0	0	4
	Hour	23	0	0	23
	1/28/2023 4:00:00 AM	10	0	0	10
	1/28/2023 4:15:00 AM	9	0	1	10
	1/28/2023 4:30:00 AM	8	0	0	8
	1/28/2023 4:45:00 AM	13	0	0	13
	Hour	40	0	1	41
	1/28/2023 5:00:00 AM	16	0	1	17
	1/28/2023 5:15:00 AM	12	0	0	12
	1/28/2023 5:30:00 AM	18	0	0	18
	1/28/2023 5:45:00 AM	17	0	0	17
	Hour	63	0	1	64
	1/28/2023 6:00:00 AM	17	0	0	17
	1/28/2023 6:15:00 AM	26	0	0	26
	1/28/2023 6:30:00 AM	35	1	0	36
	1/28/2023 6:45:00 AM	27	0	1	28
	Hour	105	1	1	107
	1/28/2023 7:00:00 AM	42	1	0	43
	1/28/2023 7:15:00 AM	38	1	2	41
	1/28/2023 7:30:00 AM	47	0	0	47
	1/28/2023 7:45:00 AM	72	0	1	73
	Hour	199	2	3	204
	1/28/2023 8:00:00 AM	53	1	0	54
	1/28/2023 8:15:00 AM	71	0	1	72
	1/28/2023 8:30:00 AM	69	0	0	69
	1/28/2023 8:45:00 AM	94	1	1	96
	Hour	287	2	2	291
	1/28/2023 9:00:00 AM	89	2	0	91
	1/28/2023 9:15:00 AM	90	0	1	91
	1/28/2023 9:30:00 AM	91	3	0	94
	1/28/2023 9:45:00 AM	97	1	1	99
	Hour	367	6	2	375
	1/28/2023 10:00:00 AM	87	0	0	87
	1/28/2023 10:15:00 AM	77	3	0	80
	1/28/2023 10:30:00 AM	80	0	0	80
	1/28/2023 10:45:00 AM	96	2	1	99
	Hour	340	5	1	346
	1/28/2023 11:00:00 AM	103	1	0	104
	1/28/2023 11:15:00 AM	102	0	0	102
	1/28/2023 11:30:00 AM	108	1	1	110
	1/28/2023 11:45:00 AM	113	2	0	115
	Hour	426	4	1	431
	Grand Total	1,984	23	12	2,019
	Percentage	98.3%	1.1%	0.6%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	117	1	0	118
	1/28/2023 12:15:00 PM	106	1	0	107
	1/28/2023 12:30:00 PM	103	0	0	103
	1/28/2023 12:45:00 PM	116	1	0	117
	Hour	442	3	0	445
	1/28/2023 1:00:00 PM	123	0	0	123
	1/28/2023 1:15:00 PM	111	2	0	113
	1/28/2023 1:30:00 PM	108	0	0	108
	1/28/2023 1:45:00 PM	98	0	1	99
	Hour	440	2	1	443
	1/28/2023 2:00:00 PM	134	1	1	136
	1/28/2023 2:15:00 PM	100	1	0	101
	1/28/2023 2:30:00 PM	98	0	0	98
	1/28/2023 2:45:00 PM	109	0	0	109
	Hour	441	2	1	444
	1/28/2023 3:00:00 PM	119	0	0	119
	1/28/2023 3:15:00 PM	113	3	1	117
	1/28/2023 3:30:00 PM	118	0	0	118
	1/28/2023 3:45:00 PM	125	0	0	125
	Hour	475	3	1	479
	1/28/2023 4:00:00 PM	140	0	0	140
	1/28/2023 4:15:00 PM	113	1	0	114
	1/28/2023 4:30:00 PM	120	0	1	121
	1/28/2023 4:45:00 PM	95	1	0	96
	Hour	468	2	1	471
	1/28/2023 5:00:00 PM	87	1	0	88
	1/28/2023 5:15:00 PM	107	1	0	108
	1/28/2023 5:30:00 PM	110	1	0	111
	1/28/2023 5:45:00 PM	108	1	0	109
	Hour	412	4	0	416
	1/28/2023 6:00:00 PM	95	0	0	95
	1/28/2023 6:15:00 PM	92	0	0	92
	1/28/2023 6:30:00 PM	112	0	0	112
	1/28/2023 6:45:00 PM	74	0	0	74
	Hour	373	0	0	373
	1/28/2023 7:00:00 PM	74	1	0	75
	1/28/2023 7:15:00 PM	64	1	0	65
	1/28/2023 7:30:00 PM	63	0	0	63
	1/28/2023 7:45:00 PM	63	1	0	64
	Hour	264	3	0	267
	1/28/2023 8:00:00 PM	48	0	0	48
	1/28/2023 8:15:00 PM	63	0	0	63
	1/28/2023 8:30:00 PM	54	0	0	54
	1/28/2023 8:45:00 PM	60	0	0	60
	Hour	225	0	0	225
	1/28/2023 9:00:00 PM	52	0	0	52
	1/28/2023 9:15:00 PM	52	0	0	52
	1/28/2023 9:30:00 PM	32	0	0	32
	1/28/2023 9:45:00 PM	33	0	0	33
	Hour	169	0	0	169
	1/28/2023 10:00:00 PM	33	1	0	34
	1/28/2023 10:15:00 PM	31	0	0	31
	1/28/2023 10:30:00 PM	25	0	0	25
	1/28/2023 10:45:00 PM	26	1	0	27
	Hour	115	2	0	117
	1/28/2023 11:00:00 PM	17	0	0	17
	1/28/2023 11:15:00 PM	19	1	0	20
	1/28/2023 11:30:00 PM	21	0	0	21
	1/28/2023 11:45:00 PM	20	1	0	21
	Hour	77	2	0	79
	Grand Total	3,901	23	4	3,928
	Percentage	99.3%	0.6%	0.1%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	11	0	0	11
	1/29/2023 12:15:00 AM	11	0	0	11
	1/29/2023 12:30:00 AM	15	0	0	15
	1/29/2023 12:45:00 AM	14	0	0	14
	Hour	51	0	0	51
	1/29/2023 1:00:00 AM	6	0	0	6
	1/29/2023 1:15:00 AM	6	0	0	6
	1/29/2023 1:30:00 AM	10	0	0	10
	1/29/2023 1:45:00 AM	14	2	0	16
	Hour	36	2	0	38
	1/29/2023 2:00:00 AM	11	0	0	11
	1/29/2023 2:15:00 AM	8	0	0	8
	1/29/2023 2:30:00 AM	6	1	0	7
	1/29/2023 2:45:00 AM	10	0	0	10
	Hour	35	1	0	36
	1/29/2023 3:00:00 AM	2	0	0	2
	1/29/2023 3:15:00 AM	5	1	0	6
	1/29/2023 3:30:00 AM	6	0	0	6
	1/29/2023 3:45:00 AM	5	0	0	5
	Hour	18	1	0	19
	1/29/2023 4:00:00 AM	1	0	0	1
	1/29/2023 4:15:00 AM	10	0	0	10
	1/29/2023 4:30:00 AM	10	0	0	10
	1/29/2023 4:45:00 AM	8	0	0	8
	Hour	29	0	0	29
	1/29/2023 5:00:00 AM	7	1	0	8
	1/29/2023 5:15:00 AM	13	0	0	13
	1/29/2023 5:30:00 AM	16	1	0	17
	1/29/2023 5:45:00 AM	20	0	0	20
	Hour	56	2	0	58
	1/29/2023 6:00:00 AM	27	0	0	27
	1/29/2023 6:15:00 AM	16	0	0	16
	1/29/2023 6:30:00 AM	22	0	0	22
	1/29/2023 6:45:00 AM	17	1	0	18
	Hour	82	1	0	83
	1/29/2023 7:00:00 AM	29	0	1	30
	1/29/2023 7:15:00 AM	44	0	0	44
	1/29/2023 7:30:00 AM	51	0	0	51
	1/29/2023 7:45:00 AM	50	0	0	50
	Hour	174	0	1	175
	1/29/2023 8:00:00 AM	59	1	0	60
	1/29/2023 8:15:00 AM	59	0	0	59
	1/29/2023 8:30:00 AM	65	1	0	66
	1/29/2023 8:45:00 AM	79	0	0	79
	Hour	262	2	0	264
	1/29/2023 9:00:00 AM	60	0	0	60
	1/29/2023 9:15:00 AM	83	0	0	83
	1/29/2023 9:30:00 AM	94	0	0	94
	1/29/2023 9:45:00 AM	75	0	0	75
	Hour	312	0	0	312
	1/29/2023 10:00:00 AM	71	1	1	73
	1/29/2023 10:15:00 AM	97	0	1	98
	1/29/2023 10:30:00 AM	82	0	1	83
	1/29/2023 10:45:00 AM	88	3	2	93
	Hour	338	4	5	347
	1/29/2023 11:00:00 AM	87	0	1	88
	1/29/2023 11:15:00 AM	84	1	0	85
	1/29/2023 11:30:00 AM	109	1	0	110
	1/29/2023 11:45:00 AM	138	1	0	139
	Hour	418	3	1	422
	Grand Total	1,811	16	7	1,834
	Percentage	98.7%	0.9%	0.4%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	113	0	0	113
	1/29/2023 12:15:00 PM	105	0	0	105
	1/29/2023 12:30:00 PM	112	1	1	114
	1/29/2023 12:45:00 PM	128	0	0	128
	Hour	458	1	1	460
	1/29/2023 1:00:00 PM	112	0	2	114
	1/29/2023 1:15:00 PM	146	1	0	147
	1/29/2023 1:30:00 PM	109	0	0	109
	1/29/2023 1:45:00 PM	120	0	0	120
	Hour	487	1	2	490
	1/29/2023 2:00:00 PM	101	1	0	102
	1/29/2023 2:15:00 PM	129	0	1	130
	1/29/2023 2:30:00 PM	102	0	0	102
	1/29/2023 2:45:00 PM	105	0	0	105
	Hour	437	1	1	439
	1/29/2023 3:00:00 PM	100	1	0	101
	1/29/2023 3:15:00 PM	111	0	1	112
	1/29/2023 3:30:00 PM	95	0	1	96
	1/29/2023 3:45:00 PM	78	1	0	79
	Hour	384	2	2	388
	1/29/2023 4:00:00 PM	85	0	1	86
	1/29/2023 4:15:00 PM	66	0	0	66
	1/29/2023 4:30:00 PM	94	1	0	95
	1/29/2023 4:45:00 PM	101	0	0	101
	Hour	346	1	1	348
	1/29/2023 5:00:00 PM	81	0	0	81
	1/29/2023 5:15:00 PM	79	0	0	79
	1/29/2023 5:30:00 PM	71	0	1	72
	1/29/2023 5:45:00 PM	63	0	0	63
	Hour	294	0	1	295
	1/29/2023 6:00:00 PM	77	0	0	77
	1/29/2023 6:15:00 PM	60	0	1	61
	1/29/2023 6:30:00 PM	58	3	0	61
	1/29/2023 6:45:00 PM	63	0	0	63
	Hour	258	3	1	262
	1/29/2023 7:00:00 PM	46	0	0	46
	1/29/2023 7:15:00 PM	47	0	0	47
	1/29/2023 7:30:00 PM	43	0	0	43
	1/29/2023 7:45:00 PM	44	0	0	44
	Hour	180	0	0	180
	1/29/2023 8:00:00 PM	36	0	0	36
	1/29/2023 8:15:00 PM	37	0	1	38
	1/29/2023 8:30:00 PM	23	1	0	24
	1/29/2023 8:45:00 PM	33	0	0	33
	Hour	129	1	1	131
	1/29/2023 9:00:00 PM	25	0	0	25
	1/29/2023 9:15:00 PM	28	0	0	28
	1/29/2023 9:30:00 PM	19	0	0	19
	1/29/2023 9:45:00 PM	16	0	0	16
	Hour	88	0	0	88
	1/29/2023 10:00:00 PM	18	0	0	18
	1/29/2023 10:15:00 PM	22	0	0	22
	1/29/2023 10:30:00 PM	15	1	1	17
	1/29/2023 10:45:00 PM	14	0	0	14
	Hour	69	1	1	71
	1/29/2023 11:00:00 PM	15	0	0	15
	1/29/2023 11:15:00 PM	9	0	0	9
	1/29/2023 11:30:00 PM	10	0	0	10
	1/29/2023 11:45:00 PM	8	0	0	8
	Hour	42	0	0	42
	Grand Total	3,172	11	11	3,194
	Percentage	99.3%	0.3%	0.3%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	7	0	1	8
	1/30/2023 12:15:00 AM	6	0	0	6
	1/30/2023 12:30:00 AM	6	0	0	6
	1/30/2023 12:45:00 AM	4	0	0	4
	Hour	23	0	1	24
	1/30/2023 1:00:00 AM	4	0	0	4
	1/30/2023 1:15:00 AM	6	0	1	7
	1/30/2023 1:30:00 AM	3	0	0	3
	1/30/2023 1:45:00 AM	1	0	0	1
	Hour	14	0	1	15
	1/30/2023 2:00:00 AM	3	0	0	3
	1/30/2023 2:15:00 AM	2	0	0	2
	1/30/2023 2:30:00 AM	3	1	0	4
	1/30/2023 2:45:00 AM	9	0	0	9
	Hour	17	1	0	18
	1/30/2023 3:00:00 AM	3	0	0	3
	1/30/2023 3:15:00 AM	5	0	0	5
	1/30/2023 3:30:00 AM	7	0	2	9
	1/30/2023 3:45:00 AM	4	0	0	4
	Hour	19	0	2	21
	1/30/2023 4:00:00 AM	10	0	0	10
	1/30/2023 4:15:00 AM	7	0	0	7
	1/30/2023 4:30:00 AM	2	0	0	2
	1/30/2023 4:45:00 AM	8	0	0	8
	Hour	27	0	0	27
	1/30/2023 5:00:00 AM	12	0	0	12
	1/30/2023 5:15:00 AM	20	2	0	22
	1/30/2023 5:30:00 AM	17	0	1	18
	1/30/2023 5:45:00 AM	24	1	1	26
	Hour	73	3	2	78
	1/30/2023 6:00:00 AM	31	0	0	31
	1/30/2023 6:15:00 AM	33	2	1	36
	1/30/2023 6:30:00 AM	40	0	2	42
	1/30/2023 6:45:00 AM	51	1	3	55
	Hour	155	3	6	164
	1/30/2023 7:00:00 AM	52	2	1	55
	1/30/2023 7:15:00 AM	71	1	0	72
	1/30/2023 7:30:00 AM	81	1	1	83
	1/30/2023 7:45:00 AM	78	3	1	82
	Hour	282	7	3	292
	1/30/2023 8:00:00 AM	68	3	2	73
	1/30/2023 8:15:00 AM	84	2	0	86
	1/30/2023 8:30:00 AM	81	1	0	82
	1/30/2023 8:45:00 AM	93	1	0	94
	Hour	326	7	2	335
	1/30/2023 9:00:00 AM	81	2	0	83
	1/30/2023 9:15:00 AM	78	0	3	81
	1/30/2023 9:30:00 AM	78	1	2	81
	1/30/2023 9:45:00 AM	91	0	4	95
	Hour	328	3	9	340
	1/30/2023 10:00:00 AM	71	1	1	73
	1/30/2023 10:15:00 AM	68	2	1	71
	1/30/2023 10:30:00 AM	67	0	2	69
	1/30/2023 10:45:00 AM	84	2	1	87
	Hour	290	5	5	300
	1/30/2023 11:00:00 AM	80	0	0	80
	1/30/2023 11:15:00 AM	78	2	3	83
	1/30/2023 11:30:00 AM	85	0	2	87
	1/30/2023 11:45:00 AM	86	0	5	91
	Hour	329	2	10	341
	Grand Total	1,883	31	41	1,955
	Percentage	96.3%	1.6%	2.1%	



All Traffic Data Services

2 - OLD NUMBER SIX HWY E.O I-95 RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	78	3	0	81
	1/30/2023 12:15:00 PM	99	3	4	106
	1/30/2023 12:30:00 PM	106	3	1	110
	1/30/2023 12:45:00 PM	100	2	0	102
	Hour	383	11	5	399
	1/30/2023 1:00:00 PM	87	1	4	92
	1/30/2023 1:15:00 PM	82	0	1	83
	1/30/2023 1:30:00 PM	89	6	1	96
	1/30/2023 1:45:00 PM	92	1	1	94
	Hour	350	8	7	365
	1/30/2023 2:00:00 PM	83	3	2	88
	1/30/2023 2:15:00 PM	83	0	3	86
	1/30/2023 2:30:00 PM	77	0	2	79
	1/30/2023 2:45:00 PM	96	1	2	99
	Hour	339	4	9	352
	1/30/2023 3:00:00 PM	85	0	2	87
	1/30/2023 3:15:00 PM	86	1	1	88
	1/30/2023 3:30:00 PM	96	1	2	99
	1/30/2023 3:45:00 PM	106	1	0	107
	Hour	373	3	5	381
	1/30/2023 4:00:00 PM	85	2	0	87
	1/30/2023 4:15:00 PM	86	1	1	88
	1/30/2023 4:30:00 PM	101	1	2	104
	1/30/2023 4:45:00 PM	93	1	1	95
	Hour	365	5	4	374
	1/30/2023 5:00:00 PM	108	1	1	110
	1/30/2023 5:15:00 PM	92	3	1	96
	1/30/2023 5:30:00 PM	96	1	1	98
	1/30/2023 5:45:00 PM	94	1	2	97
	Hour	390	6	5	401
	1/30/2023 6:00:00 PM	105	2	2	109
	1/30/2023 6:15:00 PM	88	1	0	89
	1/30/2023 6:30:00 PM	73	1	0	74
	1/30/2023 6:45:00 PM	63	0	0	63
	Hour	329	4	2	335
	1/30/2023 7:00:00 PM	52	0	0	52
	1/30/2023 7:15:00 PM	47	0	1	48
	1/30/2023 7:30:00 PM	44	0	1	45
	1/30/2023 7:45:00 PM	44	0	0	44
	Hour	187	0	2	189
	1/30/2023 8:00:00 PM	35	0	0	35
	1/30/2023 8:15:00 PM	46	0	0	46
	1/30/2023 8:30:00 PM	39	0	0	39
	1/30/2023 8:45:00 PM	26	0	0	26
	Hour	146	0	0	146
	1/30/2023 9:00:00 PM	23	1	1	25
	1/30/2023 9:15:00 PM	26	0	0	26
	1/30/2023 9:30:00 PM	17	0	1	18
	1/30/2023 9:45:00 PM	24	1	0	25
	Hour	90	2	2	94
	1/30/2023 10:00:00 PM	19	0	0	19
	1/30/2023 10:15:00 PM	25	0	0	25
	1/30/2023 10:30:00 PM	12	0	0	12
	1/30/2023 10:45:00 PM	15	0	0	15
	Hour	71	0	0	71
	1/30/2023 11:00:00 PM	8	0	0	8
	1/30/2023 11:15:00 PM	6	0	0	6
	1/30/2023 11:30:00 PM	8	0	0	8
	1/30/2023 11:45:00 PM	5	0	0	5
	Hour	27	0	0	27
	Grand Total	3,050	43	41	3,134
	Percentage	97.3%	1.4%	1.3%	
	Total	36,525	458	468	37,451
	Percentage	97.5%	1.2%	1.2%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	1	0	1	2
	1/24/2023 12:15:00 AM	4	0	0	4
	1/24/2023 12:30:00 AM	1	0	0	1
	1/24/2023 12:45:00 AM	2	0	1	3
	Hour	8	0	2	10
	1/24/2023 1:00:00 AM	0	0	0	0
	1/24/2023 1:15:00 AM	1	0	0	1
	1/24/2023 1:30:00 AM	1	0	0	1
	1/24/2023 1:45:00 AM	2	0	1	3
	Hour	4	0	1	5
	1/24/2023 2:00:00 AM	1	0	2	3
	1/24/2023 2:15:00 AM	0	0	1	1
	1/24/2023 2:30:00 AM	1	0	0	1
	1/24/2023 2:45:00 AM	0	0	0	0
	Hour	2	0	3	5
	1/24/2023 3:00:00 AM	1	0	2	3
	1/24/2023 3:15:00 AM	0	0	0	0
	1/24/2023 3:30:00 AM	0	0	0	0
	1/24/2023 3:45:00 AM	0	0	0	0
	Hour	1	0	2	3
	1/24/2023 4:00:00 AM	3	0	0	3
	1/24/2023 4:15:00 AM	0	0	0	0
	1/24/2023 4:30:00 AM	3	0	1	4
	1/24/2023 4:45:00 AM	5	0	0	5
	Hour	11	0	1	12
	1/24/2023 5:00:00 AM	3	0	1	4
	1/24/2023 5:15:00 AM	2	0	0	2
	1/24/2023 5:30:00 AM	6	1	0	7
	1/24/2023 5:45:00 AM	7	0	0	7
	Hour	18	1	1	20
	1/24/2023 6:00:00 AM	3	0	0	3
	1/24/2023 6:15:00 AM	7	0	0	7
	1/24/2023 6:30:00 AM	11	0	1	12
	1/24/2023 6:45:00 AM	1	0	2	3
	Hour	22	0	3	25
	1/24/2023 7:00:00 AM	11	0	0	11
	1/24/2023 7:15:00 AM	9	2	1	12
	1/24/2023 7:30:00 AM	11	1	0	12
	1/24/2023 7:45:00 AM	7	1	1	9
	Hour	38	4	2	44
	1/24/2023 8:00:00 AM	15	0	3	18
	1/24/2023 8:15:00 AM	11	0	1	12
	1/24/2023 8:30:00 AM	9	0	2	11
	1/24/2023 8:45:00 AM	12	2	1	15
	Hour	47	2	7	56
	1/24/2023 9:00:00 AM	7	0	1	8
	1/24/2023 9:15:00 AM	9	1	0	10
	1/24/2023 9:30:00 AM	6	0	2	8
	1/24/2023 9:45:00 AM	10	3	3	16
	Hour	32	4	6	42
	1/24/2023 10:00:00 AM	13	2	2	17
	1/24/2023 10:15:00 AM	6	2	1	9
	1/24/2023 10:30:00 AM	14	1	0	15
	1/24/2023 10:45:00 AM	14	1	1	16
	Hour	47	6	4	57
	1/24/2023 11:00:00 AM	12	2	2	16
	1/24/2023 11:15:00 AM	14	2	1	17
	1/24/2023 11:30:00 AM	11	0	2	13
	1/24/2023 11:45:00 AM	11	2	2	15
	Hour	48	6	7	61
	Grand Total	278	23	39	340
	Percentage	81.8%	6.8%	11.5%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	11	0	1	12
	1/24/2023 12:15:00 PM	13	0	2	15
	1/24/2023 12:30:00 PM	10	2	2	14
	1/24/2023 12:45:00 PM	15	1	1	17
	Hour	49	3	6	58
	1/24/2023 1:00:00 PM	7	0	3	10
	1/24/2023 1:15:00 PM	19	0	1	20
	1/24/2023 1:30:00 PM	15	0	1	16
	1/24/2023 1:45:00 PM	17	1	1	19
	Hour	58	1	6	65
	1/24/2023 2:00:00 PM	20	0	2	22
	1/24/2023 2:15:00 PM	23	0	2	25
	1/24/2023 2:30:00 PM	17	1	2	20
	1/24/2023 2:45:00 PM	21	2	1	24
	Hour	81	3	7	91
	1/24/2023 3:00:00 PM	31	0	3	34
	1/24/2023 3:15:00 PM	15	0	3	18
	1/24/2023 3:30:00 PM	28	2	2	32
	1/24/2023 3:45:00 PM	33	0	1	34
	Hour	107	2	9	118
	1/24/2023 4:00:00 PM	17	2	2	21
	1/24/2023 4:15:00 PM	28	3	1	32
	1/24/2023 4:30:00 PM	20	1	2	23
	1/24/2023 4:45:00 PM	33	0	1	34
	Hour	98	6	6	110
	1/24/2023 5:00:00 PM	35	1	5	41
	1/24/2023 5:15:00 PM	30	1	2	33
	1/24/2023 5:30:00 PM	14	1	1	16
	1/24/2023 5:45:00 PM	21	0	2	23
	Hour	100	3	10	113
	1/24/2023 6:00:00 PM	21	4	0	25
	1/24/2023 6:15:00 PM	27	0	3	30
	1/24/2023 6:30:00 PM	11	0	1	12
	1/24/2023 6:45:00 PM	15	0	1	16
	Hour	74	4	5	83
	1/24/2023 7:00:00 PM	12	0	0	12
	1/24/2023 7:15:00 PM	11	0	0	11
	1/24/2023 7:30:00 PM	9	1	0	10
	1/24/2023 7:45:00 PM	9	0	1	10
	Hour	41	1	1	43
	1/24/2023 8:00:00 PM	11	0	1	12
	1/24/2023 8:15:00 PM	5	0	0	5
	1/24/2023 8:30:00 PM	4	0	1	5
	1/24/2023 8:45:00 PM	3	0	0	3
	Hour	23	0	2	25
	1/24/2023 9:00:00 PM	4	0	0	4
	1/24/2023 9:15:00 PM	4	0	0	4
	1/24/2023 9:30:00 PM	6	0	0	6
	1/24/2023 9:45:00 PM	1	0	0	1
	Hour	15	0	0	15
	1/24/2023 10:00:00 PM	3	0	0	3
	1/24/2023 10:15:00 PM	6	0	0	6
	1/24/2023 10:30:00 PM	2	0	0	2
	1/24/2023 10:45:00 PM	2	0	0	2
	Hour	13	0	0	13
	1/24/2023 11:00:00 PM	6	0	0	6
	1/24/2023 11:15:00 PM	0	0	0	0
	1/24/2023 11:30:00 PM	2	0	1	3
	1/24/2023 11:45:00 PM	2	0	0	2
	Hour	10	0	1	11
	Grand Total	669	23	53	745
	Percentage	89.8%	3.1%	7.1%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	1	0	1	2
	1/25/2023 12:15:00 AM	3	0	0	3
	1/25/2023 12:30:00 AM	3	0	0	3
	1/25/2023 12:45:00 AM	0	0	0	0
	Hour	7	0	1	8
	1/25/2023 1:00:00 AM	0	0	0	0
	1/25/2023 1:15:00 AM	2	0	1	3
	1/25/2023 1:30:00 AM	1	0	0	1
	1/25/2023 1:45:00 AM	0	0	1	1
	Hour	3	0	2	5
	1/25/2023 2:00:00 AM	0	0	1	1
	1/25/2023 2:15:00 AM	1	0	1	2
	1/25/2023 2:30:00 AM	0	0	1	1
	1/25/2023 2:45:00 AM	0	0	0	0
	Hour	1	0	3	4
	1/25/2023 3:00:00 AM	1	0	0	1
	1/25/2023 3:15:00 AM	2	0	0	2
	1/25/2023 3:30:00 AM	4	0	1	5
	1/25/2023 3:45:00 AM	1	0	0	1
	Hour	8	0	1	9
	1/25/2023 4:00:00 AM	3	0	1	4
	1/25/2023 4:15:00 AM	1	0	0	1
	1/25/2023 4:30:00 AM	2	0	0	2
	1/25/2023 4:45:00 AM	4	0	0	4
	Hour	10	0	1	11
	1/25/2023 5:00:00 AM	5	0	0	5
	1/25/2023 5:15:00 AM	12	0	0	12
	1/25/2023 5:30:00 AM	6	1	1	8
	1/25/2023 5:45:00 AM	7	0	0	7
	Hour	30	1	1	32
	1/25/2023 6:00:00 AM	9	0	1	10
	1/25/2023 6:15:00 AM	4	0	0	4
	1/25/2023 6:30:00 AM	7	0	0	7
	1/25/2023 6:45:00 AM	4	0	1	5
	Hour	24	0	2	26
	1/25/2023 7:00:00 AM	8	0	1	9
	1/25/2023 7:15:00 AM	10	1	3	14
	1/25/2023 7:30:00 AM	14	0	2	16
	1/25/2023 7:45:00 AM	12	0	1	13
	Hour	44	1	7	52
	1/25/2023 8:00:00 AM	11	1	1	13
	1/25/2023 8:15:00 AM	14	0	0	14
	1/25/2023 8:30:00 AM	10	0	1	11
	1/25/2023 8:45:00 AM	10	0	5	15
	Hour	45	1	7	53
	1/25/2023 9:00:00 AM	12	1	4	17
	1/25/2023 9:15:00 AM	9	1	3	13
	1/25/2023 9:30:00 AM	8	1	1	10
	1/25/2023 9:45:00 AM	10	1	0	11
	Hour	39	4	8	51
	1/25/2023 10:00:00 AM	7	0	0	7
	1/25/2023 10:15:00 AM	11	0	0	11
	1/25/2023 10:30:00 AM	14	0	2	16
	1/25/2023 10:45:00 AM	14	1	1	16
	Hour	46	1	3	50
	1/25/2023 11:00:00 AM	8	0	2	10
	1/25/2023 11:15:00 AM	11	0	3	14
	1/25/2023 11:30:00 AM	14	1	1	16
	1/25/2023 11:45:00 AM	16	1	2	19
	Hour	49	2	8	59
	Grand Total	306	10	44	360
	Percentage	85.0%	2.8%	12.2%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	18	0	5	23
	1/25/2023 12:15:00 PM	15	1	3	19
	1/25/2023 12:30:00 PM	13	0	0	13
	1/25/2023 12:45:00 PM	12	1	2	15
	Hour	58	2	10	70
	1/25/2023 1:00:00 PM	10	0	1	11
	1/25/2023 1:15:00 PM	17	1	4	22
	1/25/2023 1:30:00 PM	17	1	5	23
	1/25/2023 1:45:00 PM	16	0	0	16
	Hour	60	2	10	72
	1/25/2023 2:00:00 PM	16	0	3	19
	1/25/2023 2:15:00 PM	23	2	2	27
	1/25/2023 2:30:00 PM	13	0	1	14
	1/25/2023 2:45:00 PM	18	1	1	20
	Hour	70	3	7	80
	1/25/2023 3:00:00 PM	21	1	1	23
	1/25/2023 3:15:00 PM	27	0	0	27
	1/25/2023 3:30:00 PM	18	0	1	19
	1/25/2023 3:45:00 PM	13	1	0	14
	Hour	79	2	2	83
	1/25/2023 4:00:00 PM	15	1	4	20
	1/25/2023 4:15:00 PM	17	0	1	18
	1/25/2023 4:30:00 PM	15	1	2	18
	1/25/2023 4:45:00 PM	28	1	2	31
	Hour	75	3	9	87
	1/25/2023 5:00:00 PM	30	1	3	34
	1/25/2023 5:15:00 PM	31	0	1	32
	1/25/2023 5:30:00 PM	27	2	3	32
	1/25/2023 5:45:00 PM	25	0	0	25
	Hour	113	3	7	123
	1/25/2023 6:00:00 PM	26	1	1	28
	1/25/2023 6:15:00 PM	23	0	1	24
	1/25/2023 6:30:00 PM	10	0	0	10
	1/25/2023 6:45:00 PM	8	0	0	8
	Hour	67	1	2	70
	1/25/2023 7:00:00 PM	9	1	1	11
	1/25/2023 7:15:00 PM	12	0	0	12
	1/25/2023 7:30:00 PM	3	1	0	4
	1/25/2023 7:45:00 PM	9	0	2	11
	Hour	33	2	3	38
	1/25/2023 8:00:00 PM	7	1	1	9
	1/25/2023 8:15:00 PM	5	0	1	6
	1/25/2023 8:30:00 PM	1	0	2	3
	1/25/2023 8:45:00 PM	2	0	0	2
	Hour	15	1	4	20
	1/25/2023 9:00:00 PM	7	0	1	8
	1/25/2023 9:15:00 PM	6	0	0	6
	1/25/2023 9:30:00 PM	8	0	0	8
	1/25/2023 9:45:00 PM	4	0	0	4
	Hour	25	0	1	26
	1/25/2023 10:00:00 PM	5	0	0	5
	1/25/2023 10:15:00 PM	6	0	0	6
	1/25/2023 10:30:00 PM	5	0	0	5
	1/25/2023 10:45:00 PM	6	0	1	7
	Hour	22	0	1	23
	1/25/2023 11:00:00 PM	1	0	0	1
	1/25/2023 11:15:00 PM	2	0	1	3
	1/25/2023 11:30:00 PM	2	0	0	2
	1/25/2023 11:45:00 PM	0	0	1	1
	Hour	5	0	2	7
	Grand Total	622	19	58	699
	Percentage	89.0%	2.7%	8.3%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	4	0	0	4
	1/26/2023 12:15:00 AM	1	0	0	1
	1/26/2023 12:30:00 AM	1	0	1	2
	1/26/2023 12:45:00 AM	0	0	0	0
	Hour	6	0	1	7
	1/26/2023 1:00:00 AM	0	0	0	0
	1/26/2023 1:15:00 AM	1	0	0	1
	1/26/2023 1:30:00 AM	0	0	2	2
	1/26/2023 1:45:00 AM	0	0	1	1
	Hour	1	0	3	4
	1/26/2023 2:00:00 AM	2	0	0	2
	1/26/2023 2:15:00 AM	1	0	0	1
	1/26/2023 2:30:00 AM	2	0	0	2
	1/26/2023 2:45:00 AM	2	0	0	2
	Hour	7	0	0	7
	1/26/2023 3:00:00 AM	0	0	1	1
	1/26/2023 3:15:00 AM	0	0	0	0
	1/26/2023 3:30:00 AM	1	0	0	1
	1/26/2023 3:45:00 AM	1	0	1	2
	Hour	2	0	2	4
	1/26/2023 4:00:00 AM	2	0	0	2
	1/26/2023 4:15:00 AM	3	0	0	3
	1/26/2023 4:30:00 AM	3	0	0	3
	1/26/2023 4:45:00 AM	3	0	0	3
	Hour	11	0	0	11
	1/26/2023 5:00:00 AM	6	0	0	6
	1/26/2023 5:15:00 AM	9	0	0	9
	1/26/2023 5:30:00 AM	2	0	1	3
	1/26/2023 5:45:00 AM	9	0	0	9
	Hour	26	0	1	27
	1/26/2023 6:00:00 AM	6	0	2	8
	1/26/2023 6:15:00 AM	4	1	0	5
	1/26/2023 6:30:00 AM	15	0	0	15
	1/26/2023 6:45:00 AM	13	0	1	14
	Hour	38	1	3	42
	1/26/2023 7:00:00 AM	9	0	1	10
	1/26/2023 7:15:00 AM	7	2	2	11
	1/26/2023 7:30:00 AM	11	1	1	13
	1/26/2023 7:45:00 AM	14	0	0	14
	Hour	41	3	4	48
	1/26/2023 8:00:00 AM	15	1	1	17
	1/26/2023 8:15:00 AM	11	1	1	13
	1/26/2023 8:30:00 AM	8	0	2	10
	1/26/2023 8:45:00 AM	13	0	0	13
	Hour	47	2	4	53
	1/26/2023 9:00:00 AM	8	0	1	9
	1/26/2023 9:15:00 AM	12	1	2	15
	1/26/2023 9:30:00 AM	8	0	1	9
	1/26/2023 9:45:00 AM	9	1	2	12
	Hour	37	2	6	45
	1/26/2023 10:00:00 AM	13	0	2	15
	1/26/2023 10:15:00 AM	13	0	0	13
	1/26/2023 10:30:00 AM	13	2	2	17
	1/26/2023 10:45:00 AM	10	0	4	14
	Hour	49	2	8	59
	1/26/2023 11:00:00 AM	14	0	3	17
	1/26/2023 11:15:00 AM	14	2	0	16
	1/26/2023 11:30:00 AM	14	2	1	17
	1/26/2023 11:45:00 AM	18	0	3	21
	Hour	60	4	7	71
	Grand Total	325	14	39	378
	Percentage	86.0%	3.7%	10.3%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	12	0	5	17
	1/26/2023 12:15:00 PM	19	1	1	21
	1/26/2023 12:30:00 PM	7	2	2	11
	1/26/2023 12:45:00 PM	15	2	1	18
	Hour	53	5	9	67
	1/26/2023 1:00:00 PM	11	2	0	13
	1/26/2023 1:15:00 PM	16	0	1	17
	1/26/2023 1:30:00 PM	24	2	3	29
	1/26/2023 1:45:00 PM	20	0	1	21
	Hour	71	4	5	80
	1/26/2023 2:00:00 PM	15	0	2	17
	1/26/2023 2:15:00 PM	17	0	2	19
	1/26/2023 2:30:00 PM	23	0	2	25
	1/26/2023 2:45:00 PM	19	1	3	23
	Hour	74	1	9	84
	1/26/2023 3:00:00 PM	16	0	4	20
	1/26/2023 3:15:00 PM	19	0	0	19
	1/26/2023 3:30:00 PM	21	0	2	23
	1/26/2023 3:45:00 PM	26	1	6	33
	Hour	82	1	12	95
	1/26/2023 4:00:00 PM	25	0	1	26
	1/26/2023 4:15:00 PM	29	0	2	31
	1/26/2023 4:30:00 PM	22	1	6	29
	1/26/2023 4:45:00 PM	26	1	1	28
	Hour	102	2	10	114
	1/26/2023 5:00:00 PM	33	1	1	35
	1/26/2023 5:15:00 PM	36	0	0	36
	1/26/2023 5:30:00 PM	32	0	2	34
	1/26/2023 5:45:00 PM	26	2	1	29
	Hour	127	3	4	134
	1/26/2023 6:00:00 PM	29	0	0	29
	1/26/2023 6:15:00 PM	11	0	1	12
	1/26/2023 6:30:00 PM	14	0	1	15
	1/26/2023 6:45:00 PM	19	0	0	19
	Hour	73	0	2	75
	1/26/2023 7:00:00 PM	9	0	1	10
	1/26/2023 7:15:00 PM	8	0	0	8
	1/26/2023 7:30:00 PM	5	1	1	7
	1/26/2023 7:45:00 PM	10	0	0	10
	Hour	32	1	2	35
	1/26/2023 8:00:00 PM	5	0	1	6
	1/26/2023 8:15:00 PM	11	0	0	11
	1/26/2023 8:30:00 PM	8	0	0	8
	1/26/2023 8:45:00 PM	2	0	0	2
	Hour	26	0	1	27
	1/26/2023 9:00:00 PM	4	0	0	4
	1/26/2023 9:15:00 PM	9	0	0	9
	1/26/2023 9:30:00 PM	3	0	0	3
	1/26/2023 9:45:00 PM	8	0	2	10
	Hour	24	0	2	26
	1/26/2023 10:00:00 PM	6	0	1	7
	1/26/2023 10:15:00 PM	5	0	0	5
	1/26/2023 10:30:00 PM	3	0	1	4
	1/26/2023 10:45:00 PM	2	0	1	3
	Hour	16	0	3	19
	1/26/2023 11:00:00 PM	5	1	1	7
	1/26/2023 11:15:00 PM	2	0	0	2
	1/26/2023 11:30:00 PM	5	0	0	5
	1/26/2023 11:45:00 PM	3	0	0	3
	Hour	15	1	1	17
	Grand Total	695	18	60	773
	Percentage	89.9%	2.3%	7.8%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	3	0	0	3
	1/27/2023 12:15:00 AM	2	0	1	3
	1/27/2023 12:30:00 AM	3	0	0	3
	1/27/2023 12:45:00 AM	1	0	1	2
	Hour	9	0	2	11
	1/27/2023 1:00:00 AM	1	0	0	1
	1/27/2023 1:15:00 AM	2	0	0	2
	1/27/2023 1:30:00 AM	1	0	0	1
	1/27/2023 1:45:00 AM	2	0	1	3
	Hour	6	0	1	7
	1/27/2023 2:00:00 AM	1	0	0	1
	1/27/2023 2:15:00 AM	2	0	0	2
	1/27/2023 2:30:00 AM	1	0	0	1
	1/27/2023 2:45:00 AM	2	0	1	3
	Hour	6	0	1	7
	1/27/2023 3:00:00 AM	1	0	0	1
	1/27/2023 3:15:00 AM	0	0	0	0
	1/27/2023 3:30:00 AM	2	0	0	2
	1/27/2023 3:45:00 AM	2	0	1	3
	Hour	5	0	1	6
	1/27/2023 4:00:00 AM	0	0	1	1
	1/27/2023 4:15:00 AM	5	0	0	5
	1/27/2023 4:30:00 AM	5	0	0	5
	1/27/2023 4:45:00 AM	4	0	0	4
	Hour	14	0	1	15
	1/27/2023 5:00:00 AM	5	1	0	6
	1/27/2023 5:15:00 AM	15	0	0	15
	1/27/2023 5:30:00 AM	9	0	0	9
	1/27/2023 5:45:00 AM	6	0	0	6
	Hour	35	1	0	36
	1/27/2023 6:00:00 AM	7	0	3	10
	1/27/2023 6:15:00 AM	8	0	1	9
	1/27/2023 6:30:00 AM	8	0	2	10
	1/27/2023 6:45:00 AM	9	1	0	10
	Hour	32	1	6	39
	1/27/2023 7:00:00 AM	5	1	1	7
	1/27/2023 7:15:00 AM	6	0	3	9
	1/27/2023 7:30:00 AM	4	1	2	7
	1/27/2023 7:45:00 AM	11	0	2	13
	Hour	26	2	8	36
	1/27/2023 8:00:00 AM	7	1	1	9
	1/27/2023 8:15:00 AM	12	0	1	13
	1/27/2023 8:30:00 AM	12	1	4	17
	1/27/2023 8:45:00 AM	11	0	1	12
	Hour	42	2	7	51
	1/27/2023 9:00:00 AM	11	0	1	12
	1/27/2023 9:15:00 AM	15	0	1	16
	1/27/2023 9:30:00 AM	20	0	1	21
	1/27/2023 9:45:00 AM	15	0	1	16
	Hour	61	0	4	65
	1/27/2023 10:00:00 AM	14	0	3	17
	1/27/2023 10:15:00 AM	14	2	2	18
	1/27/2023 10:30:00 AM	23	0	1	24
	1/27/2023 10:45:00 AM	17	1	0	18
	Hour	68	3	6	77
	1/27/2023 11:00:00 AM	21	1	3	25
	1/27/2023 11:15:00 AM	27	0	1	28
	1/27/2023 11:30:00 AM	22	0	1	23
	1/27/2023 11:45:00 AM	14	0	1	15
	Hour	84	1	6	91
	Grand Total	388	10	43	441
	Percentage	88.0%	2.3%	9.8%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	16	1	0	17
	1/27/2023 12:15:00 PM	14	1	4	19
	1/27/2023 12:30:00 PM	22	0	1	23
	1/27/2023 12:45:00 PM	12	3	2	17
	Hour	64	5	7	76
	1/27/2023 1:00:00 PM	24	0	0	24
	1/27/2023 1:15:00 PM	23	0	2	25
	1/27/2023 1:30:00 PM	24	1	4	29
	1/27/2023 1:45:00 PM	21	1	2	24
	Hour	92	2	8	102
	1/27/2023 2:00:00 PM	29	0	1	30
	1/27/2023 2:15:00 PM	24	1	4	29
	1/27/2023 2:30:00 PM	31	0	1	32
	1/27/2023 2:45:00 PM	22	2	1	25
	Hour	106	3	7	116
	1/27/2023 3:00:00 PM	23	0	4	27
	1/27/2023 3:15:00 PM	29	2	1	32
	1/27/2023 3:30:00 PM	24	1	3	28
	1/27/2023 3:45:00 PM	30	1	1	32
	Hour	106	4	9	119
	1/27/2023 4:00:00 PM	35	2	2	39
	1/27/2023 4:15:00 PM	37	0	0	37
	1/27/2023 4:30:00 PM	24	0	1	25
	1/27/2023 4:45:00 PM	29	1	0	30
	Hour	125	3	3	131
	1/27/2023 5:00:00 PM	36	3	2	41
	1/27/2023 5:15:00 PM	21	0	3	24
	1/27/2023 5:30:00 PM	23	0	1	24
	1/27/2023 5:45:00 PM	26	0	2	28
	Hour	106	3	8	117
	1/27/2023 6:00:00 PM	30	1	2	33
	1/27/2023 6:15:00 PM	22	0	1	23
	1/27/2023 6:30:00 PM	19	0	0	19
	1/27/2023 6:45:00 PM	13	0	0	13
	Hour	84	1	3	88
	1/27/2023 7:00:00 PM	18	0	0	18
	1/27/2023 7:15:00 PM	20	0	0	20
	1/27/2023 7:30:00 PM	7	1	0	8
	1/27/2023 7:45:00 PM	15	0	0	15
	Hour	60	1	0	61
	1/27/2023 8:00:00 PM	14	0	1	15
	1/27/2023 8:15:00 PM	7	0	0	7
	1/27/2023 8:30:00 PM	12	1	0	13
	1/27/2023 8:45:00 PM	10	0	0	10
	Hour	43	1	1	45
	1/27/2023 9:00:00 PM	8	0	0	8
	1/27/2023 9:15:00 PM	7	0	1	8
	1/27/2023 9:30:00 PM	10	0	0	10
	1/27/2023 9:45:00 PM	9	0	0	9
	Hour	34	0	1	35
	1/27/2023 10:00:00 PM	7	0	0	7
	1/27/2023 10:15:00 PM	11	0	0	11
	1/27/2023 10:30:00 PM	4	0	0	4
	1/27/2023 10:45:00 PM	7	0	0	7
	Hour	29	0	0	29
	1/27/2023 11:00:00 PM	2	0	0	2
	1/27/2023 11:15:00 PM	8	0	0	8
	1/27/2023 11:30:00 PM	6	0	0	6
	1/27/2023 11:45:00 PM	4	0	0	4
	Hour	20	0	0	20
	Grand Total	869	23	47	939
	Percentage	92.5%	2.4%	5.0%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	6	0	0	6
	1/28/2023 12:15:00 AM	3	0	0	3
	1/28/2023 12:30:00 AM	3	0	0	3
	1/28/2023 12:45:00 AM	5	0	0	5
	Hour	17	0	0	17
	1/28/2023 1:00:00 AM	2	0	1	3
	1/28/2023 1:15:00 AM	6	0	0	6
	1/28/2023 1:30:00 AM	1	0	0	1
	1/28/2023 1:45:00 AM	5	0	0	5
	Hour	14	0	1	15
	1/28/2023 2:00:00 AM	2	0	0	2
	1/28/2023 2:15:00 AM	0	0	0	0
	1/28/2023 2:30:00 AM	5	0	0	5
	1/28/2023 2:45:00 AM	3	0	0	3
	Hour	10	0	0	10
	1/28/2023 3:00:00 AM	1	0	0	1
	1/28/2023 3:15:00 AM	2	0	0	2
	1/28/2023 3:30:00 AM	1	0	0	1
	1/28/2023 3:45:00 AM	10	0	0	10
	Hour	14	0	0	14
	1/28/2023 4:00:00 AM	6	0	0	6
	1/28/2023 4:15:00 AM	8	0	1	9
	1/28/2023 4:30:00 AM	7	0	0	7
	1/28/2023 4:45:00 AM	6	0	0	6
	Hour	27	0	1	28
	1/28/2023 5:00:00 AM	9	0	0	9
	1/28/2023 5:15:00 AM	12	0	0	12
	1/28/2023 5:30:00 AM	20	0	0	20
	1/28/2023 5:45:00 AM	12	0	0	12
	Hour	53	0	0	53
	1/28/2023 6:00:00 AM	7	0	0	7
	1/28/2023 6:15:00 AM	6	1	0	7
	1/28/2023 6:30:00 AM	5	0	0	5
	1/28/2023 6:45:00 AM	4	0	0	4
	Hour	22	1	0	23
	1/28/2023 7:00:00 AM	2	0	0	2
	1/28/2023 7:15:00 AM	4	0	0	4
	1/28/2023 7:30:00 AM	6	0	0	6
	1/28/2023 7:45:00 AM	12	0	0	12
	Hour	24	0	0	24
	1/28/2023 8:00:00 AM	7	0	0	7
	1/28/2023 8:15:00 AM	8	0	0	8
	1/28/2023 8:30:00 AM	11	0	0	11
	1/28/2023 8:45:00 AM	11	0	1	12
	Hour	37	0	1	38
	1/28/2023 9:00:00 AM	19	0	1	20
	1/28/2023 9:15:00 AM	11	0	0	11
	1/28/2023 9:30:00 AM	18	0	1	19
	1/28/2023 9:45:00 AM	15	0	0	15
	Hour	63	0	2	65
	1/28/2023 10:00:00 AM	16	0	0	16
	1/28/2023 10:15:00 AM	18	0	1	19
	1/28/2023 10:30:00 AM	19	0	1	20
	1/28/2023 10:45:00 AM	21	0	1	22
	Hour	74	0	3	77
	1/28/2023 11:00:00 AM	24	0	1	25
	1/28/2023 11:15:00 AM	29	1	0	30
	1/28/2023 11:30:00 AM	25	0	1	26
	1/28/2023 11:45:00 AM	19	0	0	19
	Hour	97	1	2	100
	Grand Total	452	2	10	464
	Percentage	97.4%	0.4%	2.2%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	23	0	0	23
	1/28/2023 12:15:00 PM	14	0	0	14
	1/28/2023 12:30:00 PM	24	0	0	24
	1/28/2023 12:45:00 PM	28	0	0	28
	Hour	89	0	0	89
	1/28/2023 1:00:00 PM	20	0	0	20
	1/28/2023 1:15:00 PM	14	0	0	14
	1/28/2023 1:30:00 PM	20	0	1	21
	1/28/2023 1:45:00 PM	24	1	1	26
	Hour	78	1	2	81
	1/28/2023 2:00:00 PM	21	0	0	21
	1/28/2023 2:15:00 PM	25	0	0	25
	1/28/2023 2:30:00 PM	27	0	0	27
	1/28/2023 2:45:00 PM	27	0	0	27
	Hour	100	0	0	100
	1/28/2023 3:00:00 PM	28	0	0	28
	1/28/2023 3:15:00 PM	29	0	2	31
	1/28/2023 3:30:00 PM	17	0	2	19
	1/28/2023 3:45:00 PM	14	0	0	14
	Hour	88	0	4	92
	1/28/2023 4:00:00 PM	12	0	0	12
	1/28/2023 4:15:00 PM	28	0	0	28
	1/28/2023 4:30:00 PM	19	0	0	19
	1/28/2023 4:45:00 PM	20	0	0	20
	Hour	79	0	0	79
	1/28/2023 5:00:00 PM	21	0	0	21
	1/28/2023 5:15:00 PM	18	0	0	18
	1/28/2023 5:30:00 PM	20	0	0	20
	1/28/2023 5:45:00 PM	26	0	0	26
	Hour	85	0	0	85
	1/28/2023 6:00:00 PM	12	0	0	12
	1/28/2023 6:15:00 PM	19	0	0	19
	1/28/2023 6:30:00 PM	17	0	0	17
	1/28/2023 6:45:00 PM	17	0	0	17
	Hour	65	0	0	65
	1/28/2023 7:00:00 PM	18	0	0	18
	1/28/2023 7:15:00 PM	12	0	1	13
	1/28/2023 7:30:00 PM	15	1	0	16
	1/28/2023 7:45:00 PM	8	0	0	8
	Hour	53	1	1	55
	1/28/2023 8:00:00 PM	8	0	0	8
	1/28/2023 8:15:00 PM	11	0	0	11
	1/28/2023 8:30:00 PM	11	0	0	11
	1/28/2023 8:45:00 PM	5	0	0	5
	Hour	35	0	0	35
	1/28/2023 9:00:00 PM	17	1	0	18
	1/28/2023 9:15:00 PM	7	0	0	7
	1/28/2023 9:30:00 PM	6	0	0	6
	1/28/2023 9:45:00 PM	3	0	0	3
	Hour	33	1	0	34
	1/28/2023 10:00:00 PM	8	0	0	8
	1/28/2023 10:15:00 PM	2	0	0	2
	1/28/2023 10:30:00 PM	4	0	0	4
	1/28/2023 10:45:00 PM	4	0	0	4
	Hour	18	0	0	18
	1/28/2023 11:00:00 PM	3	0	0	3
	1/28/2023 11:15:00 PM	3	0	0	3
	1/28/2023 11:30:00 PM	4	0	0	4
	1/28/2023 11:45:00 PM	4	0	0	4
	Hour	14	0	0	14
	Grand Total	737	3	7	747
	Percentage	98.7%	0.4%	0.9%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	1	0	0	1
	1/29/2023 12:15:00 AM	6	0	0	6
	1/29/2023 12:30:00 AM	4	0	0	4
	1/29/2023 12:45:00 AM	4	0	0	4
	Hour	15	0	0	15
	1/29/2023 1:00:00 AM	6	0	0	6
	1/29/2023 1:15:00 AM	2	0	1	3
	1/29/2023 1:30:00 AM	1	0	0	1
	1/29/2023 1:45:00 AM	0	0	0	0
	Hour	9	0	1	10
	1/29/2023 2:00:00 AM	2	0	0	2
	1/29/2023 2:15:00 AM	1	0	0	1
	1/29/2023 2:30:00 AM	0	0	0	0
	1/29/2023 2:45:00 AM	3	0	0	3
	Hour	6	0	0	6
	1/29/2023 3:00:00 AM	1	0	0	1
	1/29/2023 3:15:00 AM	1	0	0	1
	1/29/2023 3:30:00 AM	2	0	1	3
	1/29/2023 3:45:00 AM	3	0	1	4
	Hour	7	0	2	9
	1/29/2023 4:00:00 AM	1	0	1	2
	1/29/2023 4:15:00 AM	1	0	2	3
	1/29/2023 4:30:00 AM	2	0	0	2
	1/29/2023 4:45:00 AM	0	0	0	0
	Hour	4	0	3	7
	1/29/2023 5:00:00 AM	4	0	0	4
	1/29/2023 5:15:00 AM	5	0	0	5
	1/29/2023 5:30:00 AM	6	0	0	6
	1/29/2023 5:45:00 AM	4	0	0	4
	Hour	19	0	0	19
	1/29/2023 6:00:00 AM	4	0	0	4
	1/29/2023 6:15:00 AM	1	0	0	1
	1/29/2023 6:30:00 AM	4	0	0	4
	1/29/2023 6:45:00 AM	5	0	0	5
	Hour	14	0	0	14
	1/29/2023 7:00:00 AM	3	1	0	4
	1/29/2023 7:15:00 AM	2	0	0	2
	1/29/2023 7:30:00 AM	2	0	0	2
	1/29/2023 7:45:00 AM	6	0	0	6
	Hour	13	1	0	14
	1/29/2023 8:00:00 AM	8	0	1	9
	1/29/2023 8:15:00 AM	7	0	1	8
	1/29/2023 8:30:00 AM	7	0	0	7
	1/29/2023 8:45:00 AM	8	0	1	9
	Hour	30	0	3	33
	1/29/2023 9:00:00 AM	4	0	0	4
	1/29/2023 9:15:00 AM	9	0	0	9
	1/29/2023 9:30:00 AM	10	0	1	11
	1/29/2023 9:45:00 AM	12	0	1	13
	Hour	35	0	2	37
	1/29/2023 10:00:00 AM	14	0	0	14
	1/29/2023 10:15:00 AM	6	0	0	6
	1/29/2023 10:30:00 AM	16	0	1	17
	1/29/2023 10:45:00 AM	16	0	0	16
	Hour	52	0	1	53
	1/29/2023 11:00:00 AM	19	0	0	19
	1/29/2023 11:15:00 AM	15	0	0	15
	1/29/2023 11:30:00 AM	15	0	1	16
	1/29/2023 11:45:00 AM	19	0	0	19
	Hour	68	0	1	69
	Grand Total	272	1	13	286
	Percentage	95.1%	0.3%	4.5%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	19	0	0	19
	1/29/2023 12:15:00 PM	15	0	1	16
	1/29/2023 12:30:00 PM	23	0	0	23
	1/29/2023 12:45:00 PM	16	0	2	18
	Hour	73	0	3	76
	1/29/2023 1:00:00 PM	17	0	0	17
	1/29/2023 1:15:00 PM	26	0	0	26
	1/29/2023 1:30:00 PM	15	0	0	15
	1/29/2023 1:45:00 PM	20	0	1	21
	Hour	78	0	1	79
	1/29/2023 2:00:00 PM	26	0	0	26
	1/29/2023 2:15:00 PM	26	0	0	26
	1/29/2023 2:30:00 PM	16	0	0	16
	1/29/2023 2:45:00 PM	25	0	0	25
	Hour	93	0	0	93
	1/29/2023 3:00:00 PM	18	0	0	18
	1/29/2023 3:15:00 PM	32	0	0	32
	1/29/2023 3:30:00 PM	13	0	0	13
	1/29/2023 3:45:00 PM	25	0	0	25
	Hour	88	0	0	88
	1/29/2023 4:00:00 PM	18	1	0	19
	1/29/2023 4:15:00 PM	16	0	0	16
	1/29/2023 4:30:00 PM	19	0	1	20
	1/29/2023 4:45:00 PM	18	0	0	18
	Hour	71	1	1	73
	1/29/2023 5:00:00 PM	13	0	0	13
	1/29/2023 5:15:00 PM	22	0	0	22
	1/29/2023 5:30:00 PM	16	0	0	16
	1/29/2023 5:45:00 PM	15	0	0	15
	Hour	66	0	0	66
	1/29/2023 6:00:00 PM	9	0	0	9
	1/29/2023 6:15:00 PM	14	0	0	14
	1/29/2023 6:30:00 PM	11	0	0	11
	1/29/2023 6:45:00 PM	16	0	0	16
	Hour	50	0	0	50
	1/29/2023 7:00:00 PM	12	0	0	12
	1/29/2023 7:15:00 PM	15	0	0	15
	1/29/2023 7:30:00 PM	9	0	0	9
	1/29/2023 7:45:00 PM	4	0	0	4
	Hour	40	0	0	40
	1/29/2023 8:00:00 PM	7	0	1	8
	1/29/2023 8:15:00 PM	6	0	0	6
	1/29/2023 8:30:00 PM	8	0	0	8
	1/29/2023 8:45:00 PM	11	0	0	11
	Hour	32	0	1	33
	1/29/2023 9:00:00 PM	4	0	0	4
	1/29/2023 9:15:00 PM	0	0	0	0
	1/29/2023 9:30:00 PM	8	0	0	8
	1/29/2023 9:45:00 PM	2	1	0	3
	Hour	14	1	0	15
	1/29/2023 10:00:00 PM	3	0	0	3
	1/29/2023 10:15:00 PM	3	0	0	3
	1/29/2023 10:30:00 PM	3	0	1	4
	1/29/2023 10:45:00 PM	2	0	0	2
	Hour	11	0	1	12
	1/29/2023 11:00:00 PM	6	0	0	6
	1/29/2023 11:15:00 PM	4	0	0	4
	1/29/2023 11:30:00 PM	3	0	0	3
	1/29/2023 11:45:00 PM	3	0	0	3
	Hour	16	0	0	16
	Grand Total	632	2	7	641
	Percentage	98.6%	0.3%	1.1%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	1	0	0	1
	1/30/2023 12:15:00 AM	4	1	0	5
	1/30/2023 12:30:00 AM	3	1	0	4
	1/30/2023 12:45:00 AM	0	0	0	0
	Hour	8	2	0	10
	1/30/2023 1:00:00 AM	0	0	0	0
	1/30/2023 1:15:00 AM	3	0	0	3
	1/30/2023 1:30:00 AM	0	0	0	0
	1/30/2023 1:45:00 AM	0	0	1	1
	Hour	3	0	1	4
	1/30/2023 2:00:00 AM	2	0	0	2
	1/30/2023 2:15:00 AM	0	0	0	0
	1/30/2023 2:30:00 AM	0	0	0	0
	1/30/2023 2:45:00 AM	2	0	0	2
	Hour	4	0	0	4
	1/30/2023 3:00:00 AM	0	0	1	1
	1/30/2023 3:15:00 AM	0	0	0	0
	1/30/2023 3:30:00 AM	1	0	0	1
	1/30/2023 3:45:00 AM	0	0	0	0
	Hour	1	0	1	2
	1/30/2023 4:00:00 AM	1	0	0	1
	1/30/2023 4:15:00 AM	1	0	0	1
	1/30/2023 4:30:00 AM	2	0	0	2
	1/30/2023 4:45:00 AM	2	0	0	2
	Hour	6	0	0	6
	1/30/2023 5:00:00 AM	5	0	0	5
	1/30/2023 5:15:00 AM	4	0	1	5
	1/30/2023 5:30:00 AM	6	0	0	6
	1/30/2023 5:45:00 AM	9	1	1	11
	Hour	24	1	2	27
	1/30/2023 6:00:00 AM	12	0	0	12
	1/30/2023 6:15:00 AM	8	0	0	8
	1/30/2023 6:30:00 AM	10	0	0	10
	1/30/2023 6:45:00 AM	2	0	1	3
	Hour	32	0	1	33
	1/30/2023 7:00:00 AM	11	0	0	11
	1/30/2023 7:15:00 AM	10	2	0	12
	1/30/2023 7:30:00 AM	6	0	3	9
	1/30/2023 7:45:00 AM	5	0	1	6
	Hour	32	2	4	38
	1/30/2023 8:00:00 AM	10	0	2	12
	1/30/2023 8:15:00 AM	18	0	1	19
	1/30/2023 8:30:00 AM	8	0	1	9
	1/30/2023 8:45:00 AM	11	0	2	13
	Hour	47	0	6	53
	1/30/2023 9:00:00 AM	10	0	4	14
	1/30/2023 9:15:00 AM	16	0	3	19
	1/30/2023 9:30:00 AM	6	0	1	7
	1/30/2023 9:45:00 AM	11	1	4	16
	Hour	43	1	12	56
	1/30/2023 10:00:00 AM	12	0	1	13
	1/30/2023 10:15:00 AM	14	0	0	14
	1/30/2023 10:30:00 AM	9	1	0	10
	1/30/2023 10:45:00 AM	21	0	0	21
	Hour	56	1	1	58
	1/30/2023 11:00:00 AM	17	0	1	18
	1/30/2023 11:15:00 AM	15	0	2	17
	1/30/2023 11:30:00 AM	13	0	3	16
	1/30/2023 11:45:00 AM	9	0	2	11
	Hour	54	0	8	62
	Grand Total	310	7	36	353
	Percentage	87.8%	2.0%	10.2%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

EB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	16	0	1	17
	1/30/2023 12:15:00 PM	12	0	4	16
	1/30/2023 12:30:00 PM	8	1	1	10
	1/30/2023 12:45:00 PM	17	1	3	21
	Hour	53	2	9	64
	1/30/2023 1:00:00 PM	14	0	1	15
	1/30/2023 1:15:00 PM	17	0	2	19
	1/30/2023 1:30:00 PM	21	2	6	29
	1/30/2023 1:45:00 PM	22	1	3	26
	Hour	74	3	12	89
	1/30/2023 2:00:00 PM	18	0	0	18
	1/30/2023 2:15:00 PM	16	0	5	21
	1/30/2023 2:30:00 PM	16	0	1	17
	1/30/2023 2:45:00 PM	19	3	3	25
	Hour	69	3	9	81
	1/30/2023 3:00:00 PM	26	1	2	29
	1/30/2023 3:15:00 PM	14	0	3	17
	1/30/2023 3:30:00 PM	24	0	1	25
	1/30/2023 3:45:00 PM	22	0	2	24
	Hour	86	1	8	95
	1/30/2023 4:00:00 PM	13	0	0	13
	1/30/2023 4:15:00 PM	23	0	2	25
	1/30/2023 4:30:00 PM	25	1	5	31
	1/30/2023 4:45:00 PM	39	2	0	41
	Hour	100	3	7	110
	1/30/2023 5:00:00 PM	30	0	0	30
	1/30/2023 5:15:00 PM	21	0	2	23
	1/30/2023 5:30:00 PM	28	0	3	31
	1/30/2023 5:45:00 PM	27	2	2	31
	Hour	106	2	7	115
	1/30/2023 6:00:00 PM	19	0	0	19
	1/30/2023 6:15:00 PM	25	0	2	27
	1/30/2023 6:30:00 PM	12	1	0	13
	1/30/2023 6:45:00 PM	8	0	0	8
	Hour	64	1	2	67
	1/30/2023 7:00:00 PM	15	0	0	15
	1/30/2023 7:15:00 PM	11	0	0	11
	1/30/2023 7:30:00 PM	6	0	2	8
	1/30/2023 7:45:00 PM	4	0	0	4
	Hour	36	0	2	38
	1/30/2023 8:00:00 PM	2	0	0	2
	1/30/2023 8:15:00 PM	8	1	0	9
	1/30/2023 8:30:00 PM	7	0	0	7
	1/30/2023 8:45:00 PM	9	0	0	9
	Hour	26	1	0	27
	1/30/2023 9:00:00 PM	6	0	1	7
	1/30/2023 9:15:00 PM	8	0	0	8
	1/30/2023 9:30:00 PM	3	0	0	3
	1/30/2023 9:45:00 PM	10	0	0	10
	Hour	27	0	1	28
	1/30/2023 10:00:00 PM	1	0	0	1
	1/30/2023 10:15:00 PM	9	0	0	9
	1/30/2023 10:30:00 PM	8	0	0	8
	1/30/2023 10:45:00 PM	2	0	0	2
	Hour	20	0	0	20
	1/30/2023 11:00:00 PM	5	0	0	5
	1/30/2023 11:15:00 PM	3	0	0	3
	1/30/2023 11:30:00 PM	1	0	0	1
	1/30/2023 11:45:00 PM	2	0	0	2
	Hour	11	0	0	11
	Grand Total	672	16	57	745
	Percentage	90.2%	2.1%	7.7%	
	Total	7,227	171	513	7,911
	Percentage	91.4%	2.2%	6.5%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	0	0	0	0
	1/24/2023 12:15:00 AM	2	0	0	2
	1/24/2023 12:30:00 AM	1	0	0	1
	1/24/2023 12:45:00 AM	2	0	1	3
	Hour	5	0	1	6
	1/24/2023 1:00:00 AM	0	0	1	1
	1/24/2023 1:15:00 AM	2	0	0	2
	1/24/2023 1:30:00 AM	0	0	0	0
	1/24/2023 1:45:00 AM	1	0	1	2
	Hour	3	0	2	5
	1/24/2023 2:00:00 AM	3	0	0	3
	1/24/2023 2:15:00 AM	1	0	1	2
	1/24/2023 2:30:00 AM	1	0	0	1
	1/24/2023 2:45:00 AM	0	0	0	0
	Hour	5	0	1	6
	1/24/2023 3:00:00 AM	0	0	0	0
	1/24/2023 3:15:00 AM	2	0	1	3
	1/24/2023 3:30:00 AM	1	0	1	2
	1/24/2023 3:45:00 AM	0	0	0	0
	Hour	3	0	2	5
	1/24/2023 4:00:00 AM	5	0	1	6
	1/24/2023 4:15:00 AM	3	0	1	4
	1/24/2023 4:30:00 AM	4	1	0	5
	1/24/2023 4:45:00 AM	8	0	2	10
	Hour	20	1	4	25
	1/24/2023 5:00:00 AM	13	0	2	15
	1/24/2023 5:15:00 AM	6	0	3	9
	1/24/2023 5:30:00 AM	13	0	1	14
	1/24/2023 5:45:00 AM	8	0	0	8
	Hour	40	0	6	46
	1/24/2023 6:00:00 AM	13	0	1	14
	1/24/2023 6:15:00 AM	12	1	1	14
	1/24/2023 6:30:00 AM	14	4	0	18
	1/24/2023 6:45:00 AM	18	0	1	19
	Hour	57	5	3	65
	1/24/2023 7:00:00 AM	12	0	1	13
	1/24/2023 7:15:00 AM	12	0	0	12
	1/24/2023 7:30:00 AM	19	1	2	22
	1/24/2023 7:45:00 AM	21	1	0	22
	Hour	64	2	3	69
	1/24/2023 8:00:00 AM	26	2	0	28
	1/24/2023 8:15:00 AM	11	1	0	12
	1/24/2023 8:30:00 AM	19	0	1	20
	1/24/2023 8:45:00 AM	18	1	3	22
	Hour	74	4	4	82
	1/24/2023 9:00:00 AM	16	1	1	18
	1/24/2023 9:15:00 AM	16	1	2	19
	1/24/2023 9:30:00 AM	11	1	2	14
	1/24/2023 9:45:00 AM	13	0	1	14
	Hour	56	3	6	65
	1/24/2023 10:00:00 AM	13	1	2	16
	1/24/2023 10:15:00 AM	14	1	0	15
	1/24/2023 10:30:00 AM	10	0	2	12
	1/24/2023 10:45:00 AM	12	1	0	13
	Hour	49	3	4	56
	1/24/2023 11:00:00 AM	7	0	1	8
	1/24/2023 11:15:00 AM	12	1	2	15
	1/24/2023 11:30:00 AM	10	0	0	10
	1/24/2023 11:45:00 AM	15	0	1	16
	Hour	44	1	4	49
	Grand Total	420	19	40	479
	Percentage	87.7%	4.0%	8.4%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	14	1	0	15
	1/24/2023 12:15:00 PM	12	1	0	13
	1/24/2023 12:30:00 PM	14	1	2	17
	1/24/2023 12:45:00 PM	15	2	2	19
	Hour	55	5	4	64
	1/24/2023 1:00:00 PM	15	1	1	17
	1/24/2023 1:15:00 PM	12	1	1	14
	1/24/2023 1:30:00 PM	15	0	1	16
	1/24/2023 1:45:00 PM	16	1	2	19
	Hour	58	3	5	66
	1/24/2023 2:00:00 PM	20	0	0	20
	1/24/2023 2:15:00 PM	14	0	0	14
	1/24/2023 2:30:00 PM	17	0	0	17
	1/24/2023 2:45:00 PM	20	0	0	20
	Hour	71	0	0	71
	1/24/2023 3:00:00 PM	18	0	0	18
	1/24/2023 3:15:00 PM	12	1	0	13
	1/24/2023 3:30:00 PM	11	0	0	11
	1/24/2023 3:45:00 PM	25	1	0	26
	Hour	66	2	0	68
	1/24/2023 4:00:00 PM	19	0	0	19
	1/24/2023 4:15:00 PM	18	0	1	19
	1/24/2023 4:30:00 PM	15	1	0	16
	1/24/2023 4:45:00 PM	20	0	0	20
	Hour	72	1	1	74
	1/24/2023 5:00:00 PM	21	0	0	21
	1/24/2023 5:15:00 PM	17	0	0	17
	1/24/2023 5:30:00 PM	16	0	0	16
	1/24/2023 5:45:00 PM	8	0	0	8
	Hour	62	0	0	62
	1/24/2023 6:00:00 PM	18	4	0	22
	1/24/2023 6:15:00 PM	9	0	0	9
	1/24/2023 6:30:00 PM	7	0	0	7
	1/24/2023 6:45:00 PM	11	0	0	11
	Hour	45	4	0	49
	1/24/2023 7:00:00 PM	4	1	0	5
	1/24/2023 7:15:00 PM	7	0	0	7
	1/24/2023 7:30:00 PM	7	0	1	8
	1/24/2023 7:45:00 PM	4	0	0	4
	Hour	22	1	1	24
	1/24/2023 8:00:00 PM	5	0	0	5
	1/24/2023 8:15:00 PM	2	0	0	2
	1/24/2023 8:30:00 PM	4	0	0	4
	1/24/2023 8:45:00 PM	4	0	0	4
	Hour	15	0	0	15
	1/24/2023 9:00:00 PM	3	0	1	4
	1/24/2023 9:15:00 PM	3	0	0	3
	1/24/2023 9:30:00 PM	1	0	1	2
	1/24/2023 9:45:00 PM	3	0	0	3
	Hour	10	0	2	12
	1/24/2023 10:00:00 PM	4	0	0	4
	1/24/2023 10:15:00 PM	1	0	1	2
	1/24/2023 10:30:00 PM	2	0	0	2
	1/24/2023 10:45:00 PM	0	0	0	0
	Hour	7	0	1	8
	1/24/2023 11:00:00 PM	4	0	0	4
	1/24/2023 11:15:00 PM	1	0	1	2
	1/24/2023 11:30:00 PM	3	0	1	4
	1/24/2023 11:45:00 PM	2	0	1	3
	Hour	10	0	3	13
	Grand Total	493	16	17	526
	Percentage	93.7%	3.0%	3.2%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	2	0	0	2
	1/25/2023 12:15:00 AM	2	0	0	2
	1/25/2023 12:30:00 AM	0	0	0	0
	1/25/2023 12:45:00 AM	1	0	0	1
	Hour	5	0	0	5
	1/25/2023 1:00:00 AM	1	0	0	1
	1/25/2023 1:15:00 AM	1	0	0	1
	1/25/2023 1:30:00 AM	1	0	0	1
	1/25/2023 1:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	1/25/2023 2:00:00 AM	1	0	0	1
	1/25/2023 2:15:00 AM	0	0	1	1
	1/25/2023 2:30:00 AM	2	0	0	2
	1/25/2023 2:45:00 AM	0	0	0	0
	Hour	3	0	1	4
	1/25/2023 3:00:00 AM	1	0	1	2
	1/25/2023 3:15:00 AM	3	0	2	5
	1/25/2023 3:30:00 AM	3	0	0	3
	1/25/2023 3:45:00 AM	3	0	0	3
	Hour	10	0	3	13
	1/25/2023 4:00:00 AM	3	0	1	4
	1/25/2023 4:15:00 AM	7	0	1	8
	1/25/2023 4:30:00 AM	5	0	4	9
	1/25/2023 4:45:00 AM	7	0	3	10
	Hour	22	0	9	31
	1/25/2023 5:00:00 AM	7	0	1	8
	1/25/2023 5:15:00 AM	10	0	3	13
	1/25/2023 5:30:00 AM	15	0	2	17
	1/25/2023 5:45:00 AM	9	3	2	14
	Hour	41	3	8	52
	1/25/2023 6:00:00 AM	8	0	0	8
	1/25/2023 6:15:00 AM	12	0	1	13
	1/25/2023 6:30:00 AM	13	0	0	13
	1/25/2023 6:45:00 AM	12	0	1	13
	Hour	45	0	2	47
	1/25/2023 7:00:00 AM	14	1	1	16
	1/25/2023 7:15:00 AM	16	0	0	16
	1/25/2023 7:30:00 AM	17	0	0	17
	1/25/2023 7:45:00 AM	18	1	0	19
	Hour	65	2	1	68
	1/25/2023 8:00:00 AM	17	1	0	18
	1/25/2023 8:15:00 AM	11	0	0	11
	1/25/2023 8:30:00 AM	16	0	1	17
	1/25/2023 8:45:00 AM	23	0	3	26
	Hour	67	1	4	72
	1/25/2023 9:00:00 AM	25	1	1	27
	1/25/2023 9:15:00 AM	17	1	3	21
	1/25/2023 9:30:00 AM	10	0	2	12
	1/25/2023 9:45:00 AM	25	0	3	28
	Hour	77	2	9	88
	1/25/2023 10:00:00 AM	13	0	0	13
	1/25/2023 10:15:00 AM	10	0	1	11
	1/25/2023 10:30:00 AM	13	2	1	16
	1/25/2023 10:45:00 AM	19	0	1	20
	Hour	55	2	3	60
	1/25/2023 11:00:00 AM	18	0	0	18
	1/25/2023 11:15:00 AM	11	1	1	13
	1/25/2023 11:30:00 AM	13	0	0	13
	1/25/2023 11:45:00 AM	17	0	1	18
	Hour	59	1	2	62
	Grand Total	452	11	42	505
	Percentage	89.5%	2.2%	8.3%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	13	0	0	13
	1/25/2023 12:15:00 PM	23	0	0	23
	1/25/2023 12:30:00 PM	13	0	0	13
	1/25/2023 12:45:00 PM	14	1	1	16
	Hour	63	1	1	65
	1/25/2023 1:00:00 PM	10	1	3	14
	1/25/2023 1:15:00 PM	13	0	0	13
	1/25/2023 1:30:00 PM	12	0	1	13
	1/25/2023 1:45:00 PM	15	1	2	18
	Hour	50	2	6	58
	1/25/2023 2:00:00 PM	9	0	0	9
	1/25/2023 2:15:00 PM	11	0	1	12
	1/25/2023 2:30:00 PM	15	1	1	17
	1/25/2023 2:45:00 PM	18	0	0	18
	Hour	53	1	2	56
	1/25/2023 3:00:00 PM	19	1	0	20
	1/25/2023 3:15:00 PM	18	0	0	18
	1/25/2023 3:30:00 PM	16	0	1	17
	1/25/2023 3:45:00 PM	16	1	0	17
	Hour	69	2	1	72
	1/25/2023 4:00:00 PM	10	0	0	10
	1/25/2023 4:15:00 PM	9	0	1	10
	1/25/2023 4:30:00 PM	21	1	1	23
	1/25/2023 4:45:00 PM	17	0	1	18
	Hour	57	1	3	61
	1/25/2023 5:00:00 PM	14	0	1	15
	1/25/2023 5:15:00 PM	18	0	1	19
	1/25/2023 5:30:00 PM	14	0	0	14
	1/25/2023 5:45:00 PM	15	0	1	16
	Hour	61	0	3	64
	1/25/2023 6:00:00 PM	9	0	0	9
	1/25/2023 6:15:00 PM	11	0	0	11
	1/25/2023 6:30:00 PM	10	0	1	11
	1/25/2023 6:45:00 PM	12	0	0	12
	Hour	42	0	1	43
	1/25/2023 7:00:00 PM	5	0	1	6
	1/25/2023 7:15:00 PM	4	0	1	5
	1/25/2023 7:30:00 PM	8	0	0	8
	1/25/2023 7:45:00 PM	5	0	0	5
	Hour	22	0	2	24
	1/25/2023 8:00:00 PM	4	0	0	4
	1/25/2023 8:15:00 PM	2	0	1	3
	1/25/2023 8:30:00 PM	7	0	0	7
	1/25/2023 8:45:00 PM	9	0	0	9
	Hour	22	0	1	23
	1/25/2023 9:00:00 PM	3	0	1	4
	1/25/2023 9:15:00 PM	5	0	0	5
	1/25/2023 9:30:00 PM	4	0	0	4
	1/25/2023 9:45:00 PM	1	0	0	1
	Hour	13	0	1	14
	1/25/2023 10:00:00 PM	3	0	1	4
	1/25/2023 10:15:00 PM	5	0	0	5
	1/25/2023 10:30:00 PM	4	0	0	4
	1/25/2023 10:45:00 PM	6	0	0	6
	Hour	18	0	1	19
	1/25/2023 11:00:00 PM	1	0	0	1
	1/25/2023 11:15:00 PM	2	0	0	2
	1/25/2023 11:30:00 PM	2	0	1	3
	1/25/2023 11:45:00 PM	1	0	0	1
	Hour	6	0	1	7
	Grand Total	476	7	23	506
	Percentage	94.1%	1.4%	4.5%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	2	0	0	2
	1/26/2023 12:15:00 AM	1	0	1	2
	1/26/2023 12:30:00 AM	1	0	0	1
	1/26/2023 12:45:00 AM	1	0	0	1
	Hour	5	0	1	6
	1/26/2023 1:00:00 AM	1	1	0	2
	1/26/2023 1:15:00 AM	0	0	0	0
	1/26/2023 1:30:00 AM	2	0	0	2
	1/26/2023 1:45:00 AM	2	0	1	3
	Hour	5	1	1	7
	1/26/2023 2:00:00 AM	1	0	1	2
	1/26/2023 2:15:00 AM	3	0	0	3
	1/26/2023 2:30:00 AM	3	0	1	4
	1/26/2023 2:45:00 AM	0	0	0	0
	Hour	7	0	2	9
	1/26/2023 3:00:00 AM	1	0	1	2
	1/26/2023 3:15:00 AM	2	0	0	2
	1/26/2023 3:30:00 AM	2	0	0	2
	1/26/2023 3:45:00 AM	0	0	0	0
	Hour	5	0	1	6
	1/26/2023 4:00:00 AM	2	0	1	3
	1/26/2023 4:15:00 AM	1	0	1	2
	1/26/2023 4:30:00 AM	8	0	1	9
	1/26/2023 4:45:00 AM	4	0	1	5
	Hour	15	0	4	19
	1/26/2023 5:00:00 AM	7	0	0	7
	1/26/2023 5:15:00 AM	13	0	1	14
	1/26/2023 5:30:00 AM	14	0	2	16
	1/26/2023 5:45:00 AM	9	0	0	9
	Hour	43	0	3	46
	1/26/2023 6:00:00 AM	9	1	0	10
	1/26/2023 6:15:00 AM	11	0	1	12
	1/26/2023 6:30:00 AM	24	0	0	24
	1/26/2023 6:45:00 AM	9	0	0	9
	Hour	53	1	1	55
	1/26/2023 7:00:00 AM	10	0	0	10
	1/26/2023 7:15:00 AM	16	1	0	17
	1/26/2023 7:30:00 AM	14	0	2	16
	1/26/2023 7:45:00 AM	24	1	0	25
	Hour	64	2	2	68
	1/26/2023 8:00:00 AM	22	2	0	24
	1/26/2023 8:15:00 AM	21	3	1	25
	1/26/2023 8:30:00 AM	18	0	0	18
	1/26/2023 8:45:00 AM	17	1	2	20
	Hour	78	6	3	87
	1/26/2023 9:00:00 AM	13	0	2	15
	1/26/2023 9:15:00 AM	18	0	2	20
	1/26/2023 9:30:00 AM	19	1	4	24
	1/26/2023 9:45:00 AM	16	0	2	18
	Hour	66	1	10	77
	1/26/2023 10:00:00 AM	15	2	1	18
	1/26/2023 10:15:00 AM	22	0	0	22
	1/26/2023 10:30:00 AM	13	0	1	14
	1/26/2023 10:45:00 AM	21	1	1	23
	Hour	71	3	3	77
	1/26/2023 11:00:00 AM	12	2	2	16
	1/26/2023 11:15:00 AM	17	2	1	20
	1/26/2023 11:30:00 AM	21	1	2	24
	1/26/2023 11:45:00 AM	26	1	3	30
	Hour	76	6	8	90
	Grand Total	488	20	39	547
	Percentage	89.2%	3.7%	7.1%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	14	0	2	16
	1/26/2023 12:15:00 PM	17	1	0	18
	1/26/2023 12:30:00 PM	14	0	1	15
	1/26/2023 12:45:00 PM	20	0	1	21
	Hour	65	1	4	70
	1/26/2023 1:00:00 PM	5	0	1	6
	1/26/2023 1:15:00 PM	16	2	0	18
	1/26/2023 1:30:00 PM	16	1	5	22
	1/26/2023 1:45:00 PM	16	0	1	17
	Hour	53	3	7	63
	1/26/2023 2:00:00 PM	9	2	0	11
	1/26/2023 2:15:00 PM	21	0	0	21
	1/26/2023 2:30:00 PM	17	0	1	18
	1/26/2023 2:45:00 PM	16	2	2	20
	Hour	63	4	3	70
	1/26/2023 3:00:00 PM	9	0	0	9
	1/26/2023 3:15:00 PM	12	1	0	13
	1/26/2023 3:30:00 PM	10	1	0	11
	1/26/2023 3:45:00 PM	26	1	2	29
	Hour	57	3	2	62
	1/26/2023 4:00:00 PM	12	0	1	13
	1/26/2023 4:15:00 PM	15	0	1	16
	1/26/2023 4:30:00 PM	11	1	0	12
	1/26/2023 4:45:00 PM	20	1	0	21
	Hour	58	2	2	62
	1/26/2023 5:00:00 PM	20	0	0	20
	1/26/2023 5:15:00 PM	24	0	2	26
	1/26/2023 5:30:00 PM	24	0	1	25
	1/26/2023 5:45:00 PM	22	0	0	22
	Hour	90	0	3	93
	1/26/2023 6:00:00 PM	19	0	0	19
	1/26/2023 6:15:00 PM	12	0	0	12
	1/26/2023 6:30:00 PM	17	0	0	17
	1/26/2023 6:45:00 PM	13	0	2	15
	Hour	61	0	2	63
	1/26/2023 7:00:00 PM	10	0	0	10
	1/26/2023 7:15:00 PM	7	0	1	8
	1/26/2023 7:30:00 PM	8	0	0	8
	1/26/2023 7:45:00 PM	5	0	0	5
	Hour	30	0	1	31
	1/26/2023 8:00:00 PM	6	0	0	6
	1/26/2023 8:15:00 PM	4	0	1	5
	1/26/2023 8:30:00 PM	4	0	0	4
	1/26/2023 8:45:00 PM	3	0	0	3
	Hour	17	0	1	18
	1/26/2023 9:00:00 PM	3	0	0	3
	1/26/2023 9:15:00 PM	6	0	1	7
	1/26/2023 9:30:00 PM	9	0	0	9
	1/26/2023 9:45:00 PM	2	0	0	2
	Hour	20	0	1	21
	1/26/2023 10:00:00 PM	1	0	0	1
	1/26/2023 10:15:00 PM	3	0	0	3
	1/26/2023 10:30:00 PM	3	0	0	3
	1/26/2023 10:45:00 PM	1	0	0	1
	Hour	8	0	0	8
	1/26/2023 11:00:00 PM	3	0	0	3
	1/26/2023 11:15:00 PM	4	0	1	5
	1/26/2023 11:30:00 PM	2	0	0	2
	1/26/2023 11:45:00 PM	1	0	0	1
	Hour	10	0	1	11
	Grand Total	532	13	27	572
	Percentage	93.0%	2.3%	4.7%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	2	0	0	2
	1/27/2023 12:15:00 AM	2	0	1	3
	1/27/2023 12:30:00 AM	1	0	0	1
	1/27/2023 12:45:00 AM	1	0	0	1
	Hour	6	0	1	7
	1/27/2023 1:00:00 AM	1	0	0	1
	1/27/2023 1:15:00 AM	0	0	0	0
	1/27/2023 1:30:00 AM	0	0	0	0
	1/27/2023 1:45:00 AM	1	0	1	2
	Hour	2	0	1	3
	1/27/2023 2:00:00 AM	1	0	0	1
	1/27/2023 2:15:00 AM	1	0	0	1
	1/27/2023 2:30:00 AM	3	1	1	5
	1/27/2023 2:45:00 AM	3	0	0	3
	Hour	8	1	1	10
	1/27/2023 3:00:00 AM	1	0	0	1
	1/27/2023 3:15:00 AM	2	0	2	4
	1/27/2023 3:30:00 AM	2	0	0	2
	1/27/2023 3:45:00 AM	4	0	1	5
	Hour	9	0	3	12
	1/27/2023 4:00:00 AM	2	0	0	2
	1/27/2023 4:15:00 AM	2	0	2	4
	1/27/2023 4:30:00 AM	7	0	1	8
	1/27/2023 4:45:00 AM	9	0	0	9
	Hour	20	0	3	23
	1/27/2023 5:00:00 AM	6	0	0	6
	1/27/2023 5:15:00 AM	11	1	2	14
	1/27/2023 5:30:00 AM	16	0	1	17
	1/27/2023 5:45:00 AM	7	0	0	7
	Hour	40	1	3	44
	1/27/2023 6:00:00 AM	11	0	1	12
	1/27/2023 6:15:00 AM	17	0	0	17
	1/27/2023 6:30:00 AM	16	0	0	16
	1/27/2023 6:45:00 AM	14	0	0	14
	Hour	58	0	1	59
	1/27/2023 7:00:00 AM	12	0	0	12
	1/27/2023 7:15:00 AM	14	0	0	14
	1/27/2023 7:30:00 AM	18	1	1	20
	1/27/2023 7:45:00 AM	19	1	0	20
	Hour	63	2	1	66
	1/27/2023 8:00:00 AM	16	0	1	17
	1/27/2023 8:15:00 AM	19	0	1	20
	1/27/2023 8:30:00 AM	28	0	4	32
	1/27/2023 8:45:00 AM	16	0	3	19
	Hour	79	0	9	88
	1/27/2023 9:00:00 AM	22	0	3	25
	1/27/2023 9:15:00 AM	24	0	1	25
	1/27/2023 9:30:00 AM	22	0	3	25
	1/27/2023 9:45:00 AM	20	0	0	20
	Hour	88	0	7	95
	1/27/2023 10:00:00 AM	17	0	3	20
	1/27/2023 10:15:00 AM	22	2	2	26
	1/27/2023 10:30:00 AM	14	0	0	14
	1/27/2023 10:45:00 AM	15	0	2	17
	Hour	68	2	7	77
	1/27/2023 11:00:00 AM	23	0	0	23
	1/27/2023 11:15:00 AM	20	0	1	21
	1/27/2023 11:30:00 AM	24	0	1	25
	1/27/2023 11:45:00 AM	18	1	1	20
	Hour	85	1	3	89
	Grand Total	526	7	40	573
	Percentage	91.8%	1.2%	7.0%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	20	1	1	22
	1/27/2023 12:15:00 PM	34	1	0	35
	1/27/2023 12:30:00 PM	22	2	1	25
	1/27/2023 12:45:00 PM	30	0	0	30
	Hour	106	4	2	112
	1/27/2023 1:00:00 PM	23	1	0	24
	1/27/2023 1:15:00 PM	16	0	2	18
	1/27/2023 1:30:00 PM	23	0	2	25
	1/27/2023 1:45:00 PM	23	1	1	25
	Hour	85	2	5	92
	1/27/2023 2:00:00 PM	26	0	1	27
	1/27/2023 2:15:00 PM	26	0	0	26
	1/27/2023 2:30:00 PM	25	0	1	26
	1/27/2023 2:45:00 PM	25	1	1	27
	Hour	102	1	3	106
	1/27/2023 3:00:00 PM	16	1	2	19
	1/27/2023 3:15:00 PM	37	0	0	37
	1/27/2023 3:30:00 PM	22	1	1	24
	1/27/2023 3:45:00 PM	24	1	4	29
	Hour	99	3	7	109
	1/27/2023 4:00:00 PM	18	0	1	19
	1/27/2023 4:15:00 PM	23	0	0	23
	1/27/2023 4:30:00 PM	25	0	0	25
	1/27/2023 4:45:00 PM	24	1	0	25
	Hour	90	1	1	92
	1/27/2023 5:00:00 PM	23	0	0	23
	1/27/2023 5:15:00 PM	23	0	0	23
	1/27/2023 5:30:00 PM	24	1	0	25
	1/27/2023 5:45:00 PM	20	0	1	21
	Hour	90	1	1	92
	1/27/2023 6:00:00 PM	9	0	0	9
	1/27/2023 6:15:00 PM	17	0	0	17
	1/27/2023 6:30:00 PM	20	0	0	20
	1/27/2023 6:45:00 PM	17	0	0	17
	Hour	63	0	0	63
	1/27/2023 7:00:00 PM	13	0	0	13
	1/27/2023 7:15:00 PM	9	0	0	9
	1/27/2023 7:30:00 PM	6	0	0	6
	1/27/2023 7:45:00 PM	5	0	0	5
	Hour	33	0	0	33
	1/27/2023 8:00:00 PM	6	0	0	6
	1/27/2023 8:15:00 PM	6	0	0	6
	1/27/2023 8:30:00 PM	4	0	0	4
	1/27/2023 8:45:00 PM	3	1	0	4
	Hour	19	1	0	20
	1/27/2023 9:00:00 PM	2	0	0	2
	1/27/2023 9:15:00 PM	8	0	0	8
	1/27/2023 9:30:00 PM	8	0	0	8
	1/27/2023 9:45:00 PM	5	0	0	5
	Hour	23	0	0	23
	1/27/2023 10:00:00 PM	8	0	0	8
	1/27/2023 10:15:00 PM	3	0	0	3
	1/27/2023 10:30:00 PM	7	0	0	7
	1/27/2023 10:45:00 PM	1	0	0	1
	Hour	19	0	0	19
	1/27/2023 11:00:00 PM	9	0	0	9
	1/27/2023 11:15:00 PM	3	0	0	3
	1/27/2023 11:30:00 PM	5	0	0	5
	1/27/2023 11:45:00 PM	0	0	0	0
	Hour	17	0	0	17
	Grand Total	746	13	19	778
	Percentage	95.9%	1.7%	2.4%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	2	0	0	2
	1/28/2023 12:15:00 AM	1	0	0	1
	1/28/2023 12:30:00 AM	2	0	1	3
	1/28/2023 12:45:00 AM	1	0	0	1
	Hour	6	0	1	7
	1/28/2023 1:00:00 AM	1	0	0	1
	1/28/2023 1:15:00 AM	5	0	0	5
	1/28/2023 1:30:00 AM	1	0	0	1
	1/28/2023 1:45:00 AM	0	0	0	0
	Hour	7	0	0	7
	1/28/2023 2:00:00 AM	1	0	0	1
	1/28/2023 2:15:00 AM	2	0	0	2
	1/28/2023 2:30:00 AM	2	0	0	2
	1/28/2023 2:45:00 AM	2	0	0	2
	Hour	7	0	0	7
	1/28/2023 3:00:00 AM	1	0	0	1
	1/28/2023 3:15:00 AM	1	0	0	1
	1/28/2023 3:30:00 AM	0	0	0	0
	1/28/2023 3:45:00 AM	1	0	0	1
	Hour	3	0	0	3
	1/28/2023 4:00:00 AM	4	0	0	4
	1/28/2023 4:15:00 AM	2	0	0	2
	1/28/2023 4:30:00 AM	8	0	0	8
	1/28/2023 4:45:00 AM	2	0	0	2
	Hour	16	0	0	16
	1/28/2023 5:00:00 AM	7	0	0	7
	1/28/2023 5:15:00 AM	5	0	0	5
	1/28/2023 5:30:00 AM	6	0	0	6
	1/28/2023 5:45:00 AM	7	0	0	7
	Hour	25	0	0	25
	1/28/2023 6:00:00 AM	5	0	0	5
	1/28/2023 6:15:00 AM	4	0	1	5
	1/28/2023 6:30:00 AM	4	0	0	4
	1/28/2023 6:45:00 AM	7	0	0	7
	Hour	20	0	1	21
	1/28/2023 7:00:00 AM	10	1	0	11
	1/28/2023 7:15:00 AM	8	0	2	10
	1/28/2023 7:30:00 AM	9	0	0	9
	1/28/2023 7:45:00 AM	7	0	0	7
	Hour	34	1	2	37
	1/28/2023 8:00:00 AM	14	0	1	15
	1/28/2023 8:15:00 AM	8	0	0	8
	1/28/2023 8:30:00 AM	22	0	1	23
	1/28/2023 8:45:00 AM	21	0	0	21
	Hour	65	0	2	67
	1/28/2023 9:00:00 AM	23	0	1	24
	1/28/2023 9:15:00 AM	27	0	0	27
	1/28/2023 9:30:00 AM	30	0	0	30
	1/28/2023 9:45:00 AM	19	1	0	20
	Hour	99	1	1	101
	1/28/2023 10:00:00 AM	12	0	0	12
	1/28/2023 10:15:00 AM	27	0	1	28
	1/28/2023 10:30:00 AM	24	0	0	24
	1/28/2023 10:45:00 AM	35	0	1	36
	Hour	98	0	2	100
	1/28/2023 11:00:00 AM	35	0	0	35
	1/28/2023 11:15:00 AM	25	0	0	25
	1/28/2023 11:30:00 AM	34	0	0	34
	1/28/2023 11:45:00 AM	27	0	0	27
	Hour	121	0	0	121
	Grand Total	501	2	9	512
	Percentage	97.9%	0.4%	1.8%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	29	0	0	29
	1/28/2023 12:15:00 PM	30	0	1	31
	1/28/2023 12:30:00 PM	22	0	0	22
	1/28/2023 12:45:00 PM	30	0	1	31
	Hour	111	0	2	113
	1/28/2023 1:00:00 PM	23	0	0	23
	1/28/2023 1:15:00 PM	24	0	0	24
	1/28/2023 1:30:00 PM	22	0	0	22
	1/28/2023 1:45:00 PM	21	0	0	21
	Hour	90	0	0	90
	1/28/2023 2:00:00 PM	18	0	0	18
	1/28/2023 2:15:00 PM	16	0	1	17
	1/28/2023 2:30:00 PM	27	0	0	27
	1/28/2023 2:45:00 PM	30	0	0	30
	Hour	91	0	1	92
	1/28/2023 3:00:00 PM	22	0	0	22
	1/28/2023 3:15:00 PM	18	0	0	18
	1/28/2023 3:30:00 PM	25	0	0	25
	1/28/2023 3:45:00 PM	16	0	0	16
	Hour	81	0	0	81
	1/28/2023 4:00:00 PM	22	0	0	22
	1/28/2023 4:15:00 PM	19	0	0	19
	1/28/2023 4:30:00 PM	14	0	0	14
	1/28/2023 4:45:00 PM	21	0	0	21
	Hour	76	0	0	76
	1/28/2023 5:00:00 PM	21	0	0	21
	1/28/2023 5:15:00 PM	26	0	1	27
	1/28/2023 5:30:00 PM	21	0	0	21
	1/28/2023 5:45:00 PM	24	0	0	24
	Hour	92	0	1	93
	1/28/2023 6:00:00 PM	14	0	0	14
	1/28/2023 6:15:00 PM	19	0	0	19
	1/28/2023 6:30:00 PM	14	0	0	14
	1/28/2023 6:45:00 PM	10	0	0	10
	Hour	57	0	0	57
	1/28/2023 7:00:00 PM	9	0	0	9
	1/28/2023 7:15:00 PM	7	0	1	8
	1/28/2023 7:30:00 PM	11	0	0	11
	1/28/2023 7:45:00 PM	9	0	1	10
	Hour	36	0	2	38
	1/28/2023 8:00:00 PM	8	0	0	8
	1/28/2023 8:15:00 PM	15	0	0	15
	1/28/2023 8:30:00 PM	11	0	0	11
	1/28/2023 8:45:00 PM	8	0	0	8
	Hour	42	0	0	42
	1/28/2023 9:00:00 PM	6	0	0	6
	1/28/2023 9:15:00 PM	6	1	0	7
	1/28/2023 9:30:00 PM	3	0	0	3
	1/28/2023 9:45:00 PM	2	0	0	2
	Hour	17	1	0	18
	1/28/2023 10:00:00 PM	1	0	0	1
	1/28/2023 10:15:00 PM	4	0	0	4
	1/28/2023 10:30:00 PM	4	0	0	4
	1/28/2023 10:45:00 PM	1	0	0	1
	Hour	10	0	0	10
	1/28/2023 11:00:00 PM	6	0	0	6
	1/28/2023 11:15:00 PM	3	0	0	3
	1/28/2023 11:30:00 PM	2	0	0	2
	1/28/2023 11:45:00 PM	5	0	0	5
	Hour	16	0	0	16
	Grand Total	719	1	6	726
	Percentage	99.0%	0.1%	0.8%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	3	0	0	3
	1/29/2023 12:15:00 AM	1	0	0	1
	1/29/2023 12:30:00 AM	0	0	0	0
	1/29/2023 12:45:00 AM	4	0	0	4
	Hour	8	0	0	8
	1/29/2023 1:00:00 AM	1	0	0	1
	1/29/2023 1:15:00 AM	1	0	1	2
	1/29/2023 1:30:00 AM	0	0	0	0
	1/29/2023 1:45:00 AM	1	0	0	1
	Hour	3	0	1	4
	1/29/2023 2:00:00 AM	0	0	0	0
	1/29/2023 2:15:00 AM	2	0	0	2
	1/29/2023 2:30:00 AM	0	0	0	0
	1/29/2023 2:45:00 AM	1	0	0	1
	Hour	3	0	0	3
	1/29/2023 3:00:00 AM	0	0	0	0
	1/29/2023 3:15:00 AM	0	0	0	0
	1/29/2023 3:30:00 AM	2	0	0	2
	1/29/2023 3:45:00 AM	2	0	0	2
	Hour	4	0	0	4
	1/29/2023 4:00:00 AM	0	0	0	0
	1/29/2023 4:15:00 AM	0	0	0	0
	1/29/2023 4:30:00 AM	2	0	1	3
	1/29/2023 4:45:00 AM	1	0	0	1
	Hour	3	0	1	4
	1/29/2023 5:00:00 AM	3	0	0	3
	1/29/2023 5:15:00 AM	4	0	0	4
	1/29/2023 5:30:00 AM	8	0	0	8
	1/29/2023 5:45:00 AM	2	0	0	2
	Hour	17	0	0	17
	1/29/2023 6:00:00 AM	3	0	0	3
	1/29/2023 6:15:00 AM	3	0	0	3
	1/29/2023 6:30:00 AM	3	0	1	4
	1/29/2023 6:45:00 AM	3	0	0	3
	Hour	12	0	1	13
	1/29/2023 7:00:00 AM	4	0	0	4
	1/29/2023 7:15:00 AM	4	0	0	4
	1/29/2023 7:30:00 AM	7	0	0	7
	1/29/2023 7:45:00 AM	8	0	0	8
	Hour	23	0	0	23
	1/29/2023 8:00:00 AM	8	0	0	8
	1/29/2023 8:15:00 AM	6	0	0	6
	1/29/2023 8:30:00 AM	7	0	0	7
	1/29/2023 8:45:00 AM	17	0	0	17
	Hour	38	0	0	38
	1/29/2023 9:00:00 AM	8	0	0	8
	1/29/2023 9:15:00 AM	9	0	0	9
	1/29/2023 9:30:00 AM	18	0	0	18
	1/29/2023 9:45:00 AM	16	0	0	16
	Hour	51	0	0	51
	1/29/2023 10:00:00 AM	14	0	1	15
	1/29/2023 10:15:00 AM	19	0	0	19
	1/29/2023 10:30:00 AM	13	1	0	14
	1/29/2023 10:45:00 AM	16	0	0	16
	Hour	62	1	1	64
	1/29/2023 11:00:00 AM	18	0	0	18
	1/29/2023 11:15:00 AM	16	0	0	16
	1/29/2023 11:30:00 AM	24	0	0	24
	1/29/2023 11:45:00 AM	20	0	0	20
	Hour	78	0	0	78
	Grand Total	302	1	4	307
	Percentage	98.4%	0.3%	1.3%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	19	0	0	19
	1/29/2023 12:15:00 PM	27	0	0	27
	1/29/2023 12:30:00 PM	24	0	1	25
	1/29/2023 12:45:00 PM	19	0	0	19
	Hour	89	0	1	90
	1/29/2023 1:00:00 PM	16	0	0	16
	1/29/2023 1:15:00 PM	16	0	0	16
	1/29/2023 1:30:00 PM	23	1	0	24
	1/29/2023 1:45:00 PM	16	0	1	17
	Hour	71	1	1	73
	1/29/2023 2:00:00 PM	18	0	1	19
	1/29/2023 2:15:00 PM	15	0	0	15
	1/29/2023 2:30:00 PM	30	0	1	31
	1/29/2023 2:45:00 PM	19	0	1	20
	Hour	82	0	3	85
	1/29/2023 3:00:00 PM	20	0	0	20
	1/29/2023 3:15:00 PM	21	0	0	21
	1/29/2023 3:30:00 PM	17	0	0	17
	1/29/2023 3:45:00 PM	18	0	0	18
	Hour	76	0	0	76
	1/29/2023 4:00:00 PM	12	0	0	12
	1/29/2023 4:15:00 PM	16	0	0	16
	1/29/2023 4:30:00 PM	22	0	0	22
	1/29/2023 4:45:00 PM	21	0	1	22
	Hour	71	0	1	72
	1/29/2023 5:00:00 PM	14	0	0	14
	1/29/2023 5:15:00 PM	17	0	0	17
	1/29/2023 5:30:00 PM	18	0	1	19
	1/29/2023 5:45:00 PM	15	0	0	15
	Hour	64	0	1	65
	1/29/2023 6:00:00 PM	7	0	0	7
	1/29/2023 6:15:00 PM	11	0	0	11
	1/29/2023 6:30:00 PM	11	0	0	11
	1/29/2023 6:45:00 PM	9	0	0	9
	Hour	38	0	0	38
	1/29/2023 7:00:00 PM	12	0	0	12
	1/29/2023 7:15:00 PM	13	0	0	13
	1/29/2023 7:30:00 PM	7	0	0	7
	1/29/2023 7:45:00 PM	4	0	0	4
	Hour	36	0	0	36
	1/29/2023 8:00:00 PM	5	0	0	5
	1/29/2023 8:15:00 PM	2	1	0	3
	1/29/2023 8:30:00 PM	6	0	0	6
	1/29/2023 8:45:00 PM	3	0	0	3
	Hour	16	1	0	17
	1/29/2023 9:00:00 PM	10	0	0	10
	1/29/2023 9:15:00 PM	5	0	0	5
	1/29/2023 9:30:00 PM	5	0	0	5
	1/29/2023 9:45:00 PM	5	0	0	5
	Hour	25	0	0	25
	1/29/2023 10:00:00 PM	3	0	0	3
	1/29/2023 10:15:00 PM	4	0	1	5
	1/29/2023 10:30:00 PM	2	0	0	2
	1/29/2023 10:45:00 PM	2	0	0	2
	Hour	11	0	1	12
	1/29/2023 11:00:00 PM	3	0	0	3
	1/29/2023 11:15:00 PM	1	0	1	2
	1/29/2023 11:30:00 PM	2	1	0	3
	1/29/2023 11:45:00 PM	0	0	0	0
	Hour	6	1	1	8
	Grand Total	585	3	9	597
	Percentage	98.0%	0.5%	1.5%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	3	0	0	3
	1/30/2023 12:15:00 AM	2	0	0	2
	1/30/2023 12:30:00 AM	2	0	0	2
	1/30/2023 12:45:00 AM	0	0	1	1
	Hour	7	0	1	8
	1/30/2023 1:00:00 AM	0	0	0	0
	1/30/2023 1:15:00 AM	0	1	0	1
	1/30/2023 1:30:00 AM	1	0	0	1
	1/30/2023 1:45:00 AM	1	0	0	1
	Hour	2	1	0	3
	1/30/2023 2:00:00 AM	2	0	0	2
	1/30/2023 2:15:00 AM	1	0	0	1
	1/30/2023 2:30:00 AM	0	0	0	0
	1/30/2023 2:45:00 AM	1	0	0	1
	Hour	4	0	0	4
	1/30/2023 3:00:00 AM	0	0	0	0
	1/30/2023 3:15:00 AM	1	0	1	2
	1/30/2023 3:30:00 AM	5	0	0	5
	1/30/2023 3:45:00 AM	3	0	0	3
	Hour	9	0	1	10
	1/30/2023 4:00:00 AM	4	0	1	5
	1/30/2023 4:15:00 AM	5	0	1	6
	1/30/2023 4:30:00 AM	6	0	3	9
	1/30/2023 4:45:00 AM	9	0	1	10
	Hour	24	0	6	30
	1/30/2023 5:00:00 AM	12	1	1	14
	1/30/2023 5:15:00 AM	6	0	0	6
	1/30/2023 5:30:00 AM	10	0	1	11
	1/30/2023 5:45:00 AM	5	1	0	6
	Hour	33	2	2	37
	1/30/2023 6:00:00 AM	5	0	0	5
	1/30/2023 6:15:00 AM	11	0	0	11
	1/30/2023 6:30:00 AM	18	0	0	18
	1/30/2023 6:45:00 AM	9	0	1	10
	Hour	43	0	1	44
	1/30/2023 7:00:00 AM	15	1	1	17
	1/30/2023 7:15:00 AM	12	1	1	14
	1/30/2023 7:30:00 AM	22	0	0	22
	1/30/2023 7:45:00 AM	22	1	0	23
	Hour	71	3	2	76
	1/30/2023 8:00:00 AM	19	0	1	20
	1/30/2023 8:15:00 AM	22	0	1	23
	1/30/2023 8:30:00 AM	22	0	3	25
	1/30/2023 8:45:00 AM	10	0	0	10
	Hour	73	0	5	78
	1/30/2023 9:00:00 AM	17	1	3	21
	1/30/2023 9:15:00 AM	13	0	1	14
	1/30/2023 9:30:00 AM	16	0	1	17
	1/30/2023 9:45:00 AM	10	0	2	12
	Hour	56	1	7	64
	1/30/2023 10:00:00 AM	9	1	3	13
	1/30/2023 10:15:00 AM	19	1	2	22
	1/30/2023 10:30:00 AM	11	0	4	15
	1/30/2023 10:45:00 AM	20	1	2	23
	Hour	59	3	11	73
	1/30/2023 11:00:00 AM	16	0	0	16
	1/30/2023 11:15:00 AM	14	0	0	14
	1/30/2023 11:30:00 AM	21	0	0	21
	1/30/2023 11:45:00 AM	15	1	2	18
	Hour	66	1	2	69
	Grand Total	447	11	38	496
	Percentage	90.1%	2.2%	7.7%	



All Traffic Data Services

3 - US 301 W.O I-95 SB RAMPS

WB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	18	3	1	22
	1/30/2023 12:15:00 PM	7	1	0	8
	1/30/2023 12:30:00 PM	17	1	2	20
	1/30/2023 12:45:00 PM	11	0	2	13
	Hour	53	5	5	63
	1/30/2023 1:00:00 PM	16	0	1	17
	1/30/2023 1:15:00 PM	12	0	1	13
	1/30/2023 1:30:00 PM	11	0	2	13
	1/30/2023 1:45:00 PM	20	0	1	21
	Hour	59	0	5	64
	1/30/2023 2:00:00 PM	9	0	0	9
	1/30/2023 2:15:00 PM	18	1	1	20
	1/30/2023 2:30:00 PM	14	0	1	15
	1/30/2023 2:45:00 PM	12	1	0	13
	Hour	53	2	2	57
	1/30/2023 3:00:00 PM	18	0	2	20
	1/30/2023 3:15:00 PM	9	0	3	12
	1/30/2023 3:30:00 PM	20	0	0	20
	1/30/2023 3:45:00 PM	19	1	1	21
	Hour	66	1	6	73
	1/30/2023 4:00:00 PM	17	0	0	17
	1/30/2023 4:15:00 PM	12	0	1	13
	1/30/2023 4:30:00 PM	21	1	1	23
	1/30/2023 4:45:00 PM	21	0	0	21
	Hour	71	1	2	74
	1/30/2023 5:00:00 PM	26	1	0	27
	1/30/2023 5:15:00 PM	26	0	1	27
	1/30/2023 5:30:00 PM	12	0	0	12
	1/30/2023 5:45:00 PM	21	0	0	21
	Hour	85	1	1	87
	1/30/2023 6:00:00 PM	11	0	0	11
	1/30/2023 6:15:00 PM	11	0	0	11
	1/30/2023 6:30:00 PM	7	0	0	7
	1/30/2023 6:45:00 PM	12	0	0	12
	Hour	41	0	0	41
	1/30/2023 7:00:00 PM	13	0	0	13
	1/30/2023 7:15:00 PM	12	0	0	12
	1/30/2023 7:30:00 PM	4	0	1	5
	1/30/2023 7:45:00 PM	0	0	0	0
	Hour	29	0	1	30
	1/30/2023 8:00:00 PM	1	0	0	1
	1/30/2023 8:15:00 PM	2	0	0	2
	1/30/2023 8:30:00 PM	1	0	0	1
	1/30/2023 8:45:00 PM	6	0	0	6
	Hour	10	0	0	10
	1/30/2023 9:00:00 PM	2	0	0	2
	1/30/2023 9:15:00 PM	7	0	1	8
	1/30/2023 9:30:00 PM	8	0	0	8
	1/30/2023 9:45:00 PM	3	0	0	3
	Hour	20	0	1	21
	1/30/2023 10:00:00 PM	2	0	0	2
	1/30/2023 10:15:00 PM	8	0	1	9
	1/30/2023 10:30:00 PM	3	0	0	3
	1/30/2023 10:45:00 PM	1	0	1	2
	Hour	14	0	2	16
	1/30/2023 11:00:00 PM	2	0	0	2
	1/30/2023 11:15:00 PM	1	0	0	1
	1/30/2023 11:30:00 PM	1	0	1	2
	1/30/2023 11:45:00 PM	2	0	0	2
	Hour	6	0	1	7
	Grand Total	507	10	26	543
	Percentage	93.4%	1.8%	4.8%	
	Total	7,194	134	339	7,667
	Percentage	93.8%	1.7%	4.4%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	0	1	0	1
	1/24/2023 12:15:00 AM	1	0	0	1
	1/24/2023 12:30:00 AM	1	0	0	1
	1/24/2023 12:45:00 AM	3	1	0	4
	Hour	5	2	0	7
	1/24/2023 1:00:00 AM	2	0	3	5
	1/24/2023 1:15:00 AM	2	0	1	3
	1/24/2023 1:30:00 AM	3	0	4	7
	1/24/2023 1:45:00 AM	1	0	3	4
	Hour	8	0	11	19
	1/24/2023 2:00:00 AM	4	0	1	5
	1/24/2023 2:15:00 AM	3	0	0	3
	1/24/2023 2:30:00 AM	1	0	0	1
	1/24/2023 2:45:00 AM	0	0	1	1
	Hour	8	0	2	10
	1/24/2023 3:00:00 AM	2	0	0	2
	1/24/2023 3:15:00 AM	1	0	2	3
	1/24/2023 3:30:00 AM	0	0	0	0
	1/24/2023 3:45:00 AM	2	0	1	3
	Hour	5	0	3	8
	1/24/2023 4:00:00 AM	1	0	0	1
	1/24/2023 4:15:00 AM	3	0	3	6
	1/24/2023 4:30:00 AM	4	0	3	7
	1/24/2023 4:45:00 AM	3	0	0	3
	Hour	11	0	6	17
	1/24/2023 5:00:00 AM	0	0	1	1
	1/24/2023 5:15:00 AM	2	0	1	3
	1/24/2023 5:30:00 AM	3	0	2	5
	1/24/2023 5:45:00 AM	2	0	2	4
	Hour	7	0	6	13
	1/24/2023 6:00:00 AM	2	0	3	5
	1/24/2023 6:15:00 AM	2	0	3	5
	1/24/2023 6:30:00 AM	7	0	5	12
	1/24/2023 6:45:00 AM	6	0	3	9
	Hour	17	0	14	31
	1/24/2023 7:00:00 AM	1	0	1	2
	1/24/2023 7:15:00 AM	3	1	5	9
	1/24/2023 7:30:00 AM	6	0	1	7
	1/24/2023 7:45:00 AM	5	0	1	6
	Hour	15	1	8	24
	1/24/2023 8:00:00 AM	7	0	7	14
	1/24/2023 8:15:00 AM	8	0	2	10
	1/24/2023 8:30:00 AM	6	1	1	8
	1/24/2023 8:45:00 AM	4	0	3	7
	Hour	25	1	13	39
	1/24/2023 9:00:00 AM	5	0	0	5
	1/24/2023 9:15:00 AM	3	0	7	10
	1/24/2023 9:30:00 AM	7	1	1	9
	1/24/2023 9:45:00 AM	15	1	3	19
	Hour	30	2	11	43
	1/24/2023 10:00:00 AM	5	0	1	6
	1/24/2023 10:15:00 AM	12	2	4	18
	1/24/2023 10:30:00 AM	12	0	2	14
	1/24/2023 10:45:00 AM	13	1	3	17
	Hour	42	3	10	55
	1/24/2023 11:00:00 AM	9	0	6	15
	1/24/2023 11:15:00 AM	16	1	2	19
	1/24/2023 11:30:00 AM	5	0	5	10
	1/24/2023 11:45:00 AM	8	0	3	11
	Hour	38	1	16	55
	Grand Total	211	10	100	321
	Percentage	65.7%	3.1%	31.2%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	16	2	1	19
	1/24/2023 12:15:00 PM	11	1	6	18
	1/24/2023 12:30:00 PM	20	2	4	26
	1/24/2023 12:45:00 PM	11	0	4	15
	Hour	58	5	15	78
	1/24/2023 1:00:00 PM	13	0	2	15
	1/24/2023 1:15:00 PM	17	0	3	20
	1/24/2023 1:30:00 PM	17	0	7	24
	1/24/2023 1:45:00 PM	8	0	2	10
	Hour	55	0	14	69
	1/24/2023 2:00:00 PM	15	1	6	22
	1/24/2023 2:15:00 PM	11	1	3	15
	1/24/2023 2:30:00 PM	13	0	3	16
	1/24/2023 2:45:00 PM	10	1	5	16
	Hour	49	3	17	69
	1/24/2023 3:00:00 PM	9	0	1	10
	1/24/2023 3:15:00 PM	6	1	3	10
	1/24/2023 3:30:00 PM	11	0	3	14
	1/24/2023 3:45:00 PM	13	0	3	16
	Hour	39	1	10	50
	1/24/2023 4:00:00 PM	8	0	1	9
	1/24/2023 4:15:00 PM	8	0	4	12
	1/24/2023 4:30:00 PM	6	0	4	10
	1/24/2023 4:45:00 PM	12	0	1	13
	Hour	34	0	10	44
	1/24/2023 5:00:00 PM	10	0	4	14
	1/24/2023 5:15:00 PM	8	0	4	12
	1/24/2023 5:30:00 PM	6	0	1	7
	1/24/2023 5:45:00 PM	8	0	5	13
	Hour	32	0	14	46
	1/24/2023 6:00:00 PM	9	0	1	10
	1/24/2023 6:15:00 PM	7	1	2	10
	1/24/2023 6:30:00 PM	8	0	2	10
	1/24/2023 6:45:00 PM	7	0	4	11
	Hour	31	1	9	41
	1/24/2023 7:00:00 PM	1	1	1	3
	1/24/2023 7:15:00 PM	2	0	2	4
	1/24/2023 7:30:00 PM	3	0	0	3
	1/24/2023 7:45:00 PM	3	2	2	7
	Hour	9	3	5	17
	1/24/2023 8:00:00 PM	4	0	1	5
	1/24/2023 8:15:00 PM	6	1	0	7
	1/24/2023 8:30:00 PM	5	0	1	6
	1/24/2023 8:45:00 PM	4	0	1	5
	Hour	19	1	3	23
	1/24/2023 9:00:00 PM	2	1	4	7
	1/24/2023 9:15:00 PM	2	0	1	3
	1/24/2023 9:30:00 PM	0	0	2	2
	1/24/2023 9:45:00 PM	2	0	1	3
	Hour	6	1	8	15
	1/24/2023 10:00:00 PM	1	1	0	2
	1/24/2023 10:15:00 PM	1	0	0	1
	1/24/2023 10:30:00 PM	4	0	1	5
	1/24/2023 10:45:00 PM	1	0	2	3
	Hour	7	1	3	11
	1/24/2023 11:00:00 PM	2	0	0	2
	1/24/2023 11:15:00 PM	0	0	3	3
	1/24/2023 11:30:00 PM	1	0	1	2
	1/24/2023 11:45:00 PM	0	1	0	1
	Hour	3	1	4	8
	Grand Total	342	17	112	471
	Percentage	72.6%	3.6%	23.8%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	1	0	1	2
	1/25/2023 12:15:00 AM	1	0	1	2
	1/25/2023 12:30:00 AM	2	0	2	4
	1/25/2023 12:45:00 AM	1	0	1	2
	Hour	5	0	5	10
	1/25/2023 1:00:00 AM	3	0	1	4
	1/25/2023 1:15:00 AM	4	0	0	4
	1/25/2023 1:30:00 AM	0	0	2	2
	1/25/2023 1:45:00 AM	0	0	0	0
	Hour	7	0	3	10
	1/25/2023 2:00:00 AM	2	0	1	3
	1/25/2023 2:15:00 AM	1	0	2	3
	1/25/2023 2:30:00 AM	0	0	0	0
	1/25/2023 2:45:00 AM	4	0	2	6
	Hour	7	0	5	12
	1/25/2023 3:00:00 AM	1	0	1	2
	1/25/2023 3:15:00 AM	2	0	4	6
	1/25/2023 3:30:00 AM	0	0	0	0
	1/25/2023 3:45:00 AM	2	0	0	2
	Hour	5	0	5	10
	1/25/2023 4:00:00 AM	1	0	2	3
	1/25/2023 4:15:00 AM	1	0	2	3
	1/25/2023 4:30:00 AM	2	0	3	5
	1/25/2023 4:45:00 AM	1	0	0	1
	Hour	5	0	7	12
	1/25/2023 5:00:00 AM	1	0	1	2
	1/25/2023 5:15:00 AM	0	1	1	2
	1/25/2023 5:30:00 AM	0	0	0	0
	1/25/2023 5:45:00 AM	1	0	3	4
	Hour	2	1	5	8
	1/25/2023 6:00:00 AM	1	0	3	4
	1/25/2023 6:15:00 AM	2	0	1	3
	1/25/2023 6:30:00 AM	3	0	3	6
	1/25/2023 6:45:00 AM	2	0	2	4
	Hour	8	0	9	17
	1/25/2023 7:00:00 AM	4	0	1	5
	1/25/2023 7:15:00 AM	4	0	3	7
	1/25/2023 7:30:00 AM	4	0	4	8
	1/25/2023 7:45:00 AM	2	0	0	2
	Hour	14	0	8	22
	1/25/2023 8:00:00 AM	4	0	4	8
	1/25/2023 8:15:00 AM	5	1	2	8
	1/25/2023 8:30:00 AM	6	0	2	8
	1/25/2023 8:45:00 AM	4	0	4	8
	Hour	19	1	12	32
	1/25/2023 9:00:00 AM	3	0	2	5
	1/25/2023 9:15:00 AM	7	0	4	11
	1/25/2023 9:30:00 AM	7	0	9	16
	1/25/2023 9:45:00 AM	9	1	3	13
	Hour	26	1	18	45
	1/25/2023 10:00:00 AM	11	0	7	18
	1/25/2023 10:15:00 AM	8	0	1	9
	1/25/2023 10:30:00 AM	10	0	3	13
	1/25/2023 10:45:00 AM	9	0	0	9
	Hour	38	0	11	49
	1/25/2023 11:00:00 AM	5	1	2	8
	1/25/2023 11:15:00 AM	8	1	3	12
	1/25/2023 11:30:00 AM	7	1	3	11
	1/25/2023 11:45:00 AM	11	0	4	15
	Hour	31	3	12	46
	Grand Total	167	6	100	273
	Percentage	61.2%	2.2%	36.6%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	12	0	4	16
	1/25/2023 12:15:00 PM	7	2	1	10
	1/25/2023 12:30:00 PM	12	0	6	18
	1/25/2023 12:45:00 PM	10	0	4	14
	Hour	41	2	15	58
	1/25/2023 1:00:00 PM	15	0	4	19
	1/25/2023 1:15:00 PM	12	1	2	15
	1/25/2023 1:30:00 PM	13	1	5	19
	1/25/2023 1:45:00 PM	13	0	4	17
	Hour	53	2	15	70
	1/25/2023 2:00:00 PM	6	0	3	9
	1/25/2023 2:15:00 PM	11	0	3	14
	1/25/2023 2:30:00 PM	12	0	4	16
	1/25/2023 2:45:00 PM	7	1	4	12
	Hour	36	1	14	51
	1/25/2023 3:00:00 PM	12	0	6	18
	1/25/2023 3:15:00 PM	9	0	2	11
	1/25/2023 3:30:00 PM	7	0	3	10
	1/25/2023 3:45:00 PM	10	1	1	12
	Hour	38	1	12	51
	1/25/2023 4:00:00 PM	6	0	8	14
	1/25/2023 4:15:00 PM	8	1	3	12
	1/25/2023 4:30:00 PM	7	1	3	11
	1/25/2023 4:45:00 PM	1	0	3	4
	Hour	22	2	17	41
	1/25/2023 5:00:00 PM	5	1	3	9
	1/25/2023 5:15:00 PM	4	0	1	5
	1/25/2023 5:30:00 PM	8	1	6	15
	1/25/2023 5:45:00 PM	6	0	3	9
	Hour	23	2	13	38
	1/25/2023 6:00:00 PM	4	0	3	7
	1/25/2023 6:15:00 PM	4	0	1	5
	1/25/2023 6:30:00 PM	2	0	3	5
	1/25/2023 6:45:00 PM	3	1	1	5
	Hour	13	1	8	22
	1/25/2023 7:00:00 PM	5	0	4	9
	1/25/2023 7:15:00 PM	1	0	1	2
	1/25/2023 7:30:00 PM	3	0	1	4
	1/25/2023 7:45:00 PM	1	0	2	3
	Hour	10	0	8	18
	1/25/2023 8:00:00 PM	3	1	0	4
	1/25/2023 8:15:00 PM	3	0	0	3
	1/25/2023 8:30:00 PM	5	0	1	6
	1/25/2023 8:45:00 PM	1	0	1	2
	Hour	12	1	2	15
	1/25/2023 9:00:00 PM	2	0	2	4
	1/25/2023 9:15:00 PM	4	0	2	6
	1/25/2023 9:30:00 PM	1	0	1	2
	1/25/2023 9:45:00 PM	0	0	1	1
	Hour	7	0	6	13
	1/25/2023 10:00:00 PM	2	0	1	3
	1/25/2023 10:15:00 PM	1	0	1	2
	1/25/2023 10:30:00 PM	2	0	0	2
	1/25/2023 10:45:00 PM	3	0	3	6
	Hour	8	0	5	13
	1/25/2023 11:00:00 PM	0	0	1	1
	1/25/2023 11:15:00 PM	1	0	1	2
	1/25/2023 11:30:00 PM	2	0	1	3
	1/25/2023 11:45:00 PM	2	0	2	4
	Hour	5	0	5	10
	Grand Total	268	12	120	400
	Percentage	67.0%	3.0%	30.0%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	0	0	3	3
	1/26/2023 12:15:00 AM	1	1	1	3
	1/26/2023 12:30:00 AM	2	0	1	3
	1/26/2023 12:45:00 AM	2	0	0	2
	Hour	5	1	5	11
	1/26/2023 1:00:00 AM	1	0	1	2
	1/26/2023 1:15:00 AM	0	0	2	2
	1/26/2023 1:30:00 AM	1	0	0	1
	1/26/2023 1:45:00 AM	1	0	1	2
	Hour	3	0	4	7
	1/26/2023 2:00:00 AM	0	0	1	1
	1/26/2023 2:15:00 AM	1	0	1	2
	1/26/2023 2:30:00 AM	4	0	1	5
	1/26/2023 2:45:00 AM	2	0	0	2
	Hour	7	0	3	10
	1/26/2023 3:00:00 AM	0	0	1	1
	1/26/2023 3:15:00 AM	1	0	0	1
	1/26/2023 3:30:00 AM	1	0	0	1
	1/26/2023 3:45:00 AM	5	0	0	5
	Hour	7	0	1	8
	1/26/2023 4:00:00 AM	0	0	1	1
	1/26/2023 4:15:00 AM	4	0	1	5
	1/26/2023 4:30:00 AM	5	1	1	7
	1/26/2023 4:45:00 AM	5	0	1	6
	Hour	14	1	4	19
	1/26/2023 5:00:00 AM	6	0	2	8
	1/26/2023 5:15:00 AM	2	0	0	2
	1/26/2023 5:30:00 AM	3	1	2	6
	1/26/2023 5:45:00 AM	2	0	0	2
	Hour	13	1	4	18
	1/26/2023 6:00:00 AM	3	0	1	4
	1/26/2023 6:15:00 AM	1	0	4	5
	1/26/2023 6:30:00 AM	2	1	3	6
	1/26/2023 6:45:00 AM	9	0	4	13
	Hour	15	1	12	28
	1/26/2023 7:00:00 AM	6	0	3	9
	1/26/2023 7:15:00 AM	4	0	5	9
	1/26/2023 7:30:00 AM	4	0	2	6
	1/26/2023 7:45:00 AM	3	0	4	7
	Hour	17	0	14	31
	1/26/2023 8:00:00 AM	8	1	5	14
	1/26/2023 8:15:00 AM	6	0	0	6
	1/26/2023 8:30:00 AM	11	0	3	14
	1/26/2023 8:45:00 AM	11	0	5	16
	Hour	36	1	13	50
	1/26/2023 9:00:00 AM	10	0	2	12
	1/26/2023 9:15:00 AM	6	0	2	8
	1/26/2023 9:30:00 AM	9	1	6	16
	1/26/2023 9:45:00 AM	10	0	3	13
	Hour	35	1	13	49
	1/26/2023 10:00:00 AM	14	1	8	23
	1/26/2023 10:15:00 AM	10	0	1	11
	1/26/2023 10:30:00 AM	14	0	1	15
	1/26/2023 10:45:00 AM	13	0	3	16
	Hour	51	1	13	65
	1/26/2023 11:00:00 AM	10	0	1	11
	1/26/2023 11:15:00 AM	12	0	4	16
	1/26/2023 11:30:00 AM	18	1	3	22
	1/26/2023 11:45:00 AM	19	1	1	21
	Hour	59	2	9	70
	Grand Total	262	9	95	366
	Percentage	71.6%	2.5%	26.0%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	11	0	1	12
	1/26/2023 12:15:00 PM	13	0	1	14
	1/26/2023 12:30:00 PM	10	3	1	14
	1/26/2023 12:45:00 PM	25	2	4	31
	Hour	59	5	7	71
	1/26/2023 1:00:00 PM	6	0	1	7
	1/26/2023 1:15:00 PM	19	1	1	21
	1/26/2023 1:30:00 PM	11	1	1	13
	1/26/2023 1:45:00 PM	13	0	2	15
	Hour	49	2	5	56
	1/26/2023 2:00:00 PM	16	0	5	21
	1/26/2023 2:15:00 PM	15	1	3	19
	1/26/2023 2:30:00 PM	9	0	3	12
	1/26/2023 2:45:00 PM	14	0	4	18
	Hour	54	1	15	70
	1/26/2023 3:00:00 PM	12	0	5	17
	1/26/2023 3:15:00 PM	11	0	1	12
	1/26/2023 3:30:00 PM	8	0	1	9
	1/26/2023 3:45:00 PM	13	0	5	18
	Hour	44	0	12	56
	1/26/2023 4:00:00 PM	9	0	1	10
	1/26/2023 4:15:00 PM	8	0	2	10
	1/26/2023 4:30:00 PM	14	0	1	15
	1/26/2023 4:45:00 PM	7	0	6	13
	Hour	38	0	10	48
	1/26/2023 5:00:00 PM	9	0	1	10
	1/26/2023 5:15:00 PM	16	0	3	19
	1/26/2023 5:30:00 PM	12	0	2	14
	1/26/2023 5:45:00 PM	3	0	0	3
	Hour	40	0	6	46
	1/26/2023 6:00:00 PM	10	1	0	11
	1/26/2023 6:15:00 PM	5	0	2	7
	1/26/2023 6:30:00 PM	7	0	1	8
	1/26/2023 6:45:00 PM	10	0	1	11
	Hour	32	1	4	37
	1/26/2023 7:00:00 PM	3	0	2	5
	1/26/2023 7:15:00 PM	2	0	1	3
	1/26/2023 7:30:00 PM	2	0	1	3
	1/26/2023 7:45:00 PM	6	1	5	12
	Hour	13	1	9	23
	1/26/2023 8:00:00 PM	3	1	6	10
	1/26/2023 8:15:00 PM	0	0	1	1
	1/26/2023 8:30:00 PM	5	0	2	7
	1/26/2023 8:45:00 PM	0	0	1	1
	Hour	8	1	10	19
	1/26/2023 9:00:00 PM	3	0	0	3
	1/26/2023 9:15:00 PM	6	0	1	7
	1/26/2023 9:30:00 PM	2	0	0	2
	1/26/2023 9:45:00 PM	6	0	2	8
	Hour	17	0	3	20
	1/26/2023 10:00:00 PM	1	1	0	2
	1/26/2023 10:15:00 PM	3	0	1	4
	1/26/2023 10:30:00 PM	2	0	2	4
	1/26/2023 10:45:00 PM	4	0	1	5
	Hour	10	1	4	15
	1/26/2023 11:00:00 PM	3	0	0	3
	1/26/2023 11:15:00 PM	2	0	1	3
	1/26/2023 11:30:00 PM	1	0	1	2
	1/26/2023 11:45:00 PM	4	0	0	4
	Hour	10	0	2	12
	Grand Total	374	12	87	473
	Percentage	79.1%	2.5%	18.4%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	0	0	0	0
	1/27/2023 12:15:00 AM	1	0	1	2
	1/27/2023 12:30:00 AM	4	0	2	6
	1/27/2023 12:45:00 AM	3	0	0	3
	Hour	8	0	3	11
	1/27/2023 1:00:00 AM	1	0	1	2
	1/27/2023 1:15:00 AM	0	0	1	1
	1/27/2023 1:30:00 AM	1	0	0	1
	1/27/2023 1:45:00 AM	2	0	0	2
	Hour	4	0	2	6
	1/27/2023 2:00:00 AM	2	1	0	3
	1/27/2023 2:15:00 AM	1	0	0	1
	1/27/2023 2:30:00 AM	0	0	0	0
	1/27/2023 2:45:00 AM	1	1	1	3
	Hour	4	2	1	7
	1/27/2023 3:00:00 AM	1	0	1	2
	1/27/2023 3:15:00 AM	2	0	1	3
	1/27/2023 3:30:00 AM	1	0	2	3
	1/27/2023 3:45:00 AM	0	0	0	0
	Hour	4	0	4	8
	1/27/2023 4:00:00 AM	1	0	3	4
	1/27/2023 4:15:00 AM	0	0	0	0
	1/27/2023 4:30:00 AM	3	0	2	5
	1/27/2023 4:45:00 AM	2	0	3	5
	Hour	6	0	8	14
	1/27/2023 5:00:00 AM	2	1	2	5
	1/27/2023 5:15:00 AM	2	0	3	5
	1/27/2023 5:30:00 AM	3	0	0	3
	1/27/2023 5:45:00 AM	5	1	2	8
	Hour	12	2	7	21
	1/27/2023 6:00:00 AM	2	1	1	4
	1/27/2023 6:15:00 AM	6	0	2	8
	1/27/2023 6:30:00 AM	3	0	3	6
	1/27/2023 6:45:00 AM	8	1	2	11
	Hour	19	2	8	29
	1/27/2023 7:00:00 AM	7	0	1	8
	1/27/2023 7:15:00 AM	8	0	4	12
	1/27/2023 7:30:00 AM	6	0	1	7
	1/27/2023 7:45:00 AM	6	1	3	10
	Hour	27	1	9	37
	1/27/2023 8:00:00 AM	5	0	8	13
	1/27/2023 8:15:00 AM	4	0	2	6
	1/27/2023 8:30:00 AM	4	0	4	8
	1/27/2023 8:45:00 AM	7	0	2	9
	Hour	20	0	16	36
	1/27/2023 9:00:00 AM	7	0	2	9
	1/27/2023 9:15:00 AM	6	1	2	9
	1/27/2023 9:30:00 AM	10	1	1	12
	1/27/2023 9:45:00 AM	10	0	2	12
	Hour	33	2	7	42
	1/27/2023 10:00:00 AM	10	0	0	10
	1/27/2023 10:15:00 AM	12	1	2	15
	1/27/2023 10:30:00 AM	16	0	8	24
	1/27/2023 10:45:00 AM	13	0	2	15
	Hour	51	1	12	64
	1/27/2023 11:00:00 AM	20	2	2	24
	1/27/2023 11:15:00 AM	23	0	6	29
	1/27/2023 11:30:00 AM	12	1	4	17
	1/27/2023 11:45:00 AM	12	1	1	14
	Hour	67	4	13	84
	Grand Total	255	14	90	359
	Percentage	71.0%	3.9%	25.1%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	14	1	2	17
	1/27/2023 12:15:00 PM	20	1	2	23
	1/27/2023 12:30:00 PM	21	0	1	22
	1/27/2023 12:45:00 PM	21	0	1	22
	Hour	76	2	6	84
	1/27/2023 1:00:00 PM	15	1	2	18
	1/27/2023 1:15:00 PM	19	0	3	22
	1/27/2023 1:30:00 PM	13	0	3	16
	1/27/2023 1:45:00 PM	20	0	3	23
	Hour	67	1	11	79
	1/27/2023 2:00:00 PM	17	1	1	19
	1/27/2023 2:15:00 PM	16	0	3	19
	1/27/2023 2:30:00 PM	17	0	3	20
	1/27/2023 2:45:00 PM	19	1	3	23
	Hour	69	2	10	81
	1/27/2023 3:00:00 PM	13	0	1	14
	1/27/2023 3:15:00 PM	17	0	1	18
	1/27/2023 3:30:00 PM	14	0	3	17
	1/27/2023 3:45:00 PM	12	1	3	16
	Hour	56	1	8	65
	1/27/2023 4:00:00 PM	14	0	4	18
	1/27/2023 4:15:00 PM	16	0	2	18
	1/27/2023 4:30:00 PM	14	1	3	18
	1/27/2023 4:45:00 PM	13	1	2	16
	Hour	57	2	11	70
	1/27/2023 5:00:00 PM	12	0	1	13
	1/27/2023 5:15:00 PM	10	1	4	15
	1/27/2023 5:30:00 PM	10	1	2	13
	1/27/2023 5:45:00 PM	7	0	0	7
	Hour	39	2	7	48
	1/27/2023 6:00:00 PM	7	0	0	7
	1/27/2023 6:15:00 PM	8	0	3	11
	1/27/2023 6:30:00 PM	12	0	1	13
	1/27/2023 6:45:00 PM	14	0	3	17
	Hour	41	0	7	48
	1/27/2023 7:00:00 PM	7	0	2	9
	1/27/2023 7:15:00 PM	6	0	2	8
	1/27/2023 7:30:00 PM	9	0	0	9
	1/27/2023 7:45:00 PM	2	0	0	2
	Hour	24	0	4	28
	1/27/2023 8:00:00 PM	9	1	1	11
	1/27/2023 8:15:00 PM	4	0	3	7
	1/27/2023 8:30:00 PM	7	1	0	8
	1/27/2023 8:45:00 PM	5	0	0	5
	Hour	25	2	4	31
	1/27/2023 9:00:00 PM	3	0	2	5
	1/27/2023 9:15:00 PM	3	0	3	6
	1/27/2023 9:30:00 PM	3	0	1	4
	1/27/2023 9:45:00 PM	2	0	1	3
	Hour	11	0	7	18
	1/27/2023 10:00:00 PM	2	0	0	2
	1/27/2023 10:15:00 PM	6	0	0	6
	1/27/2023 10:30:00 PM	1	0	0	1
	1/27/2023 10:45:00 PM	6	0	0	6
	Hour	15	0	0	15
	1/27/2023 11:00:00 PM	3	0	0	3
	1/27/2023 11:15:00 PM	4	0	0	4
	1/27/2023 11:30:00 PM	4	0	0	4
	1/27/2023 11:45:00 PM	1	0	2	3
	Hour	12	0	2	14
	Grand Total	492	12	77	581
	Percentage	84.7%	2.1%	13.3%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	3	0	0	3
	1/28/2023 12:15:00 AM	3	0	1	4
	1/28/2023 12:30:00 AM	3	0	0	3
	1/28/2023 12:45:00 AM	2	0	1	3
	Hour	11	0	2	13
	1/28/2023 1:00:00 AM	3	1	0	4
	1/28/2023 1:15:00 AM	0	0	1	1
	1/28/2023 1:30:00 AM	1	0	0	1
	1/28/2023 1:45:00 AM	3	0	0	3
	Hour	7	1	1	9
	1/28/2023 2:00:00 AM	3	0	0	3
	1/28/2023 2:15:00 AM	0	0	0	0
	1/28/2023 2:30:00 AM	2	0	2	4
	1/28/2023 2:45:00 AM	2	0	1	3
	Hour	7	0	3	10
	1/28/2023 3:00:00 AM	2	0	0	2
	1/28/2023 3:15:00 AM	3	1	1	5
	1/28/2023 3:30:00 AM	2	0	2	4
	1/28/2023 3:45:00 AM	4	0	2	6
	Hour	11	1	5	17
	1/28/2023 4:00:00 AM	0	0	1	1
	1/28/2023 4:15:00 AM	2	0	1	3
	1/28/2023 4:30:00 AM	2	0	2	4
	1/28/2023 4:45:00 AM	3	0	0	3
	Hour	7	0	4	11
	1/28/2023 5:00:00 AM	1	0	0	1
	1/28/2023 5:15:00 AM	6	0	2	8
	1/28/2023 5:30:00 AM	3	0	0	3
	1/28/2023 5:45:00 AM	3	0	2	5
	Hour	13	0	4	17
	1/28/2023 6:00:00 AM	2	1	1	4
	1/28/2023 6:15:00 AM	7	0	1	8
	1/28/2023 6:30:00 AM	1	0	1	2
	1/28/2023 6:45:00 AM	2	0	2	4
	Hour	12	1	5	18
	1/28/2023 7:00:00 AM	3	0	1	4
	1/28/2023 7:15:00 AM	6	1	1	8
	1/28/2023 7:30:00 AM	6	0	2	8
	1/28/2023 7:45:00 AM	5	0	2	7
	Hour	20	1	6	27
	1/28/2023 8:00:00 AM	4	0	0	4
	1/28/2023 8:15:00 AM	9	0	1	10
	1/28/2023 8:30:00 AM	8	0	2	10
	1/28/2023 8:45:00 AM	6	0	2	8
	Hour	27	0	5	32
	1/28/2023 9:00:00 AM	6	0	1	7
	1/28/2023 9:15:00 AM	13	0	7	20
	1/28/2023 9:30:00 AM	15	0	1	16
	1/28/2023 9:45:00 AM	14	0	4	18
	Hour	48	0	13	61
	1/28/2023 10:00:00 AM	12	0	2	14
	1/28/2023 10:15:00 AM	14	0	3	17
	1/28/2023 10:30:00 AM	15	0	1	16
	1/28/2023 10:45:00 AM	20	1	2	23
	Hour	61	1	8	70
	1/28/2023 11:00:00 AM	18	0	4	22
	1/28/2023 11:15:00 AM	15	0	0	15
	1/28/2023 11:30:00 AM	15	0	0	15
	1/28/2023 11:45:00 AM	17	0	1	18
	Hour	65	0	5	70
	Grand Total	289	5	61	355
	Percentage	81.4%	1.4%	17.2%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	23	0	1	24
	1/28/2023 12:15:00 PM	21	0	4	25
	1/28/2023 12:30:00 PM	16	1	1	18
	1/28/2023 12:45:00 PM	18	1	2	21
	Hour	78	2	8	88
	1/28/2023 1:00:00 PM	13	0	3	16
	1/28/2023 1:15:00 PM	19	0	0	19
	1/28/2023 1:30:00 PM	19	0	3	22
	1/28/2023 1:45:00 PM	12	0	2	14
	Hour	63	0	8	71
	1/28/2023 2:00:00 PM	15	0	3	18
	1/28/2023 2:15:00 PM	16	0	2	18
	1/28/2023 2:30:00 PM	15	1	2	18
	1/28/2023 2:45:00 PM	13	0	6	19
	Hour	59	1	13	73
	1/28/2023 3:00:00 PM	11	0	2	13
	1/28/2023 3:15:00 PM	12	0	3	15
	1/28/2023 3:30:00 PM	12	0	1	13
	1/28/2023 3:45:00 PM	24	1	2	27
	Hour	59	1	8	68
	1/28/2023 4:00:00 PM	14	0	3	17
	1/28/2023 4:15:00 PM	17	0	0	17
	1/28/2023 4:30:00 PM	14	0	1	15
	1/28/2023 4:45:00 PM	12	0	1	13
	Hour	57	0	5	62
	1/28/2023 5:00:00 PM	4	0	2	6
	1/28/2023 5:15:00 PM	19	0	1	20
	1/28/2023 5:30:00 PM	14	0	1	15
	1/28/2023 5:45:00 PM	10	1	0	11
	Hour	47	1	4	52
	1/28/2023 6:00:00 PM	6	0	3	9
	1/28/2023 6:15:00 PM	8	0	2	10
	1/28/2023 6:30:00 PM	9	0	1	10
	1/28/2023 6:45:00 PM	5	0	0	5
	Hour	28	0	6	34
	1/28/2023 7:00:00 PM	5	0	1	6
	1/28/2023 7:15:00 PM	4	0	1	5
	1/28/2023 7:30:00 PM	8	0	1	9
	1/28/2023 7:45:00 PM	7	0	3	10
	Hour	24	0	6	30
	1/28/2023 8:00:00 PM	5	0	2	7
	1/28/2023 8:15:00 PM	5	0	0	5
	1/28/2023 8:30:00 PM	6	0	1	7
	1/28/2023 8:45:00 PM	1	0	0	1
	Hour	17	0	3	20
	1/28/2023 9:00:00 PM	4	0	1	5
	1/28/2023 9:15:00 PM	5	0	0	5
	1/28/2023 9:30:00 PM	3	1	3	7
	1/28/2023 9:45:00 PM	2	0	0	2
	Hour	14	1	4	19
	1/28/2023 10:00:00 PM	3	0	0	3
	1/28/2023 10:15:00 PM	1	0	1	2
	1/28/2023 10:30:00 PM	1	0	0	1
	1/28/2023 10:45:00 PM	1	1	0	2
	Hour	6	1	1	8
	1/28/2023 11:00:00 PM	4	0	0	4
	1/28/2023 11:15:00 PM	4	0	0	4
	1/28/2023 11:30:00 PM	1	0	0	1
	1/28/2023 11:45:00 PM	2	0	1	3
	Hour	11	0	1	12
	Grand Total	463	7	67	537
	Percentage	86.2%	1.3%	12.5%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	2	0	1	3
	1/29/2023 12:15:00 AM	2	0	1	3
	1/29/2023 12:30:00 AM	2	0	1	3
	1/29/2023 12:45:00 AM	2	0	0	2
	Hour	8	0	3	11
	1/29/2023 1:00:00 AM	2	0	1	3
	1/29/2023 1:15:00 AM	1	0	0	1
	1/29/2023 1:30:00 AM	2	0	0	2
	1/29/2023 1:45:00 AM	5	0	0	5
	Hour	10	0	1	11
	1/29/2023 2:00:00 AM	5	0	1	6
	1/29/2023 2:15:00 AM	1	0	1	2
	1/29/2023 2:30:00 AM	2	0	0	2
	1/29/2023 2:45:00 AM	2	0	0	2
	Hour	10	0	2	12
	1/29/2023 3:00:00 AM	2	0	0	2
	1/29/2023 3:15:00 AM	2	0	1	3
	1/29/2023 3:30:00 AM	0	0	1	1
	1/29/2023 3:45:00 AM	3	0	0	3
	Hour	7	0	2	9
	1/29/2023 4:00:00 AM	2	0	0	2
	1/29/2023 4:15:00 AM	2	0	1	3
	1/29/2023 4:30:00 AM	4	0	1	5
	1/29/2023 4:45:00 AM	3	0	0	3
	Hour	11	0	2	13
	1/29/2023 5:00:00 AM	2	0	1	3
	1/29/2023 5:15:00 AM	2	0	1	3
	1/29/2023 5:30:00 AM	4	0	1	5
	1/29/2023 5:45:00 AM	2	0	1	3
	Hour	10	0	4	14
	1/29/2023 6:00:00 AM	9	0	1	10
	1/29/2023 6:15:00 AM	2	1	0	3
	1/29/2023 6:30:00 AM	4	1	0	5
	1/29/2023 6:45:00 AM	5	0	0	5
	Hour	20	2	1	23
	1/29/2023 7:00:00 AM	1	0	1	2
	1/29/2023 7:15:00 AM	2	0	1	3
	1/29/2023 7:30:00 AM	6	0	2	8
	1/29/2023 7:45:00 AM	7	0	1	8
	Hour	16	0	5	21
	1/29/2023 8:00:00 AM	11	1	2	14
	1/29/2023 8:15:00 AM	6	0	0	6
	1/29/2023 8:30:00 AM	7	1	0	8
	1/29/2023 8:45:00 AM	6	0	2	8
	Hour	30	2	4	36
	1/29/2023 9:00:00 AM	14	0	4	18
	1/29/2023 9:15:00 AM	5	0	2	7
	1/29/2023 9:30:00 AM	13	0	0	13
	1/29/2023 9:45:00 AM	13	0	1	14
	Hour	45	0	7	52
	1/29/2023 10:00:00 AM	16	1	2	19
	1/29/2023 10:15:00 AM	15	1	2	18
	1/29/2023 10:30:00 AM	16	0	0	16
	1/29/2023 10:45:00 AM	17	0	1	18
	Hour	64	2	5	71
	1/29/2023 11:00:00 AM	14	0	3	17
	1/29/2023 11:15:00 AM	21	0	0	21
	1/29/2023 11:30:00 AM	17	0	2	19
	1/29/2023 11:45:00 AM	23	0	3	26
	Hour	75	0	8	83
	Grand Total	306	6	44	356
	Percentage	86.0%	1.7%	12.4%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	16	1	1	18
	1/29/2023 12:15:00 PM	23	0	3	26
	1/29/2023 12:30:00 PM	22	0	2	24
	1/29/2023 12:45:00 PM	9	2	2	13
	Hour	70	3	8	81
	1/29/2023 1:00:00 PM	16	0	1	17
	1/29/2023 1:15:00 PM	21	1	2	24
	1/29/2023 1:30:00 PM	27	1	4	32
	1/29/2023 1:45:00 PM	30	0	1	31
	Hour	94	2	8	104
	1/29/2023 2:00:00 PM	24	1	0	25
	1/29/2023 2:15:00 PM	13	0	2	15
	1/29/2023 2:30:00 PM	13	0	2	15
	1/29/2023 2:45:00 PM	15	0	4	19
	Hour	65	1	8	74
	1/29/2023 3:00:00 PM	14	0	4	18
	1/29/2023 3:15:00 PM	12	0	0	12
	1/29/2023 3:30:00 PM	17	0	3	20
	1/29/2023 3:45:00 PM	13	0	1	14
	Hour	56	0	8	64
	1/29/2023 4:00:00 PM	12	0	0	12
	1/29/2023 4:15:00 PM	10	0	1	11
	1/29/2023 4:30:00 PM	15	1	2	18
	1/29/2023 4:45:00 PM	8	0	1	9
	Hour	45	1	4	50
	1/29/2023 5:00:00 PM	10	1	2	13
	1/29/2023 5:15:00 PM	12	0	4	16
	1/29/2023 5:30:00 PM	12	0	1	13
	1/29/2023 5:45:00 PM	2	0	1	3
	Hour	36	1	8	45
	1/29/2023 6:00:00 PM	7	1	0	8
	1/29/2023 6:15:00 PM	9	0	0	9
	1/29/2023 6:30:00 PM	8	0	1	9
	1/29/2023 6:45:00 PM	12	1	0	13
	Hour	36	2	1	39
	1/29/2023 7:00:00 PM	12	0	1	13
	1/29/2023 7:15:00 PM	7	0	1	8
	1/29/2023 7:30:00 PM	5	0	0	5
	1/29/2023 7:45:00 PM	10	0	2	12
	Hour	34	0	4	38
	1/29/2023 8:00:00 PM	10	0	1	11
	1/29/2023 8:15:00 PM	6	0	1	7
	1/29/2023 8:30:00 PM	5	0	1	6
	1/29/2023 8:45:00 PM	4	0	1	5
	Hour	25	0	4	29
	1/29/2023 9:00:00 PM	3	0	0	3
	1/29/2023 9:15:00 PM	2	0	2	4
	1/29/2023 9:30:00 PM	2	0	1	3
	1/29/2023 9:45:00 PM	2	0	1	3
	Hour	9	0	4	13
	1/29/2023 10:00:00 PM	1	0	0	1
	1/29/2023 10:15:00 PM	3	0	0	3
	1/29/2023 10:30:00 PM	1	0	1	2
	1/29/2023 10:45:00 PM	1	0	0	1
	Hour	6	0	1	7
	1/29/2023 11:00:00 PM	2	0	1	3
	1/29/2023 11:15:00 PM	1	0	0	1
	1/29/2023 11:30:00 PM	1	0	0	1
	1/29/2023 11:45:00 PM	0	0	0	0
	Hour	4	0	1	5
	Grand Total	480	10	59	549
	Percentage	87.4%	1.8%	10.7%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	1	0	0	1
	1/30/2023 12:15:00 AM	5	0	0	5
	1/30/2023 12:30:00 AM	0	0	0	0
	1/30/2023 12:45:00 AM	1	0	1	2
	Hour	7	0	1	8
	1/30/2023 1:00:00 AM	0	0	0	0
	1/30/2023 1:15:00 AM	1	0	0	1
	1/30/2023 1:30:00 AM	1	0	0	1
	1/30/2023 1:45:00 AM	2	0	0	2
	Hour	4	0	0	4
	1/30/2023 2:00:00 AM	0	0	0	0
	1/30/2023 2:15:00 AM	0	0	0	0
	1/30/2023 2:30:00 AM	4	0	2	6
	1/30/2023 2:45:00 AM	3	2	0	5
	Hour	7	2	2	11
	1/30/2023 3:00:00 AM	0	0	1	1
	1/30/2023 3:15:00 AM	0	0	1	1
	1/30/2023 3:30:00 AM	1	0	0	1
	1/30/2023 3:45:00 AM	3	0	1	4
	Hour	4	0	3	7
	1/30/2023 4:00:00 AM	1	1	0	2
	1/30/2023 4:15:00 AM	0	0	1	1
	1/30/2023 4:30:00 AM	2	0	1	3
	1/30/2023 4:45:00 AM	1	0	0	1
	Hour	4	1	2	7
	1/30/2023 5:00:00 AM	2	0	1	3
	1/30/2023 5:15:00 AM	6	0	2	8
	1/30/2023 5:30:00 AM	3	1	2	6
	1/30/2023 5:45:00 AM	1	1	2	4
	Hour	12	2	7	21
	1/30/2023 6:00:00 AM	1	0	1	2
	1/30/2023 6:15:00 AM	1	0	1	2
	1/30/2023 6:30:00 AM	7	0	1	8
	1/30/2023 6:45:00 AM	10	0	1	11
	Hour	19	0	4	23
	1/30/2023 7:00:00 AM	6	0	2	8
	1/30/2023 7:15:00 AM	2	0	0	2
	1/30/2023 7:30:00 AM	9	0	2	11
	1/30/2023 7:45:00 AM	6	0	2	8
	Hour	23	0	6	29
	1/30/2023 8:00:00 AM	13	0	3	16
	1/30/2023 8:15:00 AM	8	2	4	14
	1/30/2023 8:30:00 AM	5	0	1	6
	1/30/2023 8:45:00 AM	4	1	1	6
	Hour	30	3	9	42
	1/30/2023 9:00:00 AM	8	1	2	11
	1/30/2023 9:15:00 AM	8	1	2	11
	1/30/2023 9:30:00 AM	10	1	4	15
	1/30/2023 9:45:00 AM	15	0	4	19
	Hour	41	3	12	56
	1/30/2023 10:00:00 AM	17	0	2	19
	1/30/2023 10:15:00 AM	17	0	3	20
	1/30/2023 10:30:00 AM	27	1	5	33
	1/30/2023 10:45:00 AM	13	0	0	13
	Hour	74	1	10	85
	1/30/2023 11:00:00 AM	18	0	1	19
	1/30/2023 11:15:00 AM	20	0	1	21
	1/30/2023 11:30:00 AM	12	0	3	15
	1/30/2023 11:45:00 AM	20	1	0	21
	Hour	70	1	5	76
	Grand Total	295	13	61	369
	Percentage	79.9%	3.5%	16.5%	



All Traffic Data Services

4 - I-95 NB REST AREA EXIT

NB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	16	2	1	19
	1/30/2023 12:15:00 PM	12	0	6	18
	1/30/2023 12:30:00 PM	13	0	1	14
	1/30/2023 12:45:00 PM	16	0	7	23
	Hour	57	2	15	74
	1/30/2023 1:00:00 PM	13	0	3	16
	1/30/2023 1:15:00 PM	13	1	4	18
	1/30/2023 1:30:00 PM	17	0	1	18
	1/30/2023 1:45:00 PM	13	0	2	15
	Hour	56	1	10	67
	1/30/2023 2:00:00 PM	13	0	4	17
	1/30/2023 2:15:00 PM	16	0	4	20
	1/30/2023 2:30:00 PM	16	0	2	18
	1/30/2023 2:45:00 PM	20	0	0	20
	Hour	65	0	10	75
	1/30/2023 3:00:00 PM	15	0	3	18
	1/30/2023 3:15:00 PM	13	1	1	15
	1/30/2023 3:30:00 PM	19	0	2	21
	1/30/2023 3:45:00 PM	11	0	1	12
	Hour	58	1	7	66
	1/30/2023 4:00:00 PM	11	0	0	11
	1/30/2023 4:15:00 PM	13	0	5	18
	1/30/2023 4:30:00 PM	10	0	0	10
	1/30/2023 4:45:00 PM	10	1	1	12
	Hour	44	1	6	51
	1/30/2023 5:00:00 PM	8	0	2	10
	1/30/2023 5:15:00 PM	13	0	2	15
	1/30/2023 5:30:00 PM	7	2	4	13
	1/30/2023 5:45:00 PM	5	0	2	7
	Hour	33	2	10	45
	1/30/2023 6:00:00 PM	5	1	1	7
	1/30/2023 6:15:00 PM	3	0	2	5
	1/30/2023 6:30:00 PM	5	0	1	6
	1/30/2023 6:45:00 PM	3	0	1	4
	Hour	16	1	5	22
	1/30/2023 7:00:00 PM	6	1	5	12
	1/30/2023 7:15:00 PM	7	0	1	8
	1/30/2023 7:30:00 PM	2	0	2	4
	1/30/2023 7:45:00 PM	5	0	1	6
	Hour	20	1	9	30
	1/30/2023 8:00:00 PM	3	0	0	3
	1/30/2023 8:15:00 PM	2	0	0	2
	1/30/2023 8:30:00 PM	4	0	1	5
	1/30/2023 8:45:00 PM	3	0	1	4
	Hour	12	0	2	14
	1/30/2023 9:00:00 PM	0	0	2	2
	1/30/2023 9:15:00 PM	2	0	1	3
	1/30/2023 9:30:00 PM	1	0	0	1
	1/30/2023 9:45:00 PM	1	0	2	3
	Hour	4	0	5	9
	1/30/2023 10:00:00 PM	3	0	1	4
	1/30/2023 10:15:00 PM	0	0	2	2
	1/30/2023 10:30:00 PM	2	0	0	2
	1/30/2023 10:45:00 PM	5	0	1	6
	Hour	10	0	4	14
	1/30/2023 11:00:00 PM	3	0	3	6
	1/30/2023 11:15:00 PM	2	0	3	5
	1/30/2023 11:30:00 PM	0	0	1	1
	1/30/2023 11:45:00 PM	3	0	4	7
	Hour	8	0	11	19
	Grand Total	383	9	94	486
	Percentage	78.8%	1.9%	19.3%	
	Total	4,587	142	1,167	5,896
	Percentage	77.8%	2.4%	19.8%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/24/2023	2	0	1	3
	1/24/2023 12:15:00 AM	2	1	1	4
	1/24/2023 12:30:00 AM	5	0	1	6
	1/24/2023 12:45:00 AM	4	0	3	7
	Hour	13	1	6	20
	1/24/2023 1:00:00 AM	1	0	1	2
	1/24/2023 1:15:00 AM	3	0	1	4
	1/24/2023 1:30:00 AM	1	0	1	2
	1/24/2023 1:45:00 AM	2	0	1	3
	Hour	7	0	4	11
	1/24/2023 2:00:00 AM	1	0	1	2
	1/24/2023 2:15:00 AM	0	0	3	3
	1/24/2023 2:30:00 AM	0	0	2	2
	1/24/2023 2:45:00 AM	1	1	0	2
	Hour	2	1	6	9
	1/24/2023 3:00:00 AM	3	0	0	3
	1/24/2023 3:15:00 AM	0	0	1	1
	1/24/2023 3:30:00 AM	0	0	0	0
	1/24/2023 3:45:00 AM	2	0	0	2
	Hour	5	0	1	6
	1/24/2023 4:00:00 AM	2	0	1	3
	1/24/2023 4:15:00 AM	3	0	0	3
	1/24/2023 4:30:00 AM	0	0	2	2
	1/24/2023 4:45:00 AM	1	0	1	2
	Hour	6	0	4	10
	1/24/2023 5:00:00 AM	2	0	0	2
	1/24/2023 5:15:00 AM	2	1	1	4
	1/24/2023 5:30:00 AM	1	1	2	4
	1/24/2023 5:45:00 AM	3	0	2	5
	Hour	8	2	5	15
	1/24/2023 6:00:00 AM	4	0	0	4
	1/24/2023 6:15:00 AM	4	1	0	5
	1/24/2023 6:30:00 AM	4	0	2	6
	1/24/2023 6:45:00 AM	4	0	0	4
	Hour	16	1	2	19
	1/24/2023 7:00:00 AM	6	0	3	9
	1/24/2023 7:15:00 AM	3	1	2	6
	1/24/2023 7:30:00 AM	2	0	0	2
	1/24/2023 7:45:00 AM	3	0	0	3
	Hour	14	1	5	20
	1/24/2023 8:00:00 AM	8	0	2	10
	1/24/2023 8:15:00 AM	7	0	1	8
	1/24/2023 8:30:00 AM	10	1	5	16
	1/24/2023 8:45:00 AM	15	0	2	17
	Hour	40	1	10	51
	1/24/2023 9:00:00 AM	13	1	3	17
	1/24/2023 9:15:00 AM	11	1	6	18
	1/24/2023 9:30:00 AM	12	0	4	16
	1/24/2023 9:45:00 AM	14	0	2	16
	Hour	50	2	15	67
	1/24/2023 10:00:00 AM	16	0	3	19
	1/24/2023 10:15:00 AM	13	0	4	17
	1/24/2023 10:30:00 AM	16	1	5	22
	1/24/2023 10:45:00 AM	22	0	3	25
	Hour	67	1	15	83
	1/24/2023 11:00:00 AM	12	1	4	17
	1/24/2023 11:15:00 AM	14	1	5	20
	1/24/2023 11:30:00 AM	17	0	6	23
	1/24/2023 11:45:00 AM	7	0	3	10
	Hour	50	2	18	70
	Grand Total	278	12	91	381
	Percentage	73.0%	3.1%	23.9%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/24/2023 12:00:00 PM	12	0	3	15
	1/24/2023 12:15:00 PM	15	0	3	18
	1/24/2023 12:30:00 PM	10	1	3	14
	1/24/2023 12:45:00 PM	9	2	5	16
	Hour	46	3	14	63
	1/24/2023 1:00:00 PM	14	1	3	18
	1/24/2023 1:15:00 PM	14	0	4	18
	1/24/2023 1:30:00 PM	10	1	4	15
	1/24/2023 1:45:00 PM	11	0	2	13
	Hour	49	2	13	64
	1/24/2023 2:00:00 PM	11	0	1	12
	1/24/2023 2:15:00 PM	8	0	3	11
	1/24/2023 2:30:00 PM	8	0	2	10
	1/24/2023 2:45:00 PM	10	0	1	11
	Hour	37	0	7	44
	1/24/2023 3:00:00 PM	7	1	1	9
	1/24/2023 3:15:00 PM	8	1	2	11
	1/24/2023 3:30:00 PM	10	0	1	11
	1/24/2023 3:45:00 PM	14	0	0	14
	Hour	39	2	4	45
	1/24/2023 4:00:00 PM	7	0	2	9
	1/24/2023 4:15:00 PM	9	1	2	12
	1/24/2023 4:30:00 PM	8	2	0	10
	1/24/2023 4:45:00 PM	6	2	4	12
	Hour	30	5	8	43
	1/24/2023 5:00:00 PM	4	0	1	5
	1/24/2023 5:15:00 PM	11	0	2	13
	1/24/2023 5:30:00 PM	13	1	1	15
	1/24/2023 5:45:00 PM	4	0	2	6
	Hour	32	1	6	39
	1/24/2023 6:00:00 PM	7	0	3	10
	1/24/2023 6:15:00 PM	6	0	4	10
	1/24/2023 6:30:00 PM	4	0	2	6
	1/24/2023 6:45:00 PM	2	0	0	2
	Hour	19	0	9	28
	1/24/2023 7:00:00 PM	6	0	1	7
	1/24/2023 7:15:00 PM	6	0	3	9
	1/24/2023 7:30:00 PM	6	0	0	6
	1/24/2023 7:45:00 PM	1	0	3	4
	Hour	19	0	7	26
	1/24/2023 8:00:00 PM	1	0	2	3
	1/24/2023 8:15:00 PM	2	0	0	2
	1/24/2023 8:30:00 PM	7	0	0	7
	1/24/2023 8:45:00 PM	3	0	0	3
	Hour	13	0	2	15
	1/24/2023 9:00:00 PM	0	0	0	0
	1/24/2023 9:15:00 PM	2	0	1	3
	1/24/2023 9:30:00 PM	2	0	2	4
	1/24/2023 9:45:00 PM	2	0	0	2
	Hour	6	0	3	9
	1/24/2023 10:00:00 PM	3	0	3	6
	1/24/2023 10:15:00 PM	1	0	1	2
	1/24/2023 10:30:00 PM	2	0	0	2
	1/24/2023 10:45:00 PM	1	0	3	4
	Hour	7	0	7	14
	1/24/2023 11:00:00 PM	1	0	4	5
	1/24/2023 11:15:00 PM	4	0	0	4
	1/24/2023 11:30:00 PM	4	0	1	5
	1/24/2023 11:45:00 PM	1	0	4	5
	Hour	10	0	9	19
	Grand Total	307	13	89	409
	Percentage	75.1%	3.2%	21.8%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/25/2023	0	1	1	2
	1/25/2023 12:15:00 AM	6	0	4	10
	1/25/2023 12:30:00 AM	2	0	1	3
	1/25/2023 12:45:00 AM	2	0	1	3
	Hour	10	1	7	18
	1/25/2023 1:00:00 AM	0	0	1	1
	1/25/2023 1:15:00 AM	2	0	0	2
	1/25/2023 1:30:00 AM	1	0	1	2
	1/25/2023 1:45:00 AM	0	0	5	5
	Hour	3	0	7	10
	1/25/2023 2:00:00 AM	0	0	1	1
	1/25/2023 2:15:00 AM	4	0	2	6
	1/25/2023 2:30:00 AM	1	0	0	1
	1/25/2023 2:45:00 AM	2	0	2	4
	Hour	7	0	5	12
	1/25/2023 3:00:00 AM	3	0	1	4
	1/25/2023 3:15:00 AM	5	0	3	8
	1/25/2023 3:30:00 AM	1	0	1	2
	1/25/2023 3:45:00 AM	0	0	0	0
	Hour	9	0	5	14
	1/25/2023 4:00:00 AM	1	0	0	1
	1/25/2023 4:15:00 AM	0	0	0	0
	1/25/2023 4:30:00 AM	0	0	1	1
	1/25/2023 4:45:00 AM	2	0	2	4
	Hour	3	0	3	6
	1/25/2023 5:00:00 AM	1	0	1	2
	1/25/2023 5:15:00 AM	0	0	0	0
	1/25/2023 5:30:00 AM	1	0	3	4
	1/25/2023 5:45:00 AM	2	0	0	2
	Hour	4	0	4	8
	1/25/2023 6:00:00 AM	1	1	1	3
	1/25/2023 6:15:00 AM	3	0	0	3
	1/25/2023 6:30:00 AM	1	0	0	1
	1/25/2023 6:45:00 AM	3	0	5	8
	Hour	8	1	6	15
	1/25/2023 7:00:00 AM	4	1	2	7
	1/25/2023 7:15:00 AM	5	0	0	5
	1/25/2023 7:30:00 AM	3	0	1	4
	1/25/2023 7:45:00 AM	7	0	2	9
	Hour	19	1	5	25
	1/25/2023 8:00:00 AM	4	0	4	8
	1/25/2023 8:15:00 AM	10	1	2	13
	1/25/2023 8:30:00 AM	7	0	0	7
	1/25/2023 8:45:00 AM	8	1	5	14
	Hour	29	2	11	42
	1/25/2023 9:00:00 AM	7	0	4	11
	1/25/2023 9:15:00 AM	9	0	1	10
	1/25/2023 9:30:00 AM	16	1	2	19
	1/25/2023 9:45:00 AM	11	0	1	12
	Hour	43	1	8	52
	1/25/2023 10:00:00 AM	16	0	2	18
	1/25/2023 10:15:00 AM	17	0	5	22
	1/25/2023 10:30:00 AM	15	1	2	18
	1/25/2023 10:45:00 AM	22	0	4	26
	Hour	70	1	13	84
	1/25/2023 11:00:00 AM	15	1	3	19
	1/25/2023 11:15:00 AM	10	0	2	12
	1/25/2023 11:30:00 AM	14	1	1	16
	1/25/2023 11:45:00 AM	7	0	2	9
	Hour	46	2	8	56
	Grand Total	251	9	82	342
	Percentage	73.4%	2.6%	24.0%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/25/2023 12:00:00 PM	9	0	4	13
	1/25/2023 12:15:00 PM	10	0	1	11
	1/25/2023 12:30:00 PM	13	1	1	15
	1/25/2023 12:45:00 PM	12	0	7	19
	Hour	44	1	13	58
	1/25/2023 1:00:00 PM	4	0	5	9
	1/25/2023 1:15:00 PM	13	0	3	16
	1/25/2023 1:30:00 PM	16	2	4	22
	1/25/2023 1:45:00 PM	8	0	1	9
	Hour	41	2	13	56
	1/25/2023 2:00:00 PM	11	0	6	17
	1/25/2023 2:15:00 PM	17	0	1	18
	1/25/2023 2:30:00 PM	12	0	3	15
	1/25/2023 2:45:00 PM	8	0	0	8
	Hour	48	0	10	58
	1/25/2023 3:00:00 PM	11	0	3	14
	1/25/2023 3:15:00 PM	10	0	3	13
	1/25/2023 3:30:00 PM	11	0	6	17
	1/25/2023 3:45:00 PM	9	0	1	10
	Hour	41	0	13	54
	1/25/2023 4:00:00 PM	3	0	4	7
	1/25/2023 4:15:00 PM	9	1	5	15
	1/25/2023 4:30:00 PM	11	0	2	13
	1/25/2023 4:45:00 PM	7	1	2	10
	Hour	30	2	13	45
	1/25/2023 5:00:00 PM	8	1	2	11
	1/25/2023 5:15:00 PM	7	0	2	9
	1/25/2023 5:30:00 PM	4	0	4	8
	1/25/2023 5:45:00 PM	6	0	2	8
	Hour	25	1	10	36
	1/25/2023 6:00:00 PM	5	1	1	7
	1/25/2023 6:15:00 PM	5	1	1	7
	1/25/2023 6:30:00 PM	4	1	1	6
	1/25/2023 6:45:00 PM	11	0	2	13
	Hour	25	3	5	33
	1/25/2023 7:00:00 PM	4	0	2	6
	1/25/2023 7:15:00 PM	6	0	3	9
	1/25/2023 7:30:00 PM	4	0	2	6
	1/25/2023 7:45:00 PM	0	0	3	3
	Hour	14	0	10	24
	1/25/2023 8:00:00 PM	2	0	1	3
	1/25/2023 8:15:00 PM	2	1	3	6
	1/25/2023 8:30:00 PM	2	0	3	5
	1/25/2023 8:45:00 PM	1	0	0	1
	Hour	7	1	7	15
	1/25/2023 9:00:00 PM	3	0	4	7
	1/25/2023 9:15:00 PM	2	0	0	2
	1/25/2023 9:30:00 PM	4	0	0	4
	1/25/2023 9:45:00 PM	2	0	1	3
	Hour	11	0	5	16
	1/25/2023 10:00:00 PM	4	0	1	5
	1/25/2023 10:15:00 PM	2	0	5	7
	1/25/2023 10:30:00 PM	1	0	2	3
	1/25/2023 10:45:00 PM	1	0	2	3
	Hour	8	0	10	18
	1/25/2023 11:00:00 PM	2	0	1	3
	1/25/2023 11:15:00 PM	2	0	0	2
	1/25/2023 11:30:00 PM	2	0	1	3
	1/25/2023 11:45:00 PM	1	0	0	1
	Hour	7	0	2	9
	Grand Total	301	10	111	422
	Percentage	71.3%	2.4%	26.3%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/26/2023	3	1	1	5
	1/26/2023 12:15:00 AM	2	0	0	2
	1/26/2023 12:30:00 AM	1	0	1	2
	1/26/2023 12:45:00 AM	1	0	2	3
	Hour	7	1	4	12
	1/26/2023 1:00:00 AM	4	0	1	5
	1/26/2023 1:15:00 AM	6	0	1	7
	1/26/2023 1:30:00 AM	2	0	1	3
	1/26/2023 1:45:00 AM	4	0	2	6
	Hour	16	0	5	21
	1/26/2023 2:00:00 AM	3	0	0	3
	1/26/2023 2:15:00 AM	0	0	0	0
	1/26/2023 2:30:00 AM	1	0	1	2
	1/26/2023 2:45:00 AM	2	0	2	4
	Hour	6	0	3	9
	1/26/2023 3:00:00 AM	2	0	0	2
	1/26/2023 3:15:00 AM	5	0	0	5
	1/26/2023 3:30:00 AM	1	0	0	1
	1/26/2023 3:45:00 AM	3	0	0	3
	Hour	11	0	0	11
	1/26/2023 4:00:00 AM	2	0	0	2
	1/26/2023 4:15:00 AM	2	1	2	5
	1/26/2023 4:30:00 AM	1	0	1	2
	1/26/2023 4:45:00 AM	1	1	2	4
	Hour	6	2	5	13
	1/26/2023 5:00:00 AM	2	0	1	3
	1/26/2023 5:15:00 AM	5	0	1	6
	1/26/2023 5:30:00 AM	0	1	0	1
	1/26/2023 5:45:00 AM	3	0	1	4
	Hour	10	1	3	14
	1/26/2023 6:00:00 AM	4	0	0	4
	1/26/2023 6:15:00 AM	3	1	2	6
	1/26/2023 6:30:00 AM	4	1	5	10
	1/26/2023 6:45:00 AM	4	0	3	7
	Hour	15	2	10	27
	1/26/2023 7:00:00 AM	2	0	2	4
	1/26/2023 7:15:00 AM	3	0	2	5
	1/26/2023 7:30:00 AM	5	2	2	9
	1/26/2023 7:45:00 AM	7	0	3	10
	Hour	17	2	9	28
	1/26/2023 8:00:00 AM	6	0	4	10
	1/26/2023 8:15:00 AM	8	1	6	15
	1/26/2023 8:30:00 AM	6	0	1	7
	1/26/2023 8:45:00 AM	12	1	1	14
	Hour	32	2	12	46
	1/26/2023 9:00:00 AM	12	0	3	15
	1/26/2023 9:15:00 AM	13	0	3	16
	1/26/2023 9:30:00 AM	18	0	3	21
	1/26/2023 9:45:00 AM	16	0	2	18
	Hour	59	0	11	70
	1/26/2023 10:00:00 AM	13	0	2	15
	1/26/2023 10:15:00 AM	8	0	0	8
	1/26/2023 10:30:00 AM	24	0	1	25
	1/26/2023 10:45:00 AM	17	1	6	24
	Hour	62	1	9	72
	1/26/2023 11:00:00 AM	16	0	0	16
	1/26/2023 11:15:00 AM	21	0	3	24
	1/26/2023 11:30:00 AM	27	0	1	28
	1/26/2023 11:45:00 AM	16	0	2	18
	Hour	80	0	6	86
	Grand Total	321	11	77	409
	Percentage	78.5%	2.7%	18.8%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/26/2023 12:00:00 PM	10	0	2	12
	1/26/2023 12:15:00 PM	15	0	4	19
	1/26/2023 12:30:00 PM	11	0	4	15
	1/26/2023 12:45:00 PM	18	1	0	19
	Hour	54	1	10	65
	1/26/2023 1:00:00 PM	10	0	6	16
	1/26/2023 1:15:00 PM	13	0	2	15
	1/26/2023 1:30:00 PM	14	0	6	20
	1/26/2023 1:45:00 PM	20	1	2	23
	Hour	57	1	16	74
	1/26/2023 2:00:00 PM	19	1	3	23
	1/26/2023 2:15:00 PM	19	0	2	21
	1/26/2023 2:30:00 PM	13	1	2	16
	1/26/2023 2:45:00 PM	10	0	2	12
	Hour	61	2	9	72
	1/26/2023 3:00:00 PM	14	0	2	16
	1/26/2023 3:15:00 PM	16	0	2	18
	1/26/2023 3:30:00 PM	10	0	1	11
	1/26/2023 3:45:00 PM	14	1	1	16
	Hour	54	1	6	61
	1/26/2023 4:00:00 PM	9	0	2	11
	1/26/2023 4:15:00 PM	15	0	2	17
	1/26/2023 4:30:00 PM	12	1	4	17
	1/26/2023 4:45:00 PM	10	0	1	11
	Hour	46	1	9	56
	1/26/2023 5:00:00 PM	9	0	0	9
	1/26/2023 5:15:00 PM	8	1	3	12
	1/26/2023 5:30:00 PM	4	0	0	4
	1/26/2023 5:45:00 PM	13	0	2	15
	Hour	34	1	5	40
	1/26/2023 6:00:00 PM	9	0	2	11
	1/26/2023 6:15:00 PM	7	0	5	12
	1/26/2023 6:30:00 PM	7	1	5	13
	1/26/2023 6:45:00 PM	4	1	1	6
	Hour	27	2	13	42
	1/26/2023 7:00:00 PM	6	0	4	10
	1/26/2023 7:15:00 PM	9	0	4	13
	1/26/2023 7:30:00 PM	1	0	1	2
	1/26/2023 7:45:00 PM	2	1	4	7
	Hour	18	1	13	32
	1/26/2023 8:00:00 PM	8	0	3	11
	1/26/2023 8:15:00 PM	7	1	2	10
	1/26/2023 8:30:00 PM	13	0	1	14
	1/26/2023 8:45:00 PM	5	0	1	6
	Hour	33	1	7	41
	1/26/2023 9:00:00 PM	0	0	0	0
	1/26/2023 9:15:00 PM	0	0	0	0
	1/26/2023 9:30:00 PM	0	0	0	0
	1/26/2023 9:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	1/26/2023 10:00:00 PM	1	0	1	2
	1/26/2023 10:15:00 PM	2	0	2	4
	1/26/2023 10:30:00 PM	1	1	1	3
	1/26/2023 10:45:00 PM	1	0	1	2
	Hour	5	1	5	11
	1/26/2023 11:00:00 PM	3	0	2	5
	1/26/2023 11:15:00 PM	2	0	2	4
	1/26/2023 11:30:00 PM	1	1	3	5
	1/26/2023 11:45:00 PM	5	1	2	8
	Hour	11	2	9	22
	Grand Total	400	14	102	516
	Percentage	77.5%	2.7%	19.8%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/27/2023	3	0	1	4
	1/27/2023 12:15:00 AM	4	0	3	7
	1/27/2023 12:30:00 AM	4	0	1	5
	1/27/2023 12:45:00 AM	1	0	2	3
	Hour	12	0	7	19
	1/27/2023 1:00:00 AM	1	0	0	1
	1/27/2023 1:15:00 AM	1	0	0	1
	1/27/2023 1:30:00 AM	1	0	1	2
	1/27/2023 1:45:00 AM	5	0	1	6
	Hour	8	0	2	10
	1/27/2023 2:00:00 AM	4	1	1	6
	1/27/2023 2:15:00 AM	4	0	2	6
	1/27/2023 2:30:00 AM	0	0	0	0
	1/27/2023 2:45:00 AM	2	1	3	6
	Hour	10	2	6	18
	1/27/2023 3:00:00 AM	1	0	0	1
	1/27/2023 3:15:00 AM	0	1	0	1
	1/27/2023 3:30:00 AM	0	0	0	0
	1/27/2023 3:45:00 AM	2	0	0	2
	Hour	3	1	0	4
	1/27/2023 4:00:00 AM	2	0	0	2
	1/27/2023 4:15:00 AM	3	0	0	3
	1/27/2023 4:30:00 AM	1	0	1	2
	1/27/2023 4:45:00 AM	2	0	2	4
	Hour	8	0	3	11
	1/27/2023 5:00:00 AM	4	0	3	7
	1/27/2023 5:15:00 AM	2	0	2	4
	1/27/2023 5:30:00 AM	3	0	1	4
	1/27/2023 5:45:00 AM	5	1	0	6
	Hour	14	1	6	21
	1/27/2023 6:00:00 AM	7	0	1	8
	1/27/2023 6:15:00 AM	3	3	5	11
	1/27/2023 6:30:00 AM	3	0	3	6
	1/27/2023 6:45:00 AM	3	0	0	3
	Hour	16	3	9	28
	1/27/2023 7:00:00 AM	7	0	4	11
	1/27/2023 7:15:00 AM	6	0	1	7
	1/27/2023 7:30:00 AM	10	1	3	14
	1/27/2023 7:45:00 AM	4	0	1	5
	Hour	27	1	9	37
	1/27/2023 8:00:00 AM	8	0	2	10
	1/27/2023 8:15:00 AM	10	0	1	11
	1/27/2023 8:30:00 AM	17	0	1	18
	1/27/2023 8:45:00 AM	7	0	2	9
	Hour	42	0	6	48
	1/27/2023 9:00:00 AM	12	0	2	14
	1/27/2023 9:15:00 AM	12	0	1	13
	1/27/2023 9:30:00 AM	20	1	2	23
	1/27/2023 9:45:00 AM	18	0	1	19
	Hour	62	1	6	69
	1/27/2023 10:00:00 AM	14	0	2	16
	1/27/2023 10:15:00 AM	19	0	2	21
	1/27/2023 10:30:00 AM	15	1	0	16
	1/27/2023 10:45:00 AM	18	0	1	19
	Hour	66	1	5	72
	1/27/2023 11:00:00 AM	10	1	1	12
	1/27/2023 11:15:00 AM	22	1	3	26
	1/27/2023 11:30:00 AM	17	0	2	19
	1/27/2023 11:45:00 AM	17	0	3	20
	Hour	66	2	9	77
	Grand Total	334	12	68	414
	Percentage	80.7%	2.9%	16.4%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/27/2023 12:00:00 PM	16	0	3	19
	1/27/2023 12:15:00 PM	25	0	3	28
	1/27/2023 12:30:00 PM	27	0	1	28
	1/27/2023 12:45:00 PM	16	1	3	20
	Hour	84	1	10	95
	1/27/2023 1:00:00 PM	25	0	1	26
	1/27/2023 1:15:00 PM	12	0	2	14
	1/27/2023 1:30:00 PM	19	2	4	25
	1/27/2023 1:45:00 PM	13	0	0	13
	Hour	69	2	7	78
	1/27/2023 2:00:00 PM	19	0	3	22
	1/27/2023 2:15:00 PM	30	1	3	34
	1/27/2023 2:30:00 PM	17	0	0	17
	1/27/2023 2:45:00 PM	10	0	2	12
	Hour	76	1	8	85
	1/27/2023 3:00:00 PM	21	0	2	23
	1/27/2023 3:15:00 PM	21	2	1	24
	1/27/2023 3:30:00 PM	20	0	1	21
	1/27/2023 3:45:00 PM	25	1	3	29
	Hour	87	3	7	97
	1/27/2023 4:00:00 PM	17	0	1	18
	1/27/2023 4:15:00 PM	12	0	0	12
	1/27/2023 4:30:00 PM	9	0	1	10
	1/27/2023 4:45:00 PM	18	0	1	19
	Hour	56	0	3	59
	1/27/2023 5:00:00 PM	5	1	1	7
	1/27/2023 5:15:00 PM	7	0	1	8
	1/27/2023 5:30:00 PM	7	0	1	8
	1/27/2023 5:45:00 PM	10	0	2	12
	Hour	29	1	5	35
	1/27/2023 6:00:00 PM	11	1	2	14
	1/27/2023 6:15:00 PM	9	0	0	9
	1/27/2023 6:30:00 PM	10	0	3	13
	1/27/2023 6:45:00 PM	8	0	3	11
	Hour	38	1	8	47
	1/27/2023 7:00:00 PM	14	0	1	15
	1/27/2023 7:15:00 PM	12	0	3	15
	1/27/2023 7:30:00 PM	10	0	1	11
	1/27/2023 7:45:00 PM	4	0	0	4
	Hour	40	0	5	45
	1/27/2023 8:00:00 PM	8	0	1	9
	1/27/2023 8:15:00 PM	4	0	0	4
	1/27/2023 8:30:00 PM	4	0	0	4
	1/27/2023 8:45:00 PM	3	0	2	5
	Hour	19	0	3	22
	1/27/2023 9:00:00 PM	3	0	0	3
	1/27/2023 9:15:00 PM	7	0	0	7
	1/27/2023 9:30:00 PM	4	0	2	6
	1/27/2023 9:45:00 PM	7	0	1	8
	Hour	21	0	3	24
	1/27/2023 10:00:00 PM	3	0	0	3
	1/27/2023 10:15:00 PM	5	0	1	6
	1/27/2023 10:30:00 PM	3	0	1	4
	1/27/2023 10:45:00 PM	2	0	1	3
	Hour	13	0	3	16
	1/27/2023 11:00:00 PM	3	1	1	5
	1/27/2023 11:15:00 PM	0	0	0	0
	1/27/2023 11:30:00 PM	2	0	0	2
	1/27/2023 11:45:00 PM	4	0	1	5
	Hour	9	1	2	12
	Grand Total	541	10	64	615
	Percentage	88.0%	1.6%	10.4%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/28/2023	3	0	1	4
	1/28/2023 12:15:00 AM	1	0	0	1
	1/28/2023 12:30:00 AM	1	0	0	1
	1/28/2023 12:45:00 AM	2	0	2	4
	Hour	7	0	3	10
	1/28/2023 1:00:00 AM	4	0	3	7
	1/28/2023 1:15:00 AM	1	0	0	1
	1/28/2023 1:30:00 AM	1	0	1	2
	1/28/2023 1:45:00 AM	6	0	0	6
	Hour	12	0	4	16
	1/28/2023 2:00:00 AM	3	0	0	3
	1/28/2023 2:15:00 AM	1	0	0	1
	1/28/2023 2:30:00 AM	5	0	1	6
	1/28/2023 2:45:00 AM	1	0	3	4
	Hour	10	0	4	14
	1/28/2023 3:00:00 AM	2	0	1	3
	1/28/2023 3:15:00 AM	6	0	2	8
	1/28/2023 3:30:00 AM	2	0	0	2
	1/28/2023 3:45:00 AM	2	0	1	3
	Hour	12	0	4	16
	1/28/2023 4:00:00 AM	3	0	0	3
	1/28/2023 4:15:00 AM	2	0	0	2
	1/28/2023 4:30:00 AM	2	0	0	2
	1/28/2023 4:45:00 AM	1	0	0	1
	Hour	8	0	0	8
	1/28/2023 5:00:00 AM	2	0	1	3
	1/28/2023 5:15:00 AM	4	1	1	6
	1/28/2023 5:30:00 AM	2	0	5	7
	1/28/2023 5:45:00 AM	3	0	1	4
	Hour	11	1	8	20
	1/28/2023 6:00:00 AM	1	0	0	1
	1/28/2023 6:15:00 AM	1	0	2	3
	1/28/2023 6:30:00 AM	5	0	1	6
	1/28/2023 6:45:00 AM	4	0	1	5
	Hour	11	0	4	15
	1/28/2023 7:00:00 AM	5	0	0	5
	1/28/2023 7:15:00 AM	6	0	0	6
	1/28/2023 7:30:00 AM	5	0	0	5
	1/28/2023 7:45:00 AM	4	0	5	9
	Hour	20	0	5	25
	1/28/2023 8:00:00 AM	6	0	0	6
	1/28/2023 8:15:00 AM	7	0	1	8
	1/28/2023 8:30:00 AM	14	0	0	14
	1/28/2023 8:45:00 AM	12	0	1	13
	Hour	39	0	2	41
	1/28/2023 9:00:00 AM	25	0	0	25
	1/28/2023 9:15:00 AM	15	0	1	16
	1/28/2023 9:30:00 AM	15	0	2	17
	1/28/2023 9:45:00 AM	19	0	1	20
	Hour	74	0	4	78
	1/28/2023 10:00:00 AM	15	0	0	15
	1/28/2023 10:15:00 AM	18	0	2	20
	1/28/2023 10:30:00 AM	15	0	1	16
	1/28/2023 10:45:00 AM	17	1	1	19
	Hour	65	1	4	70
	1/28/2023 11:00:00 AM	23	0	0	23
	1/28/2023 11:15:00 AM	15	1	3	19
	1/28/2023 11:30:00 AM	14	0	2	16
	1/28/2023 11:45:00 AM	14	1	2	17
	Hour	66	2	7	75
	Grand Total	335	4	49	388
	Percentage	86.3%	1.0%	12.6%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/28/2023 12:00:00 PM	29	0	2	31
	1/28/2023 12:15:00 PM	25	0	2	27
	1/28/2023 12:30:00 PM	22	0	1	23
	1/28/2023 12:45:00 PM	19	0	1	20
	Hour	95	0	6	101
	1/28/2023 1:00:00 PM	16	0	1	17
	1/28/2023 1:15:00 PM	20	0	5	25
	1/28/2023 1:30:00 PM	18	0	4	22
	1/28/2023 1:45:00 PM	10	0	3	13
	Hour	64	0	13	77
	1/28/2023 2:00:00 PM	22	0	0	22
	1/28/2023 2:15:00 PM	15	0	0	15
	1/28/2023 2:30:00 PM	12	0	3	15
	1/28/2023 2:45:00 PM	17	0	1	18
	Hour	66	0	4	70
	1/28/2023 3:00:00 PM	22	0	1	23
	1/28/2023 3:15:00 PM	18	0	2	20
	1/28/2023 3:30:00 PM	16	0	1	17
	1/28/2023 3:45:00 PM	8	0	1	9
	Hour	64	0	5	69
	1/28/2023 4:00:00 PM	15	0	1	16
	1/28/2023 4:15:00 PM	11	0	1	12
	1/28/2023 4:30:00 PM	21	1	2	24
	1/28/2023 4:45:00 PM	24	1	3	28
	Hour	71	2	7	80
	1/28/2023 5:00:00 PM	6	1	1	8
	1/28/2023 5:15:00 PM	10	0	2	12
	1/28/2023 5:30:00 PM	10	0	0	10
	1/28/2023 5:45:00 PM	10	2	1	13
	Hour	36	3	4	43
	1/28/2023 6:00:00 PM	9	1	1	11
	1/28/2023 6:15:00 PM	4	0	0	4
	1/28/2023 6:30:00 PM	5	1	0	6
	1/28/2023 6:45:00 PM	7	0	1	8
	Hour	25	2	2	29
	1/28/2023 7:00:00 PM	5	0	1	6
	1/28/2023 7:15:00 PM	2	0	2	4
	1/28/2023 7:30:00 PM	8	0	0	8
	1/28/2023 7:45:00 PM	1	0	0	1
	Hour	16	0	3	19
	1/28/2023 8:00:00 PM	5	0	2	7
	1/28/2023 8:15:00 PM	6	0	0	6
	1/28/2023 8:30:00 PM	4	0	2	6
	1/28/2023 8:45:00 PM	5	0	0	5
	Hour	20	0	4	24
	1/28/2023 9:00:00 PM	2	0	2	4
	1/28/2023 9:15:00 PM	5	0	1	6
	1/28/2023 9:30:00 PM	2	0	1	3
	1/28/2023 9:45:00 PM	3	0	1	4
	Hour	12	0	5	17
	1/28/2023 10:00:00 PM	2	0	2	4
	1/28/2023 10:15:00 PM	1	0	1	2
	1/28/2023 10:30:00 PM	1	0	3	4
	1/28/2023 10:45:00 PM	1	0	2	3
	Hour	5	0	8	13
	1/28/2023 11:00:00 PM	2	0	2	4
	1/28/2023 11:15:00 PM	1	0	2	3
	1/28/2023 11:30:00 PM	4	0	0	4
	1/28/2023 11:45:00 PM	9	0	1	10
	Hour	16	0	5	21
	Grand Total	490	7	66	563
	Percentage	87.0%	1.2%	11.7%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/29/2023	2	0	0	2
	1/29/2023 12:15:00 AM	3	0	0	3
	1/29/2023 12:30:00 AM	3	0	0	3
	1/29/2023 12:45:00 AM	2	0	0	2
	Hour	10	0	0	10
	1/29/2023 1:00:00 AM	3	1	0	4
	1/29/2023 1:15:00 AM	1	0	0	1
	1/29/2023 1:30:00 AM	3	0	0	3
	1/29/2023 1:45:00 AM	2	0	1	3
	Hour	9	1	1	11
	1/29/2023 2:00:00 AM	1	0	1	2
	1/29/2023 2:15:00 AM	1	0	0	1
	1/29/2023 2:30:00 AM	1	0	0	1
	1/29/2023 2:45:00 AM	3	0	0	3
	Hour	6	0	1	7
	1/29/2023 3:00:00 AM	6	1	0	7
	1/29/2023 3:15:00 AM	3	0	0	3
	1/29/2023 3:30:00 AM	4	0	0	4
	1/29/2023 3:45:00 AM	3	0	0	3
	Hour	16	1	0	17
	1/29/2023 4:00:00 AM	2	0	1	3
	1/29/2023 4:15:00 AM	5	0	0	5
	1/29/2023 4:30:00 AM	1	0	0	1
	1/29/2023 4:45:00 AM	3	0	1	4
	Hour	11	0	2	13
	1/29/2023 5:00:00 AM	1	0	2	3
	1/29/2023 5:15:00 AM	0	1	0	1
	1/29/2023 5:30:00 AM	0	0	2	2
	1/29/2023 5:45:00 AM	4	0	1	5
	Hour	5	1	5	11
	1/29/2023 6:00:00 AM	4	0	0	4
	1/29/2023 6:15:00 AM	3	0	0	3
	1/29/2023 6:30:00 AM	5	0	0	5
	1/29/2023 6:45:00 AM	5	0	2	7
	Hour	17	0	2	19
	1/29/2023 7:00:00 AM	1	1	0	2
	1/29/2023 7:15:00 AM	8	0	0	8
	1/29/2023 7:30:00 AM	3	0	0	3
	1/29/2023 7:45:00 AM	2	0	0	2
	Hour	14	1	0	15
	1/29/2023 8:00:00 AM	9	0	1	10
	1/29/2023 8:15:00 AM	12	0	3	15
	1/29/2023 8:30:00 AM	11	0	1	12
	1/29/2023 8:45:00 AM	14	0	2	16
	Hour	46	0	7	53
	1/29/2023 9:00:00 AM	14	0	1	15
	1/29/2023 9:15:00 AM	13	0	0	13
	1/29/2023 9:30:00 AM	9	0	0	9
	1/29/2023 9:45:00 AM	14	0	2	16
	Hour	50	0	3	53
	1/29/2023 10:00:00 AM	19	1	4	24
	1/29/2023 10:15:00 AM	21	0	2	23
	1/29/2023 10:30:00 AM	19	0	2	21
	1/29/2023 10:45:00 AM	18	0	2	20
	Hour	77	1	10	88
	1/29/2023 11:00:00 AM	21	1	6	28
	1/29/2023 11:15:00 AM	22	1	3	26
	1/29/2023 11:30:00 AM	24	1	1	26
	1/29/2023 11:45:00 AM	25	0	1	26
	Hour	92	3	11	106
	Grand Total	353	8	42	403
	Percentage	87.6%	2.0%	10.4%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/29/2023 12:00:00 PM	25	0	2	27
	1/29/2023 12:15:00 PM	20	1	1	22
	1/29/2023 12:30:00 PM	16	0	2	18
	1/29/2023 12:45:00 PM	16	0	2	18
	Hour	77	1	7	85
	1/29/2023 1:00:00 PM	20	0	2	22
	1/29/2023 1:15:00 PM	27	1	2	30
	1/29/2023 1:30:00 PM	15	1	2	18
	1/29/2023 1:45:00 PM	22	1	0	23
	Hour	84	3	6	93
	1/29/2023 2:00:00 PM	12	0	1	13
	1/29/2023 2:15:00 PM	19	1	2	22
	1/29/2023 2:30:00 PM	30	0	3	33
	1/29/2023 2:45:00 PM	15	0	2	17
	Hour	76	1	8	85
	1/29/2023 3:00:00 PM	19	0	2	21
	1/29/2023 3:15:00 PM	23	0	1	24
	1/29/2023 3:30:00 PM	17	0	4	21
	1/29/2023 3:45:00 PM	16	1	2	19
	Hour	75	1	9	85
	1/29/2023 4:00:00 PM	12	0	0	12
	1/29/2023 4:15:00 PM	9	0	1	10
	1/29/2023 4:30:00 PM	9	0	3	12
	1/29/2023 4:45:00 PM	5	0	1	6
	Hour	35	0	5	40
	1/29/2023 5:00:00 PM	6	0	1	7
	1/29/2023 5:15:00 PM	12	0	1	13
	1/29/2023 5:30:00 PM	10	0	0	10
	1/29/2023 5:45:00 PM	6	0	1	7
	Hour	34	0	3	37
	1/29/2023 6:00:00 PM	5	0	1	6
	1/29/2023 6:15:00 PM	10	0	4	14
	1/29/2023 6:30:00 PM	6	0	0	6
	1/29/2023 6:45:00 PM	6	0	0	6
	Hour	27	0	5	32
	1/29/2023 7:00:00 PM	5	0	3	8
	1/29/2023 7:15:00 PM	3	0	1	4
	1/29/2023 7:30:00 PM	6	0	0	6
	1/29/2023 7:45:00 PM	7	0	0	7
	Hour	21	0	4	25
	1/29/2023 8:00:00 PM	4	0	0	4
	1/29/2023 8:15:00 PM	5	0	1	6
	1/29/2023 8:30:00 PM	0	0	2	2
	1/29/2023 8:45:00 PM	3	0	2	5
	Hour	12	0	5	17
	1/29/2023 9:00:00 PM	7	2	2	11
	1/29/2023 9:15:00 PM	3	0	0	3
	1/29/2023 9:30:00 PM	4	0	2	6
	1/29/2023 9:45:00 PM	1	0	0	1
	Hour	15	2	4	21
	1/29/2023 10:00:00 PM	0	0	0	0
	1/29/2023 10:15:00 PM	2	0	2	4
	1/29/2023 10:30:00 PM	4	0	0	4
	1/29/2023 10:45:00 PM	2	0	0	2
	Hour	8	0	2	10
	1/29/2023 11:00:00 PM	1	0	0	1
	1/29/2023 11:15:00 PM	2	0	0	2
	1/29/2023 11:30:00 PM	4	0	1	5
	1/29/2023 11:45:00 PM	4	0	1	5
	Hour	11	0	2	13
	Grand Total	475	8	60	543
	Percentage	87.5%	1.5%	11.0%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/30/2023	4	0	0	4
	1/30/2023 12:15:00 AM	0	0	0	0
	1/30/2023 12:30:00 AM	0	0	1	1
	1/30/2023 12:45:00 AM	0	0	3	3
	Hour	4	0	4	8
	1/30/2023 1:00:00 AM	2	0	1	3
	1/30/2023 1:15:00 AM	4	0	0	4
	1/30/2023 1:30:00 AM	1	0	1	2
	1/30/2023 1:45:00 AM	5	0	0	5
	Hour	12	0	2	14
	1/30/2023 2:00:00 AM	1	0	0	1
	1/30/2023 2:15:00 AM	2	0	0	2
	1/30/2023 2:30:00 AM	4	0	0	4
	1/30/2023 2:45:00 AM	2	0	1	3
	Hour	9	0	1	10
	1/30/2023 3:00:00 AM	0	0	1	1
	1/30/2023 3:15:00 AM	0	0	0	0
	1/30/2023 3:30:00 AM	1	0	0	1
	1/30/2023 3:45:00 AM	2	0	0	2
	Hour	3	0	1	4
	1/30/2023 4:00:00 AM	4	0	1	5
	1/30/2023 4:15:00 AM	5	0	0	5
	1/30/2023 4:30:00 AM	1	0	0	1
	1/30/2023 4:45:00 AM	1	0	0	1
	Hour	11	0	1	12
	1/30/2023 5:00:00 AM	1	0	1	2
	1/30/2023 5:15:00 AM	2	0	1	3
	1/30/2023 5:30:00 AM	3	0	0	3
	1/30/2023 5:45:00 AM	3	0	2	5
	Hour	9	0	4	13
	1/30/2023 6:00:00 AM	2	0	2	4
	1/30/2023 6:15:00 AM	4	1	2	7
	1/30/2023 6:30:00 AM	5	0	1	6
	1/30/2023 6:45:00 AM	3	0	2	5
	Hour	14	1	7	22
	1/30/2023 7:00:00 AM	1	0	1	2
	1/30/2023 7:15:00 AM	6	0	3	9
	1/30/2023 7:30:00 AM	8	0	1	9
	1/30/2023 7:45:00 AM	11	0	2	13
	Hour	26	0	7	33
	1/30/2023 8:00:00 AM	5	0	3	8
	1/30/2023 8:15:00 AM	13	0	1	14
	1/30/2023 8:30:00 AM	17	0	0	17
	1/30/2023 8:45:00 AM	12	0	3	15
	Hour	47	0	7	54
	1/30/2023 9:00:00 AM	8	0	3	11
	1/30/2023 9:15:00 AM	22	0	4	26
	1/30/2023 9:30:00 AM	16	0	3	19
	1/30/2023 9:45:00 AM	20	0	4	24
	Hour	66	0	14	80
	1/30/2023 10:00:00 AM	29	0	2	31
	1/30/2023 10:15:00 AM	20	0	1	21
	1/30/2023 10:30:00 AM	20	1	1	22
	1/30/2023 10:45:00 AM	22	0	1	23
	Hour	91	1	5	97
	1/30/2023 11:00:00 AM	31	0	3	34
	1/30/2023 11:15:00 AM	26	0	4	30
	1/30/2023 11:30:00 AM	21	1	2	24
	1/30/2023 11:45:00 AM	15	0	3	18
	Hour	93	1	12	106
	Grand Total	385	3	65	453
	Percentage	85.0%	0.7%	14.3%	



All Traffic Data Services

5 - I-95 SB REST AREA ENTRANCE

SB	Time	Lights	Mediums	Trucks	Total
	1/30/2023 12:00:00 PM	21	0	3	24
	1/30/2023 12:15:00 PM	28	1	1	30
	1/30/2023 12:30:00 PM	15	0	4	19
	1/30/2023 12:45:00 PM	19	0	3	22
	Hour	83	1	11	95
	1/30/2023 1:00:00 PM	23	0	5	28
	1/30/2023 1:15:00 PM	31	0	2	33
	1/30/2023 1:30:00 PM	14	0	2	16
	1/30/2023 1:45:00 PM	17	1	0	18
	Hour	85	1	9	95
	1/30/2023 2:00:00 PM	20	0	0	20
	1/30/2023 2:15:00 PM	16	0	0	16
	1/30/2023 2:30:00 PM	13	1	3	17
	1/30/2023 2:45:00 PM	10	0	0	10
	Hour	59	1	3	63
	1/30/2023 3:00:00 PM	20	0	4	24
	1/30/2023 3:15:00 PM	16	1	3	20
	1/30/2023 3:30:00 PM	12	1	1	14
	1/30/2023 3:45:00 PM	11	0	2	13
	Hour	59	2	10	71
	1/30/2023 4:00:00 PM	11	0	2	13
	1/30/2023 4:15:00 PM	14	0	0	14
	1/30/2023 4:30:00 PM	10	1	1	12
	1/30/2023 4:45:00 PM	13	0	0	13
	Hour	48	1	3	52
	1/30/2023 5:00:00 PM	6	0	2	8
	1/30/2023 5:15:00 PM	5	1	0	6
	1/30/2023 5:30:00 PM	10	0	1	11
	1/30/2023 5:45:00 PM	2	0	3	5
	Hour	23	1	6	30
	1/30/2023 6:00:00 PM	7	1	3	11
	1/30/2023 6:15:00 PM	3	2	2	7
	1/30/2023 6:30:00 PM	5	0	2	7
	1/30/2023 6:45:00 PM	5	0	4	9
	Hour	20	3	11	34
	1/30/2023 7:00:00 PM	6	1	2	9
	1/30/2023 7:15:00 PM	3	0	2	5
	1/30/2023 7:30:00 PM	3	0	2	5
	1/30/2023 7:45:00 PM	1	1	2	4
	Hour	13	2	8	23
	1/30/2023 8:00:00 PM	2	0	1	3
	1/30/2023 8:15:00 PM	3	0	2	5
	1/30/2023 8:30:00 PM	7	0	2	9
	1/30/2023 8:45:00 PM	2	0	2	4
	Hour	14	0	7	21
	1/30/2023 9:00:00 PM	5	0	1	6
	1/30/2023 9:15:00 PM	2	0	0	2
	1/30/2023 9:30:00 PM	0	0	3	3
	1/30/2023 9:45:00 PM	1	0	0	1
	Hour	8	0	4	12
	1/30/2023 10:00:00 PM	2	0	0	2
	1/30/2023 10:15:00 PM	7	0	3	10
	1/30/2023 10:30:00 PM	1	0	0	1
	1/30/2023 10:45:00 PM	0	0	1	1
	Hour	10	0	4	14
	1/30/2023 11:00:00 PM	5	0	2	7
	1/30/2023 11:15:00 PM	2	0	1	3
	1/30/2023 11:30:00 PM	0	0	2	2
	1/30/2023 11:45:00 PM	1	0	2	3
	Hour	8	0	7	15
	Grand Total	430	12	83	525
	Percentage	81.9%	2.3%	15.8%	
	Total	5,201	133	1,049	6,383
	Percentage	81.5%	2.1%	16.4%	



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

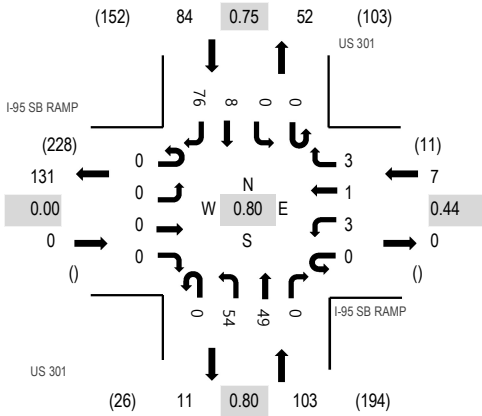
Location: 2 US 301 & I-95 SB RAMP AM

Date: Tuesday, January 24, 2023

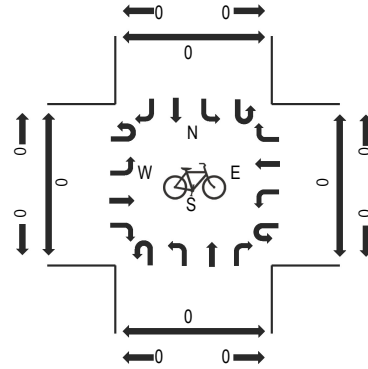
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

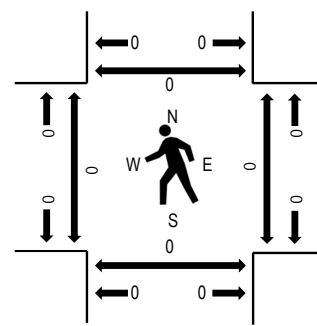
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 SB RAMP Eastbound				I-95 SB RAMP Westbound				US 301 Northbound				US 301 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	12	13	0	0	0	1	12	38	171	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	16	13	0	0	0	1	11	42	194	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	3	0	14	9	0	0	0	1	21	49	183	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	11	8	0	0	0	3	19	42	176	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	13	19	0	0	0	3	25	61	186	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	6	12	0	0	0	2	10	31		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	9	11	0	0	0	6	15	42		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	1	0	14	14	0	0	0	3	19	52		0	0	0	0

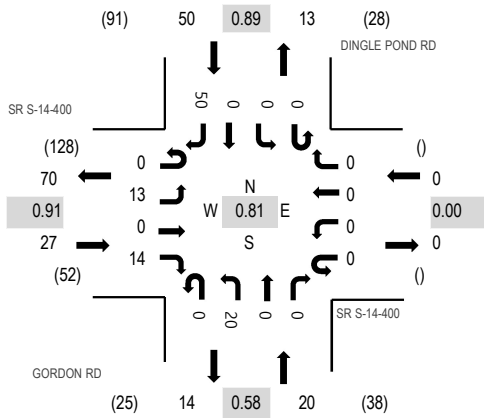
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	2	10
Lights	0	0	0	0	0	3	1	2	0	50	41	0	0	0	7	71	175
Mediums	0	0	0	0	0	0	0	1	0	1	3	0	0	0	1	3	9
Total	0	0	0	0	0	3	1	3	0	54	49	0	0	0	8	76	194

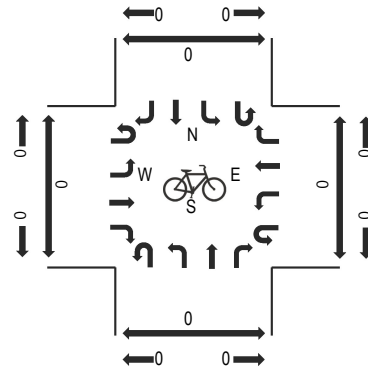
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				14.3%				11.7%				7.1%				9.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	7.4%	16.3%	0.0%	0.0%	0.0%	12.5%	6.6%	9.8%
Peak Hour Factor	0.00				0.44				0.80				0.75				0.80
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	1.00	0.25	0.25	0.00	0.84	0.74	0.00	0.00	0.00	0.58	0.76	0.80

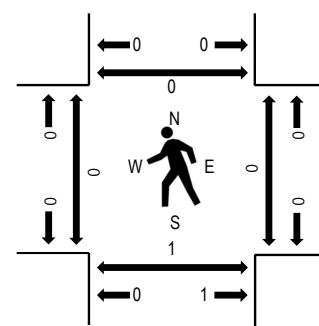
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR S-14-400 Eastbound				SR S-14-400 Westbound				GORDON RD Northbound				DINGLE POND RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	0	2	0	0	0	0	0	6	0	0	0	0	0	1	10	21	94	0	0	0	0
7:15 AM	0	2	0	4	0	0	0	0	0	10	0	0	0	0	0	14	30	97	0	0	0	0	
7:30 AM	0	5	0	3	0	0	0	0	0	5	0	0	0	0	0	10	23	87	0	0	1	0	
7:45 AM	0	2	0	4	0	0	0	0	0	2	0	0	0	0	0	12	20	88	0	0	0	0	
8:00 AM	0	4	0	3	0	0	0	0	0	3	0	0	0	0	0	14	24	87	0	0	0	0	
8:15 AM	0	5	0	3	0	0	0	0	0	4	0	0	0	0	0	8	20		0	0	0	0	
8:30 AM	0	3	0	3	0	0	0	0	0	4	0	0	0	0	0	14	24		0	0	0	0	
8:45 AM	0	5	0	2	0	0	0	0	0	4	0	0	0	0	0	8	19		0	0	0	0	

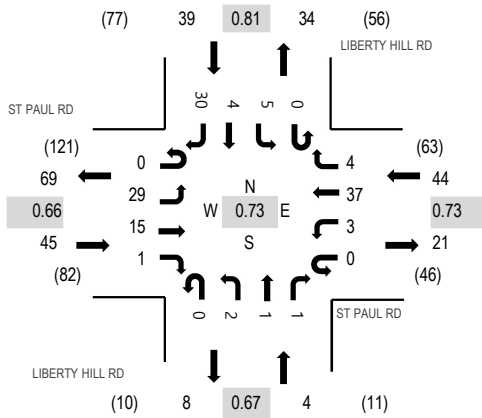
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Lights	0	13	0	13	0	0	0	0	0	16	0	0	0	0	0	49	91
Mediums	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	4
Total	0	13	0	14	0	0	0	0	0	20	0	0	0	0	0	50	97

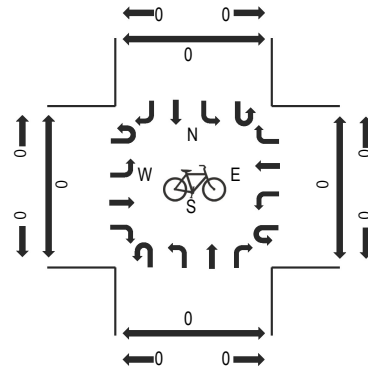
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%			0.0%				20.0%				2.0%			6.2%	
Heavy Vehicle %	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	2.0%	6.2%	
Peak Hour Factor		0.91			0.00				0.58				0.89			0.81	
Peak Hour Factor	0.00	0.85	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.25	0.89	0.81

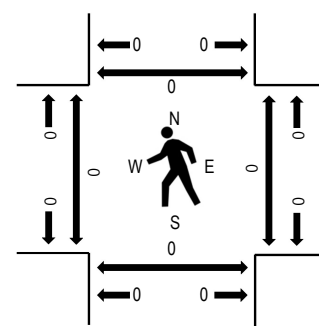
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST PAUL RD Eastbound				ST PAUL RD Westbound				LIBERTY HILL RD Northbound				LIBERTY HILL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	4	0	0	0	1	0	0	0	0	0	0	0	0	9	21	101	0	0	0	0
7:15 AM	0	5	6	1	0	0	6	0	0	0	1	2	0	1	0	6	28	109	0	0	0	0
7:30 AM	0	4	4	0	0	0	3	0	0	0	0	3	0	0	0	10	24	116	0	0	0	0
7:45 AM	0	3	3	0	0	1	6	2	0	1	0	0	0	2	0	10	28	115	0	0	0	0
8:00 AM	0	5	4	0	0	0	8	1	0	0	0	1	0	1	0	9	29	132	0	0	0	0
8:15 AM	0	9	5	1	0	1	10	0	0	1	1	0	0	1	1	5	35		0	0	0	0
8:30 AM	0	4	0	0	0	0	7	2	0	0	0	0	0	2	2	6	23		0	0	0	0
8:45 AM	0	11	6	0	0	2	12	1	0	1	0	0	0	1	1	10	45		0	0	0	0

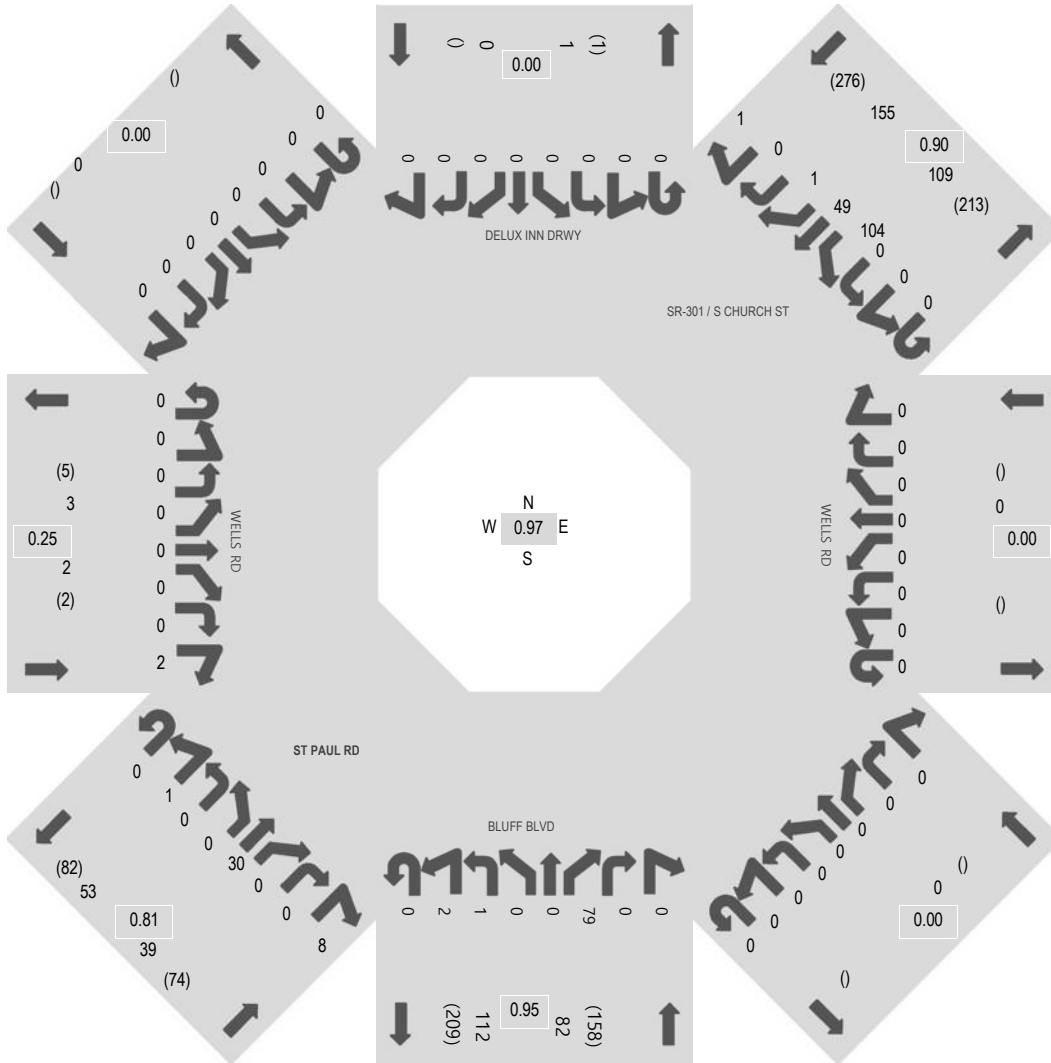
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	5	0	0	0	2	0	0	0	0	0	0	0	0	3	12
Lights	0	25	10	1	0	3	31	4	0	2	1	1	0	5	4	27	114
Mediums	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6
Total	0	29	15	1	0	3	37	4	0	2	1	1	0	5	4	30	132

Heavy Vehicle Percentage and Peak Hour Factor

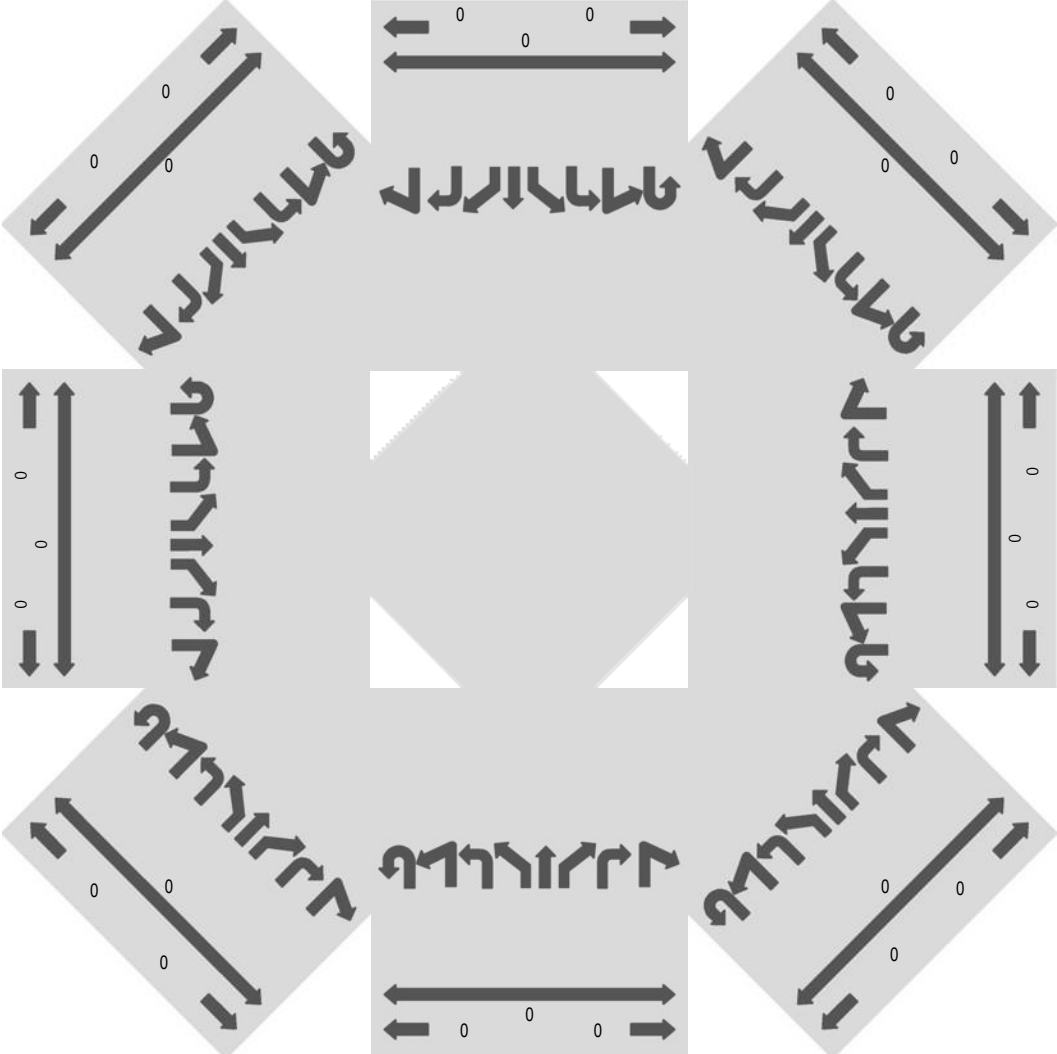
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		20.0%				13.6%				0.0%				7.7%		13.6%	
Heavy Vehicle %	0.0%	13.8%	33.3%	0.0%	0.0%	0.0%	16.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	13.6%	
Peak Hour Factor		0.66				0.73				0.67				0.81		0.73	
Peak Hour Factor	0.00	0.66	0.71	0.25	0.00	0.38	0.77	0.63	0.00	0.50	0.25	0.50	0.00	0.75	0.50	0.88	0.73

Peak Hour - Motorized Vehicles

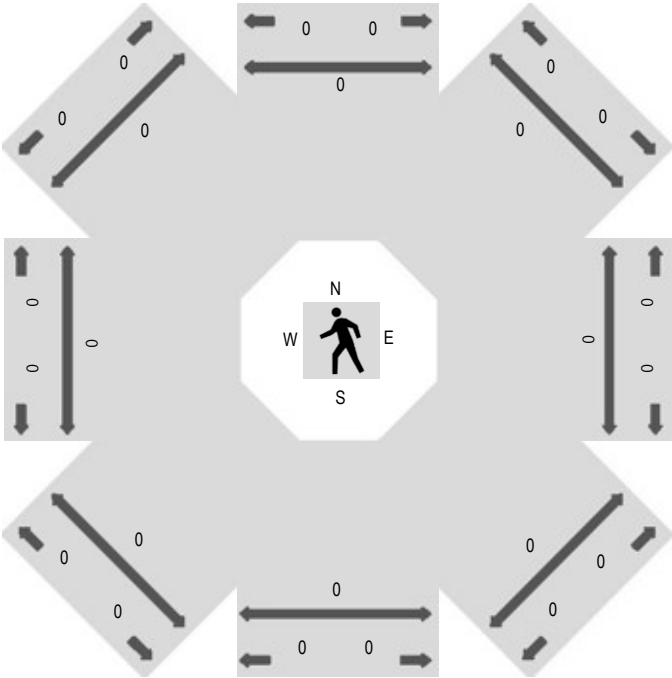


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	6	0	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	9	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	22	0	0	0	0	0	12	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	18	0	0	0	0	0	4	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	8	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	22	0	0	0	0	0	9	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	17	0	0	0	0	0	7	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	19	0	0	0	1	0	6	0	0	3	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	152	0	0	0	1	0	61	0	0	12	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	79	0	0	0	1	0	30	0	0	8	

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	37	232	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	8	0	0	0	60	261	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	4	1	0	0	71	273	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	12	0	0	0	64	272	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	10	0	0	0	66	278	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	10	0	0	0	72		
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	15	1	0	1	70		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	14	0	0	0	70		
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	76	2	0	1	510		
Peak Hour	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	49	1	0	1	278		

Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	3	0	0	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	64	0	0	0	1	0	0	26	0	0	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	79	0	0	0	1	0	0	30	0	0	8

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	32
Lights	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	43	1	0	233
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	13
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	49	1	0	278

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.0%								0.0%								18.3%								12.8%								
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	12.5%	16.2%
PHF	0.00								0.00								0.95								0.81								
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.94	0.00	0.00	0.00	0.25	0.00	0.00	0.69	0.00	0.00	0.67	0.97	
	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.0%								0.0%								0.0%								16.1%								16.2%
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.3%	12.2%	0.0%	0.0%	0.0%	16.2%	
PHF	0.25								0.00								0.00								0.90								0.97
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.82	0.25	0.00	0.25	0.97	

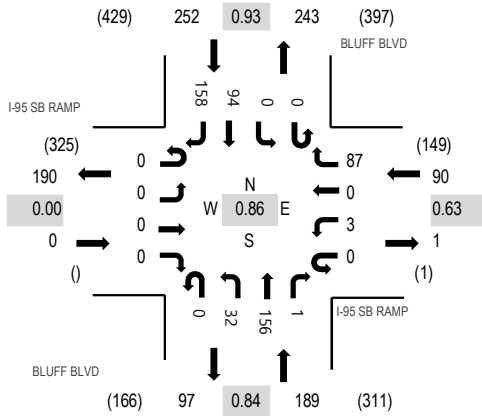
Location: 7 BLUFF BLVD & I-95 SB RAMP AM

Date: Tuesday, January 24, 2023

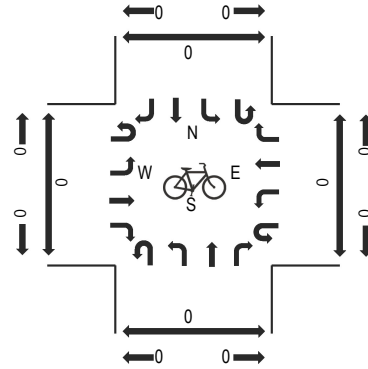
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

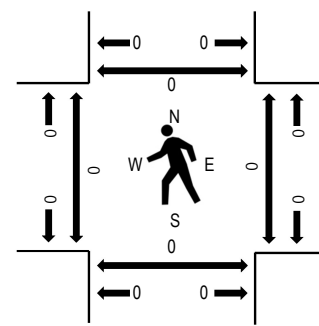
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 SB RAMP Eastbound				I-95 SB RAMP Westbound				BLUFF BLVD Northbound				BLUFF BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	1	0	16	0	9	17	0	0	0	11	27	81	471	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	9	0	5	33	0	0	0	15	29	93	502	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	26	0	9	46	1	0	0	20	41	143	531	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	36	0	10	44	0	0	0	22	42	154	470	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	10	0	5	28	0	0	0	24	44	112	418	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	15	0	8	38	0	0	0	28	31	122		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	12	0	5	23	0	0	0	14	27	82		0	0	0	0
8:45 AM	0	0	0	0	0	1	1	16	0	2	28	0	0	0	24	30	102		1	0	0	0

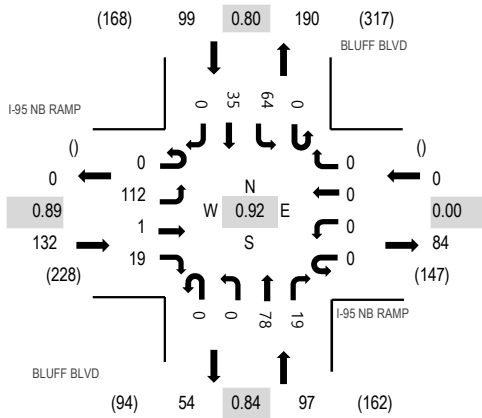
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	22	0	0	29	0	0	0	22	40	113
Lights	0	0	0	0	0	3	0	65	0	32	123	1	0	0	72	113	409
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	9
Total	0	0	0	0	0	3	0	87	0	32	156	1	0	0	94	158	531

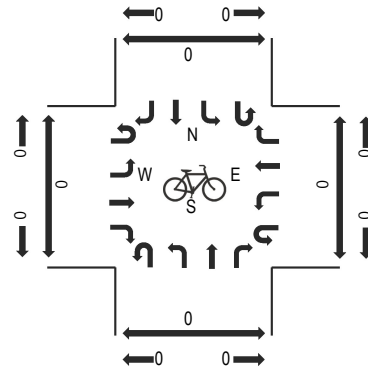
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				24.4%				17.5%				26.6%				23.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.3%	0.0%	0.0%	21.2%	0.0%	0.0%	0.0%	23.4%	28.5%	23.0%
Peak Hour Factor	0.00				0.63				0.84				0.93				0.86
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.60	0.00	0.83	0.85	0.25	0.00	0.00	0.84	0.90	0.86

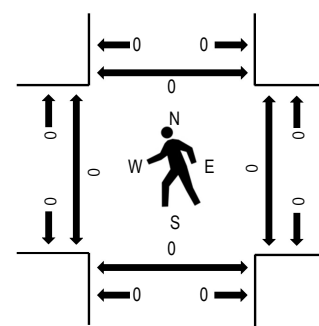
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 NB RAMP Eastbound				I-95 NB RAMP Westbound				BLUFF BLVD Northbound				BLUFF BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	16	0	1	0	0	0	0	0	0	12	4	0	11	2	0	46	282	0	0	0	0
7:15 AM	0	28	0	2	0	0	0	0	0	0	14	5	0	13	4	0	66	305	0	0	0	0
7:30 AM	0	33	1	3	0	0	0	0	0	0	23	6	0	13	6	0	85	328	0	0	0	0
7:45 AM	0	30	0	5	0	0	0	0	0	0	24	2	0	16	8	0	85	294	0	0	0	0
8:00 AM	0	20	0	5	0	0	0	0	0	0	13	6	0	20	5	0	69	276	0	0	0	0
8:15 AM	0	29	0	6	0	0	0	0	0	0	18	5	0	15	16	0	89	0	0	0	0	
8:30 AM	0	16	0	4	0	0	0	0	0	0	11	7	0	8	5	0	51	0	0	0	0	
8:45 AM	0	21	0	8	0	0	0	0	0	0	9	3	0	12	14	0	67	1	0	0	0	

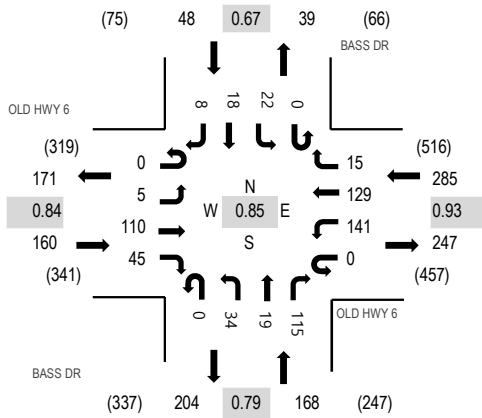
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	29	1	1	0	0	0	0	0	0	0	0	0	23	0	0	54
Lights	0	80	0	16	0	0	0	0	0	0	77	19	0	41	35	0	268
Mediums	0	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0	6
Total	0	112	1	19	0	0	0	0	0	0	78	19	0	64	35	0	328

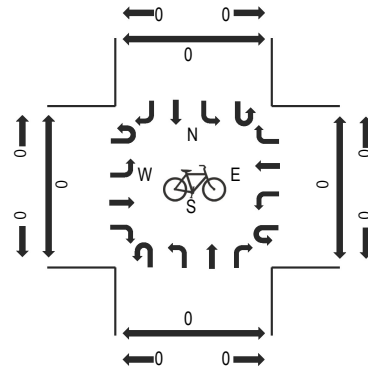
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		27.3%			0.0%				1.0%				23.2%				18.3%
Heavy Vehicle %	0.0%	28.6%	100.0%	15.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	35.9%	0.0%	0.0%	18.3%
Peak Hour Factor		0.89			0.00				0.84				0.80				0.92
Peak Hour Factor	0.00	0.85	0.25	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.75	0.00	0.80	0.63	0.00	0.92

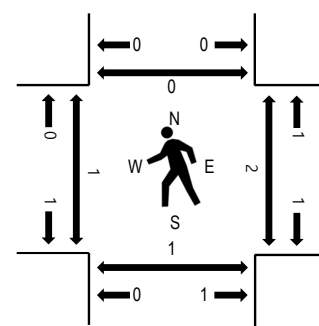
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BASS DR Northbound				BASS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	37	3	0	17	28	0	0	2	2	6	0	2	2	0	102	518	0	0	0	0
7:15 AM	0	0	32	8	0	18	39	2	0	3	1	14	0	6	3	0	126	571	0	1	0	0
7:30 AM	0	1	45	8	0	23	27	3	0	5	5	8	0	2	4	1	132	601	0	0	0	0
7:45 AM	0	3	29	12	0	33	39	2	0	3	5	25	0	4	2	1	158	625	0	0	0	0
8:00 AM	0	1	23	8	0	29	31	6	0	15	7	21	0	8	4	2	155	661	0	0	0	0
8:15 AM	0	0	25	10	0	42	32	3	0	3	3	20	0	6	7	5	156		1	0	1	0
8:30 AM	0	0	27	11	0	34	27	4	0	6	4	36	0	2	5	0	156		0	2	0	0
8:45 AM	0	4	35	16	0	36	39	2	0	10	5	38	0	6	2	1	194		0	0	0	0

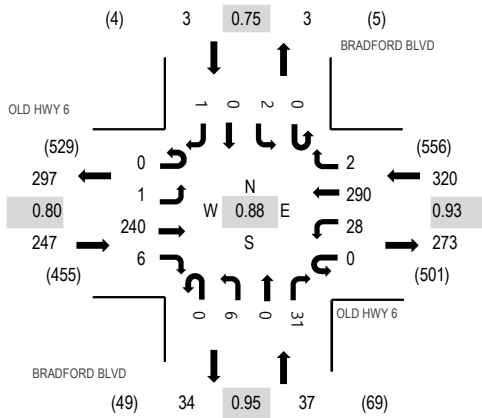
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	8	0	0	0	0	1	0	0	0	0	18
Lights	0	5	100	45	0	138	119	14	0	34	19	113	0	21	18	8	634
Mediums	0	0	1	0	0	3	2	1	0	0	0	1	0	1	0	0	9
Total	0	5	110	45	0	141	129	15	0	34	19	115	0	22	18	8	661

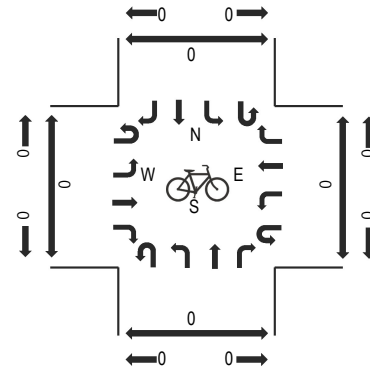
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	6.3%				4.9%				1.2%				2.1%				4.1%
Heavy Vehicle %	0.0%	0.0%	9.1%	0.0%	0.0%	2.1%	7.8%	6.7%	0.0%	0.0%	0.0%	1.7%	0.0%	4.5%	0.0%	0.0%	4.1%
Peak Hour Factor	0.84				0.93				0.79				0.67				0.85
Peak Hour Factor	0.00	0.58	0.79	0.70	0.00	0.84	0.87	0.63	0.00	0.57	0.71	0.76	0.00	0.69	0.64	0.45	0.85

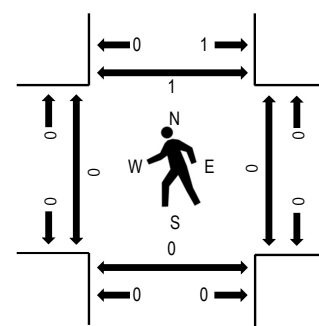
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BRADFORD BLVD Northbound				BRADFORD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	46	1	0	1	39	0	0	4	0	6	0	0	0	0	97	477	0	0	0	0
7:15 AM	0	0	51	0	0	2	57	0	0	4	0	5	0	0	1	0	120	521	0	0	0	0
7:30 AM	0	0	55	1	0	3	49	1	0	1	0	3	0	0	0	0	113	541	0	0	0	0
7:45 AM	0	0	54	0	0	6	77	1	0	1	0	8	0	0	0	0	147	582	0	0	0	0
8:00 AM	0	1	55	0	0	9	65	0	0	1	0	9	0	0	0	1	141	607	0	0	0	0
8:15 AM	0	0	47	1	0	3	78	1	0	3	0	7	0	0	0	0	140		0	0	0	0
8:30 AM	0	0	64	2	0	6	71	1	0	1	0	8	0	1	0	0	154		0	0	0	1
8:45 AM	0	0	74	3	0	10	76	0	0	1	0	7	0	1	0	0	172		0	0	0	0

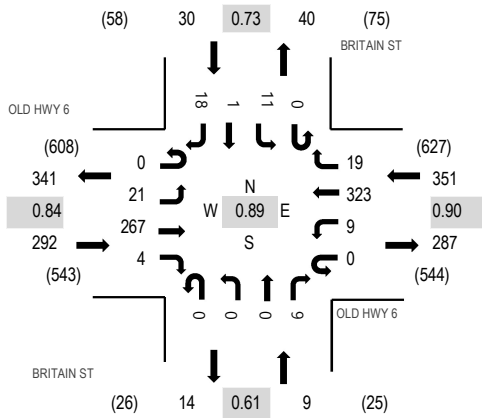
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	11	0	0	0	8	0	0	0	0	0	0	0	0	0	19
Lights	0	1	227	6	0	28	276	2	0	5	0	31	0	2	0	1	579
Mediums	0	0	2	0	0	0	6	0	0	1	0	0	0	0	0	0	9
Total	0	1	240	6	0	28	290	2	0	6	0	31	0	2	0	1	607

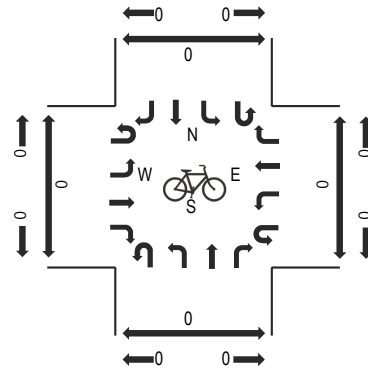
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	4.6%
Heavy Vehicle %	0.0%	0.0%	5.4%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%
Peak Hour Factor																	0.88
Peak Hour Factor	0.00	0.25	0.81	0.50	0.00	0.70	0.93	0.75	0.00	0.63	0.00	0.89	0.00	0.50	0.25	0.25	0.88

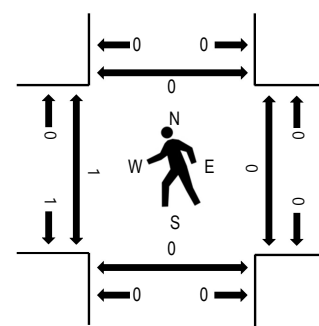
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BRITAIN ST Northbound				BRITAIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	49	0	0	0	39	1	0	0	1	1	0	2	0	1	94	571	0	0	0	0
7:15 AM	0	6	60	1	0	0	59	5	0	0	0	7	0	2	0	3	143	632	0	0	0	0
7:30 AM	0	3	56	3	0	4	65	9	0	0	0	1	0	3	0	5	149	646	0	0	0	0
7:45 AM	0	4	68	1	0	3	85	6	0	2	0	4	0	4	0	8	185	675	0	0	0	0
8:00 AM	0	4	64	0	0	2	75	2	0	0	0	3	0	5	0	0	155	682	0	0	0	0
8:15 AM	0	3	48	2	0	0	81	10	0	0	0	0	0	3	1	9	157		0	0	0	0
8:30 AM	0	9	74	1	0	2	79	3	0	0	0	3	0	2	0	5	178		1	0	0	0
8:45 AM	0	5	81	1	0	5	88	4	0	0	0	3	0	1	0	4	192		0	0	0	0

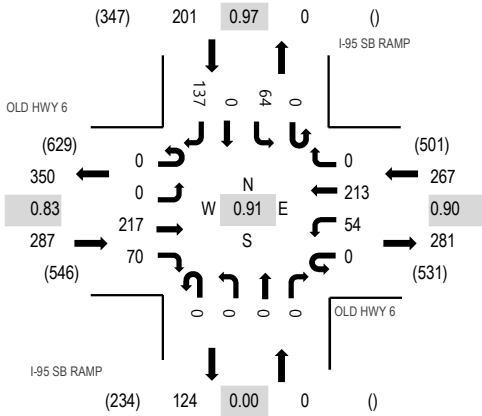
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	10	0	0	1	8	0	0	0	0	0	0	0	0	0	19
Lights	0	21	255	3	0	8	310	18	0	0	0	8	0	11	1	18	653
Mediums	0	0	2	1	0	0	5	1	0	0	0	1	0	0	0	0	10
Total	0	21	267	4	0	9	323	19	0	0	0	9	0	11	1	18	682

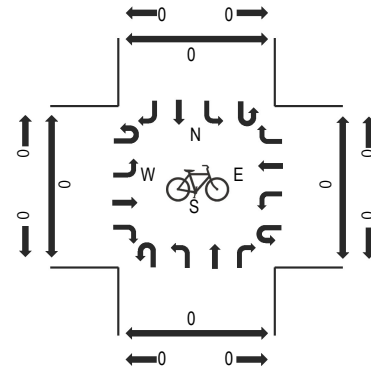
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	4.3%
Heavy Vehicle %	0.0%	0.0%	4.5%	25.0%	0.0%	11.1%	4.0%	5.3%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	4.3%
Peak Hour Factor																	0.89
Peak Hour Factor	0.00	0.58	0.82	0.50	0.00	0.45	0.92	0.68	0.00	0.25	0.25	0.54	0.00	0.75	0.25	0.61	0.89

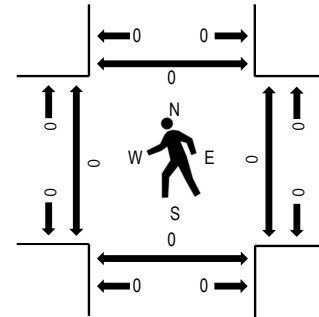
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	42	12	0	14	28	0	0	0	0	0	0	0	10	0	17	123	639	0	0	0	0
7:15 AM	0	0	54	15	0	13	43	0	0	0	0	0	0	8	0	22	155	701	0	0	0	0	
7:30 AM	0	0	44	18	0	19	51	0	0	0	0	0	0	13	0	26	171	722	0	0	0	0	
7:45 AM	0	0	60	14	0	5	61	0	0	0	0	0	0	19	0	31	190	737	0	0	0	0	
8:00 AM	0	0	63	10	0	15	45	0	0	0	0	0	0	18	0	34	185	755	0	0	0	0	
8:15 AM	0	0	38	12	0	17	58	0	0	0	0	0	0	19	0	32	176		0	0	0	0	
8:30 AM	0	0	55	23	0	10	50	0	0	0	0	0	0	14	0	34	186		0	0	0	0	
8:45 AM	0	0	61	25	0	12	60	0	0	0	0	0	0	13	0	37	208		0	0	0	0	

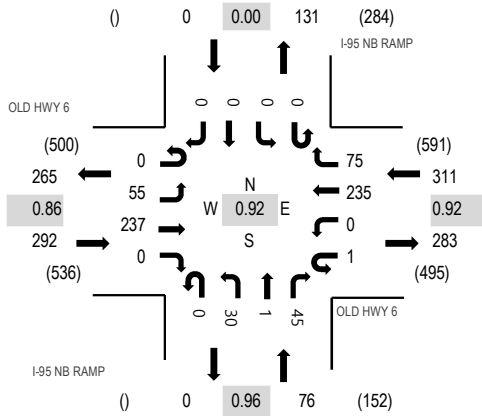
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	5	0	1	4	0	0	0	0	0	0	1	0	5	21
Lights	0	0	210	64	0	53	204	0	0	0	0	0	0	62	0	131	724
Mediums	0	0	2	1	0	0	5	0	0	0	0	0	0	1	0	1	10
Total	0	0	217	70	0	54	213	0	0	0	0	0	0	64	0	137	755

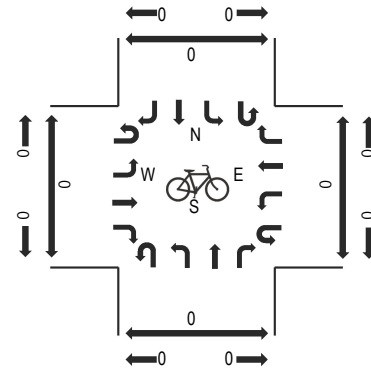
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	
Heavy Vehicle %	0.0%	0.0%	3.2%	8.6%	0.0%	1.9%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	4.4%	4.1%
Peak Hour Factor																	
Peak Hour Factor	0.83				0.90				0.00				0.97				0.91
Peak Hour Factor	0.00	0.00	0.88	0.70	0.00	0.74	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.93	0.91

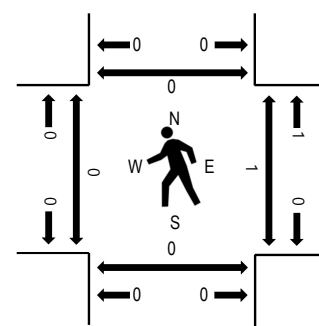
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	36	0	0	0	36	10	0	5	0	8	0	0	0	0	110	600	0	0	0	0
7:15 AM	0	25	35	0	0	0	53	19	0	6	0	15	0	0	0	0	153	675	0	0	0	0
7:30 AM	0	19	43	0	0	0	62	25	0	8	0	13	0	0	0	0	170	677	0	0	0	0
7:45 AM	0	19	52	0	0	0	54	21	0	11	0	10	0	0	0	0	167	665	0	0	0	0
8:00 AM	0	16	69	0	1	0	58	23	0	5	1	12	0	0	0	0	185	679	0	0	0	0
8:15 AM	0	9	52	0	0	0	63	13	0	7	0	11	0	0	0	0	155		0	0	0	0
8:30 AM	0	14	55	0	0	0	55	15	0	6	0	13	0	0	0	0	158		0	0	0	0
8:45 AM	0	16	61	0	0	0	59	24	0	12	0	9	0	0	0	0	181		0	1	0	0

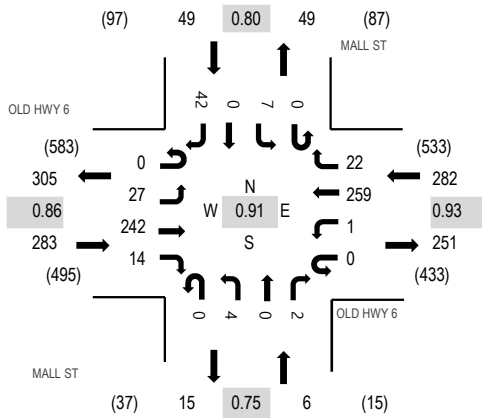
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	3	0	0	0	1	3	0	4	0	1	0	0	0	0	17
Lights	0	50	232	0	1	0	229	69	0	26	1	43	0	0	0	0	651
Mediums	0	0	2	0	0	0	5	3	0	0	0	1	0	0	0	0	11
Total	0	55	237	0	1	0	235	75	0	30	1	45	0	0	0	0	679

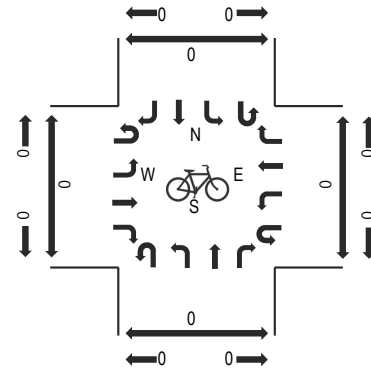
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.4%				3.9%				7.9%				0.0%			4.1%
Heavy Vehicle %	0.0%	9.1%	2.1%	0.0%	0.0%	0.0%	2.6%	8.0%	0.0%	13.3%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	4.1%
Peak Hour Factor		0.86				0.92				0.96				0.00			0.92
Peak Hour Factor	0.00	0.79	0.86	0.00	0.25	0.00	0.94	0.88	0.00	0.70	0.25	0.83	0.00	0.00	0.00	0.00	0.92

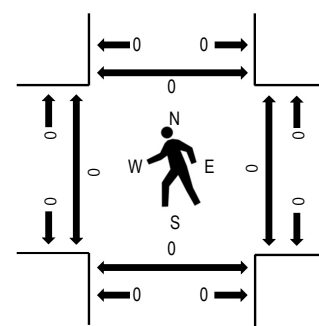
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				MALL ST Northbound				MALL ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	36	2	0	1	31	4	0	0	0	0	0	1	1	7	87	520	0	0	0	0
7:15 AM	0	7	39	6	0	1	60	5	0	2	0	0	0	2	0	14	136	603	0	0	0	0
7:30 AM	0	6	41	7	0	1	70	7	0	2	0	2	0	3	0	12	151	606	0	0	0	0
7:45 AM	0	3	58	3	0	0	70	1	0	2	1	0	0	0	0	8	146	605	0	0	0	0
8:00 AM	0	9	70	3	0	0	70	4	0	1	0	1	0	2	0	10	170	620	0	0	0	0
8:15 AM	0	5	52	6	0	1	57	4	0	2	0	1	0	1	0	10	139		0	0	0	0
8:30 AM	0	5	59	4	0	0	61	9	0	0	0	0	0	3	0	9	150		0	0	0	0
8:45 AM	0	8	61	1	0	0	71	5	0	1	0	0	0	1	0	13	161		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Lights	0	27	235	14	0	1	248	22	0	3	0	2	0	7	0	42	601
Mediums	0	0	3	0	0	0	7	0	0	1	0	0	0	0	0	0	11
Total	0	27	242	14	0	1	259	22	0	4	0	2	0	7	0	42	620

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.5%				3.9%				16.7%				0.0%				3.1%
Heavy Vehicle %	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%
Peak Hour Factor	0.86				0.93				0.75				0.80				0.91
Peak Hour Factor	0.00	0.75	0.86	0.68	0.00	0.75	0.96	0.61	0.00	0.88	0.25	0.50	0.00	0.58	0.25	0.79	0.91



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

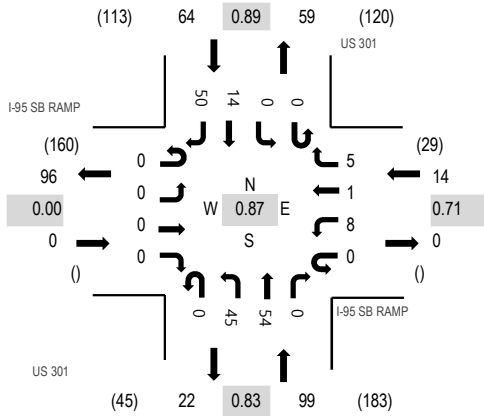
Location: 2 US 301 & I-95 SB RAMP Noon

Date: Tuesday, January 24, 2023

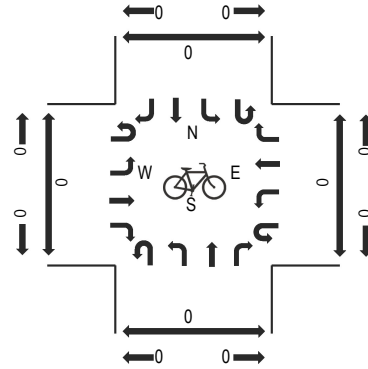
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

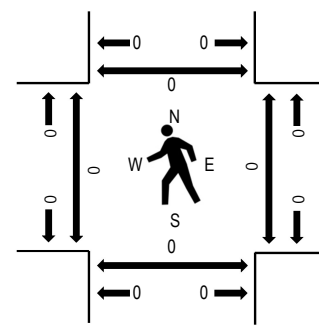
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 SB RAMP Eastbound				I-95 SB RAMP Westbound				US 301 Northbound				US 301 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	0	0	2	1	2	0	7	14	0	0	0	1	7	34	148	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	1	0	8	17	0	0	0	4	11	42	154	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	1	0	5	11	0	0	0	3	7	28	150	0	0	0	0
11:45 AM	0	0	0	0	0	5	0	1	0	8	14	0	0	0	6	10	44	170	0	0	0	0
12:00 PM	0	0	0	0	0	2	0	1	0	9	13	0	0	0	2	13	40	177	0	0	0	0
12:15 PM	0	0	0	0	0	3	1	0	0	6	13	0	0	0	2	13	38		0	0	0	0
12:30 PM	0	0	0	0	0	1	0	3	0	17	11	0	0	0	4	12	48		0	0	0	0
12:45 PM	0	0	0	0	0	2	0	1	0	13	17	0	0	0	6	12	51		0	0	0	0

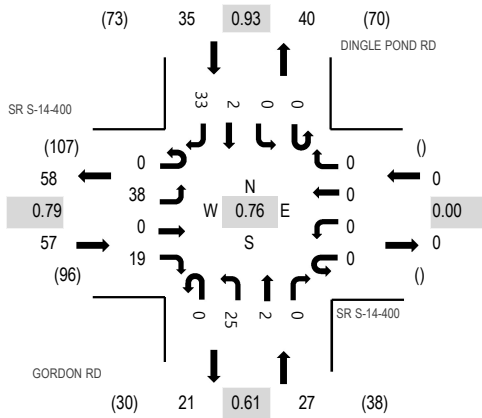
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	7	0	0	0	1	3	12
Lights	0	0	0	0	0	7	1	4	0	44	45	0	0	0	13	43	157
Mediums	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	4	8
Total	0	0	0	0	0	8	1	5	0	45	54	0	0	0	14	50	177

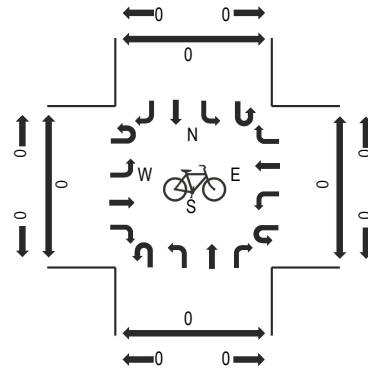
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				14.3%				10.1%				12.5%				11.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	20.0%	0.0%	2.2%	16.7%	0.0%	0.0%	0.0%	7.1%	14.0%	11.3%
Peak Hour Factor	0.00				0.71				0.83				0.89				0.87
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.55	0.25	0.42	0.00	0.66	0.82	0.00	0.00	0.00	0.63	0.96	0.87

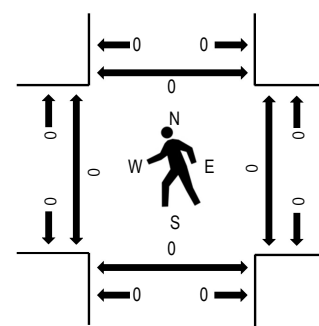
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR S-14-400 Eastbound				SR S-14-400 Westbound				GORDON RD Northbound				DINGLE POND RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
11:00 AM	0	3	0	1	0	0	0	0	0	2	0	0	0	0	0	0	9	15	93	0	0	0	0
11:15 AM	0	11	0	4	0	0	0	0	0	4	0	0	0	0	0	0	10	29	105	0	0	0	0
11:30 AM	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	9	18	98	0	0	0	0
11:45 AM	0	11	0	7	0	0	0	0	0	3	1	0	0	0	0	0	9	31	119	0	0	0	0
12:00 PM	0	11	0	3	0	0	0	0	0	5	0	0	0	0	0	0	8	27	114	0	0	0	0
12:15 PM	0	6	0	2	0	0	0	0	0	7	0	0	0	0	2	5	22	22	0	0	0	0	0
12:30 PM	0	10	0	7	0	0	0	0	0	10	1	0	0	0	0	11	39	39	0	0	0	0	0
12:45 PM	0	8	0	4	0	0	0	0	0	4	0	0	0	0	0	10	26	26	0	0	0	0	0

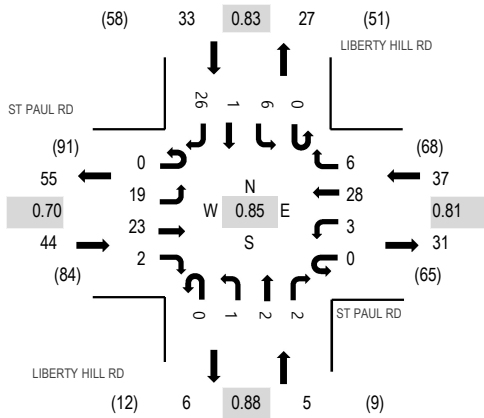
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	37	0	19	0	0	0	0	0	25	1	0	0	0	2	33	117
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Total	0	38	0	19	0	0	0	0	0	25	2	0	0	0	2	33	119

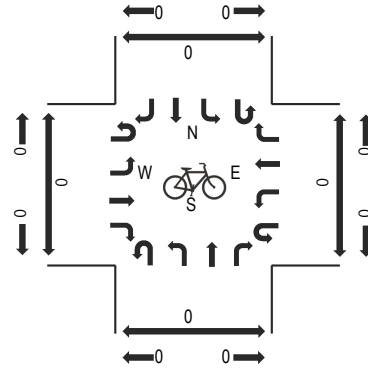
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.8%				0.0%				3.7%				0.0%		1.7%	
Heavy Vehicle %	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	1.7%	
Peak Hour Factor		0.79				0.00				0.61				0.93		0.76	
Peak Hour Factor	0.00	0.93	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.65	0.50	0.00	0.00	0.00	0.25	0.93	0.76

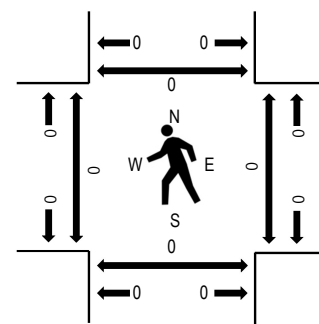
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST PAUL RD Eastbound				ST PAUL RD Westbound				LIBERTY HILL RD Northbound				LIBERTY HILL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	3	4	1	0	0	3	1	0	0	0	1	0	2	0	3	18	101	0	0	0	0
11:15 AM	0	4	5	1	0	1	6	1	0	0	0	0	0	4	0	5	27	110	0	0	0	0
11:30 AM	0	4	7	0	0	0	4	6	0	0	0	2	0	2	0	3	28	118	0	0	0	0
11:45 AM	0	5	6	0	0	1	6	0	0	0	1	0	0	0	0	9	28	119	0	0	0	0
12:00 PM	0	3	3	1	0	0	5	3	0	0	1	1	0	2	1	7	27	118	0	0	0	0
12:15 PM	0	7	9	0	0	2	6	2	0	1	0	1	0	2	0	5	35		0	0	0	0
12:30 PM	0	4	5	1	0	0	11	1	0	0	0	0	0	2	0	5	29		0	0	0	0
12:45 PM	0	4	6	1	0	1	7	1	0	1	0	0	0	1	1	4	27		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	4	0	0	0	2	0	0	0	0	0	0	0	0	1	12
Lights	0	14	17	2	0	3	24	6	0	0	1	2	0	6	1	24	100
Mediums	0	0	2	0	0	0	2	0	0	1	1	0	0	0	0	1	7
Total	0	19	23	2	0	3	28	6	0	1	2	2	0	6	1	26	119

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	25.0%				10.8%				40.0%				6.1%				16.0%
Heavy Vehicle %	0.0%	26.3%	26.1%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	7.7%	16.0%
Peak Hour Factor	0.70				0.81				0.88				0.83				0.85
Peak Hour Factor	0.00	0.68	0.69	0.75	0.00	0.38	0.66	0.46	0.00	0.50	0.50	0.50	0.00	0.50	0.50	0.72	0.85



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

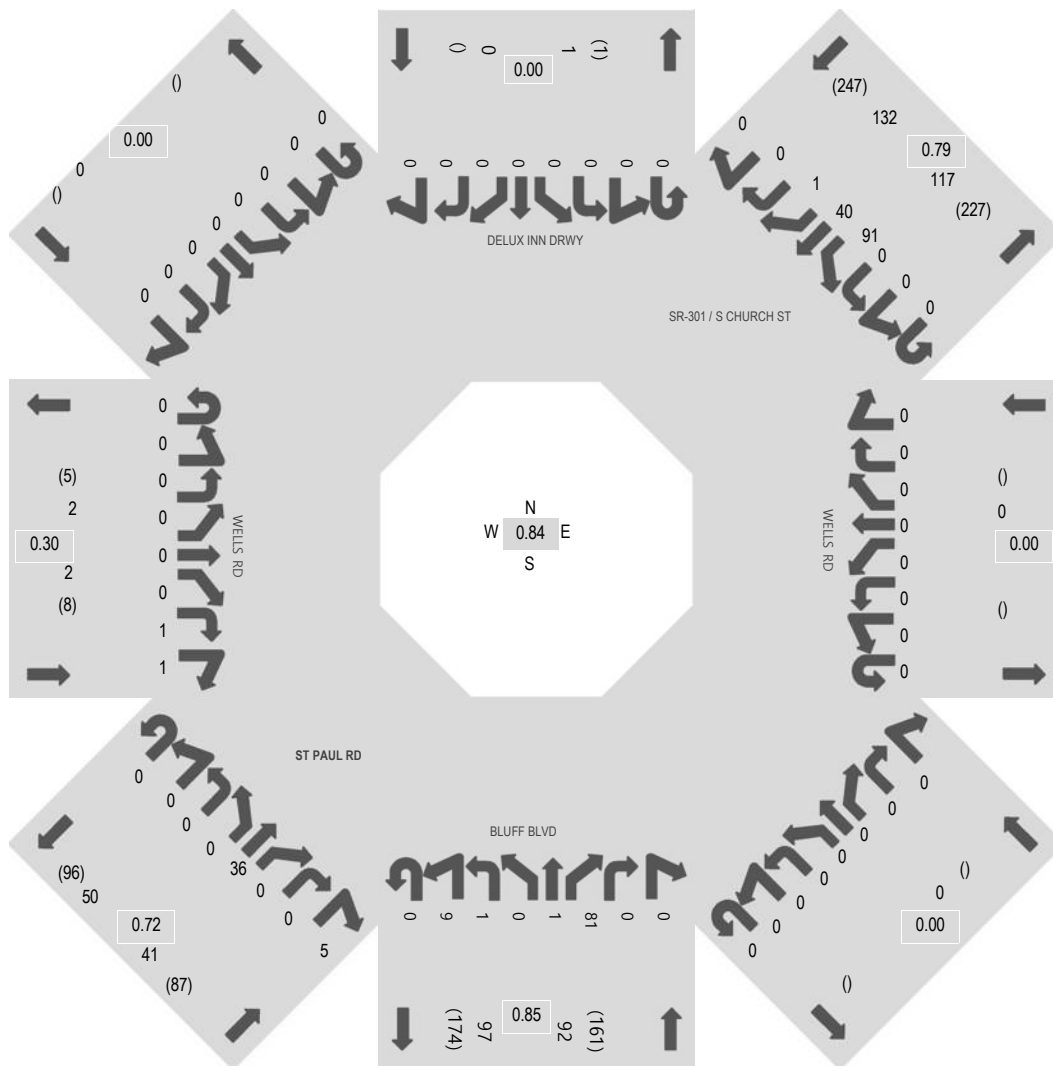
Location: 6 BLUFF BLVD & WELLS RD Noon

Date: Tuesday, January 24, 2023

Peak Hour: 12:00 PM - 01:00 PM

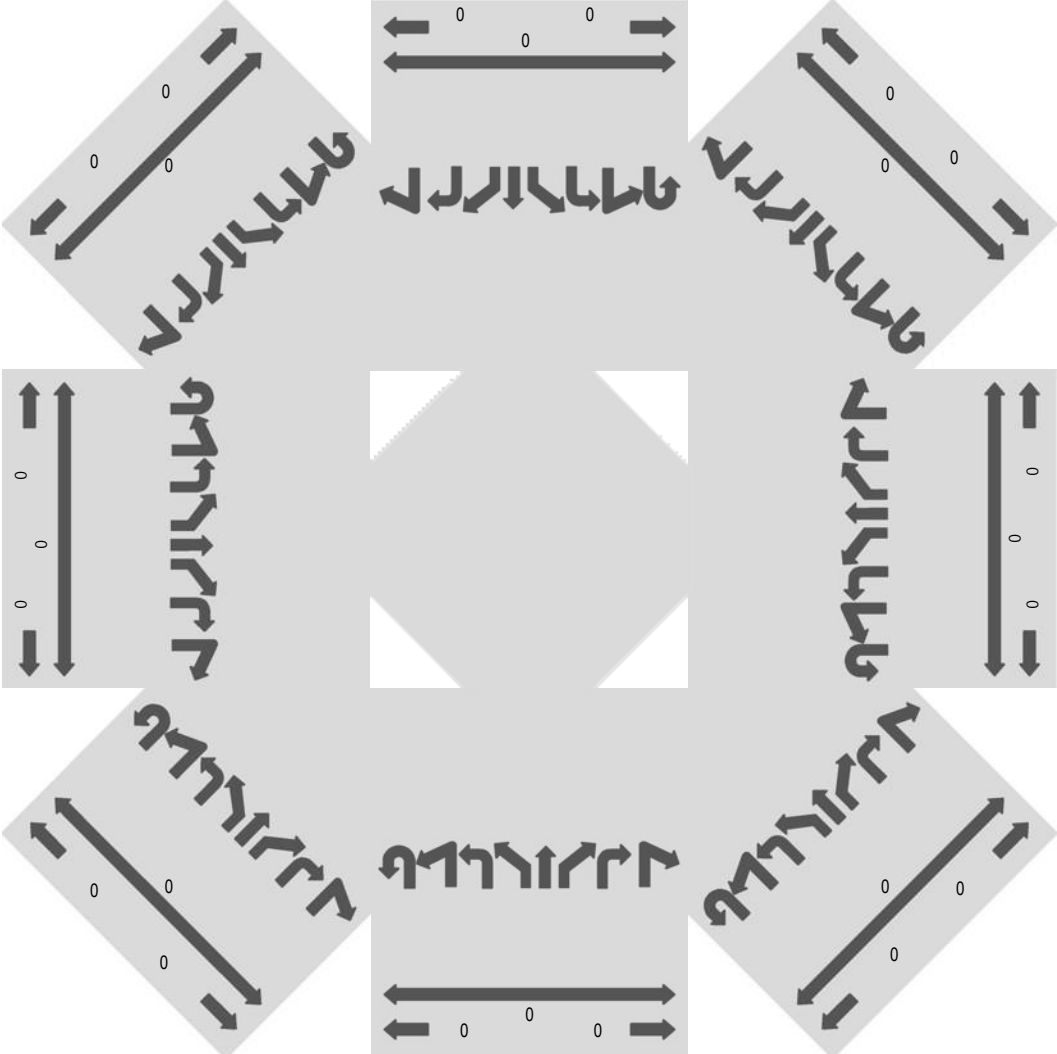
Peak 15-Minutes: 12:45 PM - 01:00 PM

Peak Hour - Motorized Vehicles

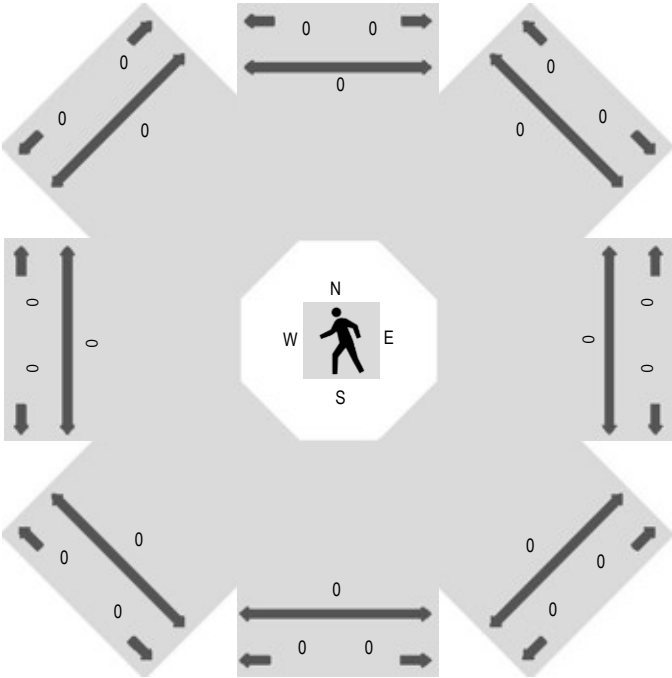


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	7	0	0	2		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	16	0	0	0	1	0	0	11	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	15	0	0	1		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	8	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	24	0	0	0	0	6	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	18	0	0	0	0	11	0	0	2		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0	11	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	22	0	0	0	0	8	0	0	3		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	1	149	0	0	0	1	0	0	77	0	0	9
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	81	0	0	0	0	0	0	36	0	0	5

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
11:00 AM	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10	0	0	0	46	236	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	9	1	0	0	61	255	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	15	1	0	0	69	258		
11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	9	0	0	0	60	248		
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	9	1	0	0	65	267	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	8	0	0	0	64		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	11	0	0	0	59			
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	12	0	0	0	79		
Count Total	0	0	0	1	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	83	3	0	0	503	
Peak Hour	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	40	1	0	0	267	

Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	3	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	1	73	0	0	0	0	0	0	0	31	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	81	0	0	0	0	0	0	0	36	0	0

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	18
Lights	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	35	1	0	242
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	7
Count Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	40	1	0	267

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.0%								0.0%								9.8%								12.2%								
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	9.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.9%	0.0%	0.0%	0.0%	9.4%
PHF	0.00								0.00								0.85								0.72								
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.25	0.00	0.25	0.84	0.00	0.00	0.00	0.25	0.00	0.00	0.68	0.00	0.00	0.42	0.84	
	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.0%								0.0%								0.0%								8.3%								9.4%
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.6%	12.5%	0.0%	0.0%	0.0%	9.4%	
PHF	0.30								0.00								0.00								0.79								0.84
PHF	0.00	0.00	0.00	0.25	0.00	0.00	0.38	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.72	0.75	0.00	0.00	0.84	

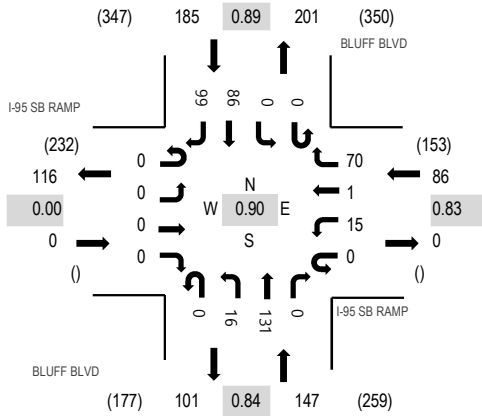
Location: 7 BLUFF BLVD & I-95 SB RAMP Noon

Date: Tuesday, January 24, 2023

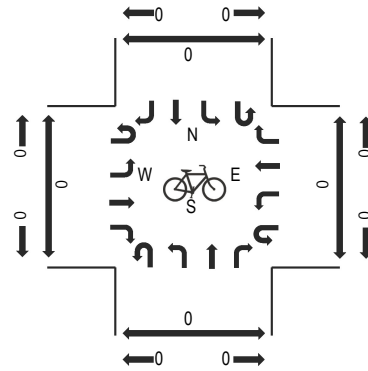
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

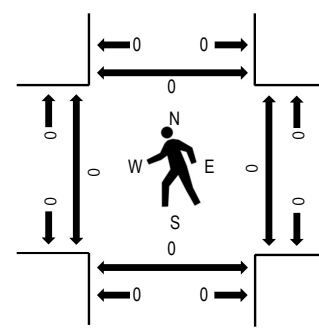
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 SB RAMP Eastbound				I-95 SB RAMP Westbound				BLUFF BLVD Northbound				BLUFF BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	0	0	2	0	17	0	6	21	0	0	0	13	19	78	341	0	0	0	0
11:15 AM	0	0	0	0	0	3	0	19	0	2	27	0	0	0	16	24	91	364	0	0	0	0
11:30 AM	0	0	0	0	0	2	0	11	0	8	22	0	0	0	20	28	91	375	0	0	0	0
11:45 AM	0	0	0	0	0	2	0	11	0	5	21	0	0	0	18	24	81	383	0	0	0	0
12:00 PM	0	0	0	0	0	2	0	20	0	3	37	0	0	0	14	25	101	418	0	0	0	0
12:15 PM	0	0	0	0	0	6	1	19	0	4	27	0	0	0	16	29	102		0	0	0	0
12:30 PM	0	0	0	0	0	5	0	13	0	4	28	0	0	0	26	23	99		0	0	0	0
12:45 PM	0	0	0	0	0	2	0	18	0	5	39	0	0	0	30	22	116		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	27	0	0	33	0	0	0	21	24	106
Lights	0	0	0	0	0	15	0	41	0	16	96	0	0	0	64	73	305
Mediums	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	2	7
Total	0	0	0	0	0	15	1	70	0	16	131	0	0	0	86	99	418

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				34.9%				23.8%				25.9%				27.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	41.4%	0.0%	0.0%	26.7%	0.0%	0.0%	0.0%	25.6%	26.3%	27.0%
Peak Hour Factor	0.00				0.83				0.84				0.89				0.90
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.88	0.00	0.66	0.84	0.00	0.00	0.00	0.72	0.91	0.90

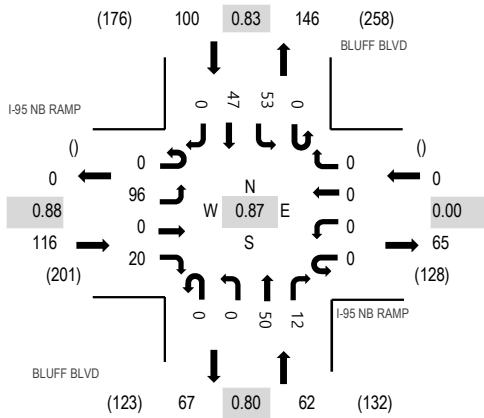
Location: 8 BLUFF BLVD & I-95 NB RAMP Noon

Date: Tuesday, January 24, 2023

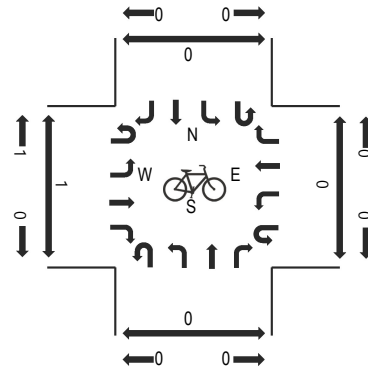
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

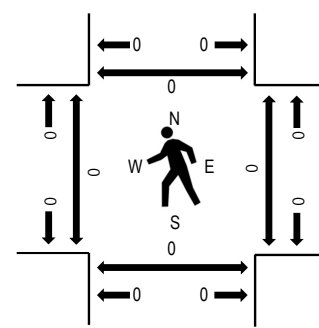
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 NB RAMP Eastbound				I-95 NB RAMP Westbound				BLUFF BLVD Northbound				BLUFF BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	16	0	6	0	0	0	0	0	0	13	5	0	9	6	0	55	231	0	0	0	0
11:15 AM	0	19	0	4	0	0	0	0	0	0	7	7	0	10	8	0	55	240	0	0	0	0
11:30 AM	0	16	0	4	0	0	0	0	0	0	13	3	0	11	11	0	58	252	0	0	0	0
11:45 AM	0	12	1	7	0	0	0	0	0	0	16	6	0	11	10	0	63	274	0	0	0	0
12:00 PM	0	24	0	7	0	0	0	0	0	0	12	1	0	9	11	0	64	278	0	0	0	0
12:15 PM	0	26	0	6	0	0	0	0	0	0	9	4	0	12	10	0	67		0	0	0	0
12:30 PM	0	28	0	5	0	0	0	0	0	0	11	6	0	11	19	0	80		0	0	0	0
12:45 PM	0	18	0	2	0	0	0	0	0	0	18	1	0	21	7	0	67		0	0	0	0

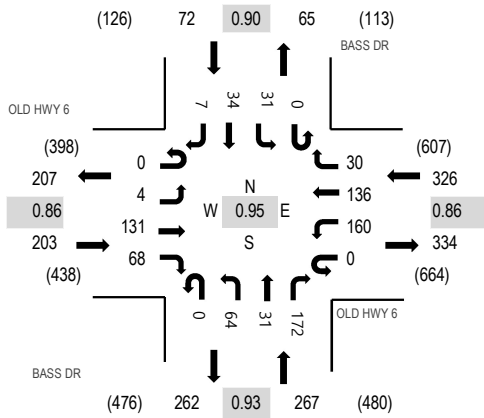
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	34	0	2	0	0	0	0	0	0	0	0	0	22	0	0	58
Lights	0	61	0	17	0	0	0	0	0	0	49	11	0	30	47	0	215
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	0	1	0	0	5
Total	0	96	0	20	0	0	0	0	0	0	50	12	0	53	47	0	278

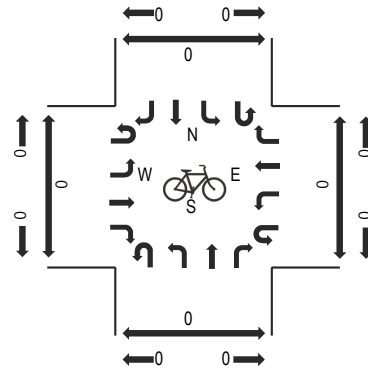
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		32.8%			0.0%				3.2%					23.0%			22.7%
Heavy Vehicle %	0.0%	36.5%	0.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	8.3%	0.0%	43.4%	0.0%	0.0%	22.7%
Peak Hour Factor		0.88			0.00				0.80					0.83			0.87
Peak Hour Factor	0.00	0.86	0.25	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.75	0.00	0.63	0.66	0.00	0.87

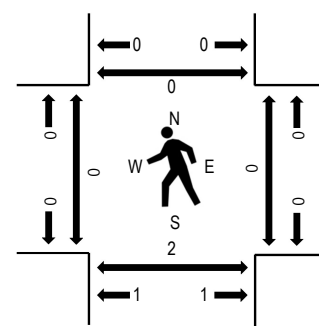
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BASS DR Northbound				BASS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	2	39	11	0	33	33	4	0	15	6	43	0	6	8	2	202	783	0	0	0	0
11:15 AM	0	4	45	19	0	32	41	8	0	12	4	38	0	5	5	1	214	790	0	0	0	0
11:30 AM	0	1	35	16	0	27	32	4	0	11	4	36	0	8	3	1	178	802	0	0	0	0
11:45 AM	0	3	36	24	0	29	35	3	0	6	5	33	0	6	7	2	189	829	0	0	0	0
12:00 PM	0	2	26	20	0	33	27	9	0	20	7	45	0	10	8	2	209	868	0	0	0	0
12:15 PM	0	2	40	19	0	34	46	2	0	14	7	46	0	7	8	1	226		0	0	0	0
12:30 PM	0	0	32	13	0	45	30	5	0	17	9	38	0	8	7	1	205		0	0	1	0
12:45 PM	0	0	33	16	0	48	33	14	0	13	8	43	0	6	11	3	228		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	10	1	0	3	11	0	0	0	0	2	0	0	0	0	27
Lights	0	4	116	65	0	156	119	29	0	64	31	169	0	30	34	7	824
Mediums	0	0	5	2	0	1	6	1	0	0	0	1	0	1	0	0	17
Total	0	4	131	68	0	160	136	30	0	64	31	172	0	31	34	7	868

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	8.9%				6.7%				1.1%				1.4%				5.1%
Heavy Vehicle %	0.0%	0.0%	11.5%	4.4%	0.0%	2.5%	12.5%	3.3%	0.0%	0.0%	0.0%	1.7%	0.0%	3.2%	0.0%	0.0%	5.1%
Peak Hour Factor	0.86				0.86				0.93				0.90				0.95
Peak Hour Factor	0.00	0.63	0.86	0.82	0.00	0.83	0.86	0.54	0.00	0.80	0.86	0.93	0.00	0.78	0.77	0.58	0.95

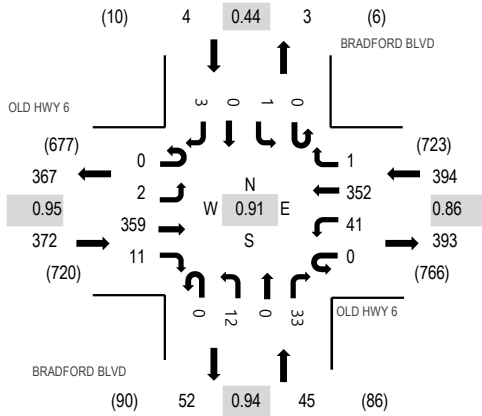
Location: 10 BRADFORD BLVD & OLD HWY 6 Noon

Date: Tuesday, January 24, 2023

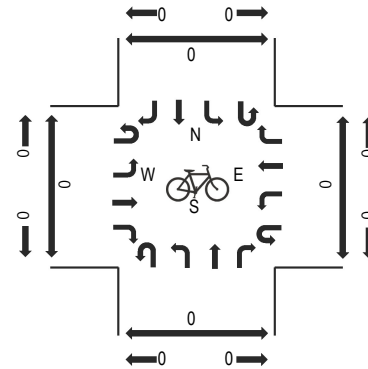
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

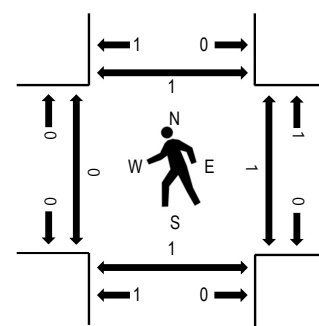
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BRADFORD BLVD Northbound				BRADFORD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	93	3	0	8	71	0	0	3	0	5	0	0	0	0	183	724	0	0	0	0
11:15 AM	0	0	85	2	0	10	81	0	0	1	0	16	0	1	1	0	197	736	0	0	0	0
11:30 AM	0	2	86	0	0	5	73	0	0	2	0	5	0	3	0	1	177	743	0	0	0	0
11:45 AM	0	1	73	3	0	6	75	0	0	3	0	6	0	0	0	0	167	758	0	0	0	0
12:00 PM	0	0	84	4	0	12	83	0	0	3	0	8	0	0	0	1	195	815	0	0	0	0
12:15 PM	0	1	94	3	0	10	84	0	0	4	0	6	0	1	0	1	204		0	0	0	0
12:30 PM	0	1	86	2	0	10	80	0	0	3	0	9	0	0	0	1	192		0	1	0	1
12:45 PM	0	0	95	2	0	9	105	1	0	2	0	10	0	0	0	0	224		0	0	1	0

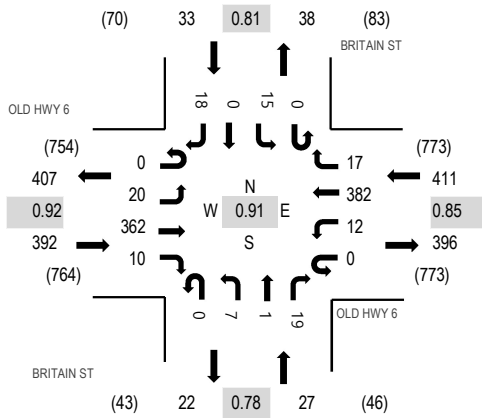
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	26
Lights	0	2	339	11	0	40	332	1	0	11	0	32	0	1	0	3	772
Mediums	0	0	7	0	0	1	7	0	0	1	0	1	0	0	0	0	17
Total	0	2	359	11	0	41	352	1	0	12	0	33	0	1	0	3	815

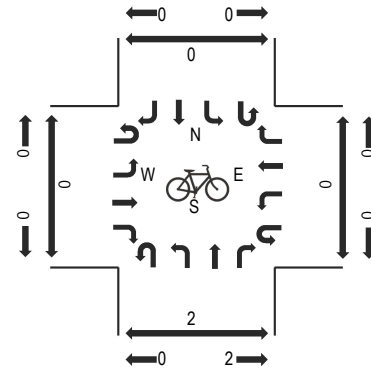
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	5.4%				5.3%				4.4%				0.0%				5.3%
Heavy Vehicle %	0.0%	0.0%	5.6%	0.0%	0.0%	2.4%	5.7%	0.0%	0.0%	8.3%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Peak Hour Factor	0.95				0.86				0.94				0.44				0.91
Peak Hour Factor	0.00	0.50	0.94	0.75	0.00	0.85	0.84	0.25	0.00	0.81	0.00	0.55	0.00	0.33	0.25	0.75	0.91

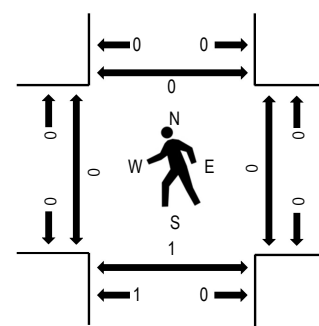
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BRITAIN ST Northbound				BRITAIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
11:00 AM	0	4	87	0	0	0	1	81	4	0	1	0	2	0	4	0	4	188	790	0	0	0	0
11:15 AM	0	6	93	2	0	5	83	6	0	0	1	6	0	3	0	6	211	801	0	0	0	0	
11:30 AM	0	9	85	1	0	2	77	6	0	2	0	4	0	7	0	5	198	799	0	0	1	0	
11:45 AM	0	2	81	2	0	8	82	7	0	0	0	3	0	2	0	6	193	820	0	0	0	0	
12:00 PM	0	4	80	6	0	1	88	2	0	2	0	6	0	4	0	6	199	863	0	0	0	0	
12:15 PM	0	7	86	1	0	5	91	6	0	3	1	5	0	3	0	1	209		0	0	1	0	
12:30 PM	0	5	94	3	0	4	90	3	0	1	0	7	0	4	0	8	219		0	0	0	0	
12:45 PM	0	4	102	0	0	2	113	6	0	1	0	1	0	4	0	3	236		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	0	0	0	13	0	0	0	1	1	0	1	0	0	29
Lights	0	20	341	10	0	12	359	17	0	7	0	18	0	14	0	18	816
Mediums	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	18
Total	0	20	362	10	0	12	382	17	0	7	1	19	0	15	0	18	863

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	
Heavy Vehicle %	0.0%	0.0%	5.8%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	100.0%	5.3%	0.0%	6.7%	0.0%	0.0%	5.4%
Peak Hour Factor																	
Peak Hour Factor	0.00	0.61	0.89	0.50	0.00	0.56	0.85	0.82	0.00	0.58	0.25	0.75	0.00	0.57	0.00	0.96	0.91

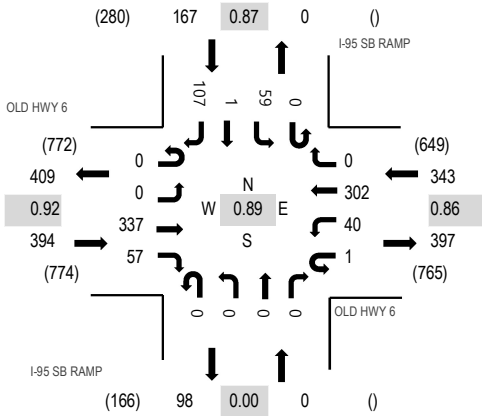
Location: 12 I-95 SB RAMP & OLD HWY 6 Noon

Date: Tuesday, January 24, 2023

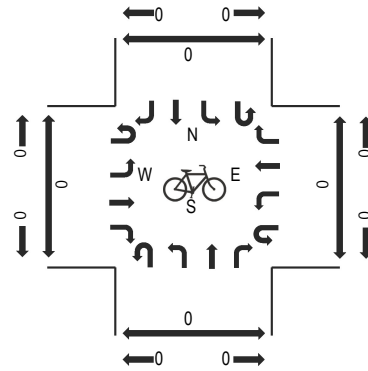
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

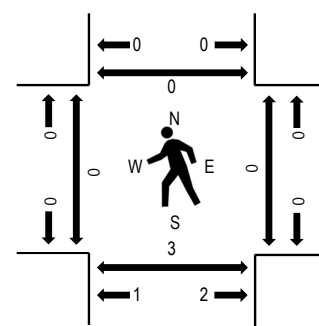
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
11:00 AM	0	0	85	11	0	6	62	0	0	0	0	0	0	0	7	0	24	195	799	0	0	0	0
11:15 AM	0	0	91	12	0	9	76	0	0	0	0	0	0	9	0	18	215	802	0	0	0	0	
11:30 AM	0	0	87	10	0	9	67	0	0	0	0	0	0	6	0	18	197	807	0	0	0	0	
11:45 AM	0	0	75	9	0	2	75	0	0	0	0	0	0	8	0	23	192	841	0	0	0	0	
12:00 PM	0	0	75	13	0	10	61	0	0	0	0	0	0	10	0	29	198	904	0	0	0	0	
12:15 PM	0	0	84	12	0	11	81	0	0	0	0	0	0	12	0	20	220		0	0	1	0	
12:30 PM	0	0	86	17	0	8	72	0	0	0	0	0	0	22	1	25	231		0	0	2	0	
12:45 PM	0	0	92	15	1	11	88	0	0	0	0	0	0	15	0	33	255		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	2	0	3	2	0	0	0	0	0	0	4	1	11	36
Lights	0	0	315	55	1	35	295	0	0	0	0	0	0	54	0	93	848
Mediums	0	0	9	0	0	2	5	0	0	0	0	0	0	1	0	3	20
Total	0	0	337	57	1	40	302	0	0	0	0	0	0	59	1	107	904

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	6.1%				3.5%				0.0%				12.0%				6.2%
Heavy Vehicle %	0.0%	0.0%	6.5%	3.5%	0.0%	12.5%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.5%	100.0%	13.1%	6.2%
Peak Hour Factor	0.92				0.86				0.00				0.87				0.89
Peak Hour Factor	0.00	0.00	0.93	0.84	0.25	0.91	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.25	0.81	0.89

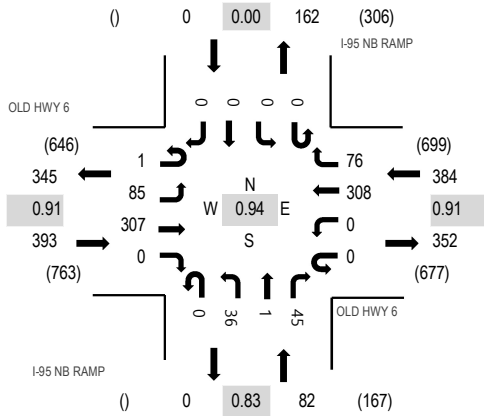
Location: 13 I-95 NB RAMP & OLD HWY 6 Noon

Date: Tuesday, January 24, 2023

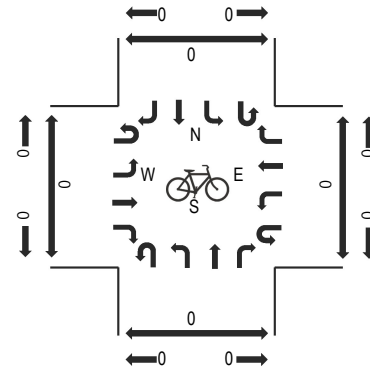
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

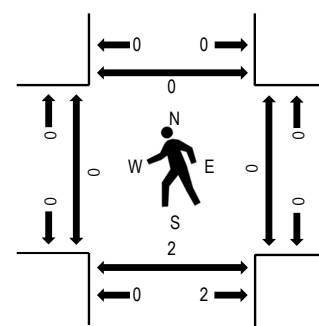
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	1	22	68	0	0	0	56	9	0	10	0	11	0	0	0	0	177	770	0	0	0	0
11:15 AM	0	21	76	0	0	0	78	19	0	9	0	8	0	0	0	0	211	796	0	0	0	0
11:30 AM	0	23	73	0	0	0	68	10	0	8	0	10	0	0	0	0	192	803	0	0	0	0
11:45 AM	0	22	64	0	0	0	57	18	0	14	0	15	0	0	0	0	190	820	0	0	0	0
12:00 PM	0	15	67	0	0	0	70	26	0	4	0	21	0	0	0	0	203	859	0	0	0	0
12:15 PM	0	26	73	0	0	0	83	20	0	11	1	4	0	0	0	0	218		0	0	0	0
12:30 PM	0	21	83	0	0	0	64	15	0	15	0	11	0	0	0	0	209		0	0	2	0
12:45 PM	1	23	84	0	0	0	91	15	0	6	0	9	0	0	0	0	229		0	0	0	0

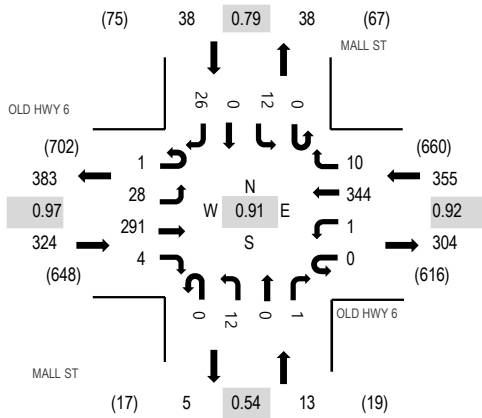
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	8	9	0	0	0	3	2	0	3	1	0	0	0	0	0	26
Lights	1	76	290	0	0	0	298	72	0	32	0	44	0	0	0	0	813
Mediums	0	1	8	0	0	0	7	2	0	1	0	1	0	0	0	0	20
Total	1	85	307	0	0	0	308	76	0	36	1	45	0	0	0	0	859

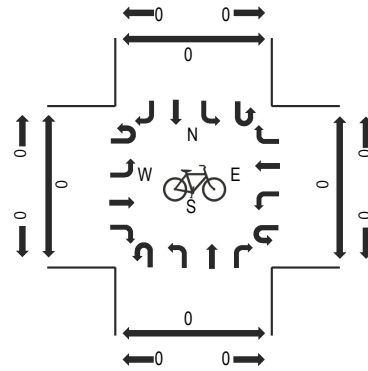
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.6%				3.6%				7.3%				0.0%			5.4%
Heavy Vehicle %	0.0%	10.6%	5.5%	0.0%	0.0%	0.0%	3.2%	5.3%	0.0%	11.1%	100.0%	2.2%	0.0%	0.0%	0.0%	0.0%	5.4%
Peak Hour Factor		0.91				0.91				0.83				0.00			0.94
Peak Hour Factor	0.25	0.96	0.91	0.00	0.00	0.00	0.85	0.76	0.00	0.73	0.25	0.64	0.00	0.00	0.00	0.00	0.94

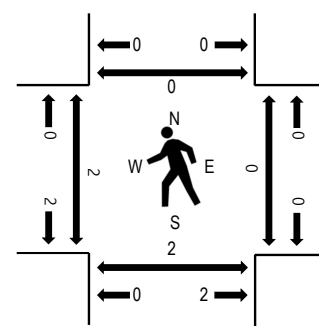
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

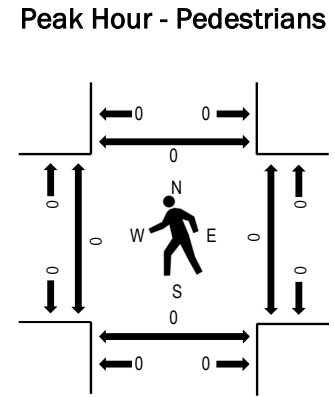
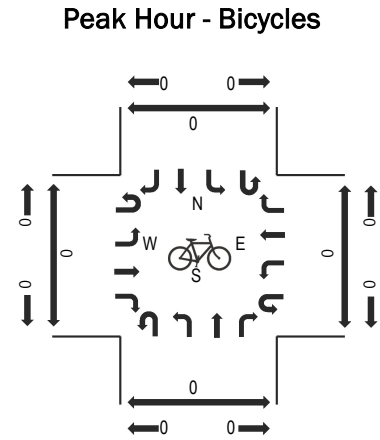
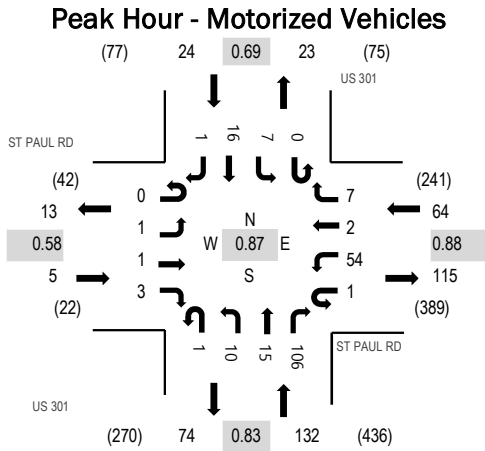
Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				MALL ST Northbound				MALL ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	1	6	68	4	0	1	57	2	0	0	0	0	0	2	0	5	146	672	0	0	0	0
11:15 AM	0	4	81	0	0	1	93	4	1	1	0	1	0	3	0	6	195	710	0	0	0	0
11:30 AM	0	3	75	3	0	0	71	5	0	1	1	1	0	5	1	8	174	708	0	0	0	0
11:45 AM	0	4	74	1	0	0	71	0	0	0	0	0	0	2	0	5	157	686	0	3	0	0
12:00 PM	0	8	75	2	0	0	85	2	0	1	0	0	0	2	0	9	184	730	0	0	0	0
12:15 PM	0	7	74	0	0	1	90	5	0	3	0	1	0	2	0	10	193		0	0	0	0
12:30 PM	1	7	56	1	0	0	76	1	0	2	0	0	0	6	0	2	152		0	0	0	0
12:45 PM	0	6	86	1	0	0	93	2	0	6	0	0	0	2	0	5	201		2	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	3	0	0	3	0	0	2	0	0	0	0	0	0	14
Lights	1	28	277	1	0	1	334	10	0	9	0	1	0	12	0	26	700
Mediums	0	0	8	0	0	0	7	0	0	1	0	0	0	0	0	0	16
Total	1	28	291	4	0	1	344	10	0	12	0	1	0	12	0	26	730

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	5.2%				2.8%				23.1%				0.0%				4.1%
Heavy Vehicle %	0.0%	0.0%	4.8%	75.0%	0.0%	0.0%	2.9%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%
Peak Hour Factor	0.97				0.92				0.54				0.79				0.91
Peak Hour Factor	0.25	0.88	0.94	0.50	0.00	0.50	0.92	0.60	0.25	0.50	0.25	0.50	0.00	0.50	0.25	0.80	0.91



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST PAUL RD Eastbound				ST PAUL RD Westbound				US 301 Northbound				US 301 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	0	1	0	14	0	1	0	1	0	21	0	0	3	1	42	181	0	0	0	0
2:15 PM	0	0	0	1	0	10	0	3	0	3	4	19	0	1	2	1	44	195	0	0	0	0
2:30 PM	0	0	0	2	0	13	0	4	0	2	1	16	0	2	3	0	43	186	0	0	0	0
2:45 PM	0	0	0	1	0	15	1	3	0	2	1	21	0	4	4	0	52	187	0	0	0	0
3:00 PM	0	0	1	1	0	14	0	1	0	3	4	27	0	3	1	1	56	200	2	0	0	0
3:15 PM	0	0	0	1	0	11	0	1	0	1	1	17	0	0	2	1	35	186	0	0	0	0
3:30 PM	0	1	0	0	1	9	0	0	0	1	6	24	0	1	1	0	44	206	2	0	0	0
3:45 PM	0	0	0	3	0	16	1	0	1	1	5	32	0	1	5	0	65	203	0	0	0	0
4:00 PM	0	1	0	1	0	16	0	0	0	2	0	19	0	0	3	0	42	200	0	0	0	0
4:15 PM	0	0	0	0	0	13	0	3	0	1	4	26	0	3	5	0	55	223	0	0	0	0
4:30 PM	0	0	1	1	0	12	0	1	0	2	2	19	0	0	3	0	41	225	0	0	0	0
4:45 PM	0	0	0	1	0	13	1	3	1	2	6	26	0	4	5	0	62	221	0	0	0	0
5:00 PM	0	0	0	1	1	17	0	1	0	3	4	33	0	1	3	1	65	195	0	0	0	0
5:15 PM	0	1	0	0	0	12	1	2	0	3	3	28	0	2	5	0	57		0	0	0	0
5:30 PM	0	0	2	1	0	14	1	1	0	3	1	12	0	1	1	0	37		0	0	0	0
5:45 PM	0	0	0	0	0	8	1	2	0	1	4	17	0	3	0	0	36		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
Lights	0	1	1	3	1	54	2	7	1	10	15	93	0	7	15	1	211
Mediums	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4
Total	0	1	1	3	1	54	2	7	1	10	15	106	0	7	16	1	225

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %												9.8%					6.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.3%	0.0%	0.0%	6.3%	0.0%	6.2%
Peak Hour Factor												0.83					0.87
Peak Hour Factor	0.00	0.50	0.25	0.42	0.25	0.89	0.75	0.69	0.25	0.92	0.67	0.80	0.00	0.63	0.80	0.50	0.87

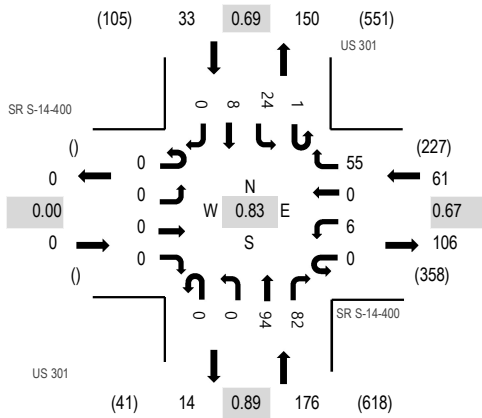
Location: 3 US 301 & SR S-14-400 PM

Date: Tuesday, January 24, 2023

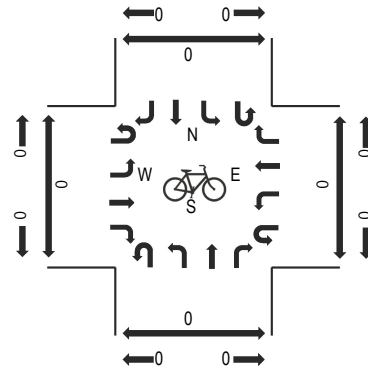
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

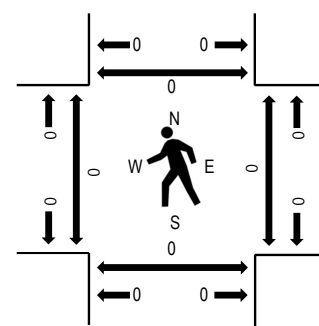
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

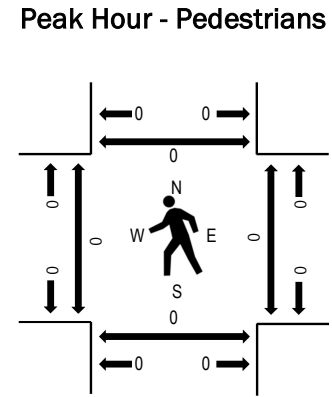
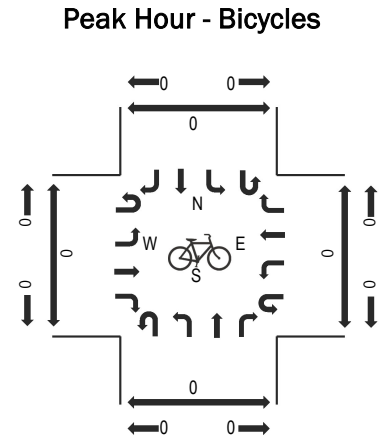
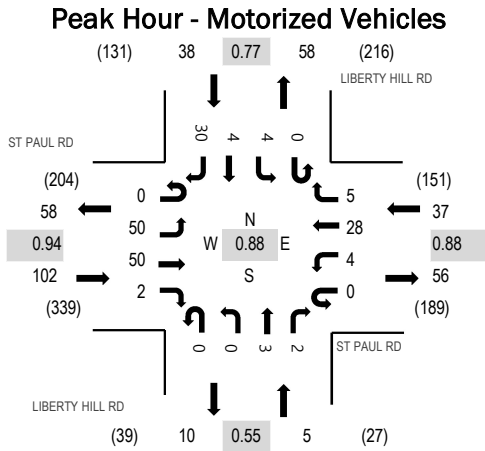
Interval Start Time	SR S-14-400 Eastbound				SR S-14-400 Westbound				US 301 Northbound				US 301 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	0	0	0	2	0	9	0	0	19	8	0	4	2	0	44	200	0	0	0	0
2:15 PM	0	0	0	0	0	2	0	15	0	0	21	12	0	5	2	0	57	224	0	0	0	0
2:30 PM	0	0	0	0	0	2	0	11	0	0	14	13	0	5	0	0	45	212	0	0	0	0
2:45 PM	0	0	0	0	0	1	0	11	0	0	22	12	0	5	3	0	54	233	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	18	0	0	28	14	0	5	2	0	68	260	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	11	0	0	15	13	0	5	0	0	45	248	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	10	0	0	27	22	0	5	1	0	66	270	0	0	0	0
3:45 PM	0	0	0	0	0	4	0	21	0	0	25	19	1	9	2	0	81	258	0	0	0	0
4:00 PM	0	0	0	0	0	1	0	10	0	0	19	19	0	4	3	0	56	246	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	14	0	0	23	22	0	6	2	0	67	259	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	7	0	0	18	24	0	3	0	0	54	251	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	14	0	0	25	18	0	10	1	0	69	248	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	13	0	0	31	20	0	3	1	0	69	244	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	16	0	0	23	14	0	6	0	0	59		0	0	0	0
5:30 PM	0	0	0	0	1	1	0	13	0	0	14	17	0	5	0	0	51		0	0	0	0
5:45 PM	0	0	0	0	0	1	0	12	0	0	21	26	0	4	1	0	65		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	6	2	0	2	0	0	12
Lights	0	0	0	0	0	5	0	51	0	0	84	78	1	21	8	0	248
Mediums	0	0	0	0	0	1	0	2	0	0	4	2	0	1	0	0	10
Total	0	0	0	0	0	6	0	55	0	0	94	82	1	24	8	0	270

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %						8.2%					8.0%					9.1%	8.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	7.3%	0.0%	0.0%	10.6%	4.9%	0.0%	12.5%	0.0%	0.0%	8.1%
Peak Hour Factor						0.67					0.89					0.69	0.83
Peak Hour Factor	0.00	0.00	0.00	0.00	0.25	0.44	0.00	0.71	0.00	0.00	0.78	0.88	0.25	0.60	0.67	0.00	0.83



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST PAUL RD Eastbound				ST PAUL RD Westbound				LIBERTY HILL RD Northbound				LIBERTY HILL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	8	9	1	0	0	7	2	0	0	0	0	0	0	2	1	30	135	0	0	0	0
2:15 PM	0	6	7	0	0	1	5	0	0	1	0	2	0	0	0	10	32	149	0	0	0	1
2:30 PM	0	12	5	0	0	1	5	3	0	1	0	1	0	1	0	3	32	153	0	0	0	1
2:45 PM	0	9	8	1	0	1	10	5	0	1	0	0	0	1	0	5	41	164	0	0	0	0
3:00 PM	0	7	15	1	0	2	4	3	0	2	2	1	0	2	0	5	44	168	0	0	0	0
3:15 PM	0	12	6	1	0	1	2	3	0	0	2	0	0	4	0	5	36	176	0	0	0	0
3:30 PM	0	15	10	0	0	1	7	1	0	0	0	1	0	0	1	7	43	182	0	0	0	0
3:45 PM	0	12	13	0	0	1	8	2	0	0	1	0	0	1	2	5	45	177	0	0	0	0
4:00 PM	0	11	15	1	0	2	9	1	0	0	0	0	0	2	0	11	52	166	0	0	0	0
4:15 PM	0	12	12	1	0	0	4	1	0	0	2	1	0	1	1	7	42	163	0	0	0	0
4:30 PM	0	9	8	0	0	4	5	3	0	1	0	0	0	1	1	6	38	181	0	0	0	0
4:45 PM	0	12	7	1	0	1	6	1	0	0	0	0	0	0	1	5	34	178	0	0	0	0
5:00 PM	0	14	13	0	1	1	8	2	0	0	0	0	0	2	0	8	49	179	1	0	0	0
5:15 PM	0	16	14	1	0	0	7	3	0	1	0	5	1	3	1	8	60		0	0	0	0
5:30 PM	0	9	9	1	0	1	7	2	0	0	0	1	0	0	1	4	35		0	0	0	0
5:45 PM	0	9	5	1	0	0	5	2	0	0	1	0	0	2	2	8	35		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
Lights	0	47	42	2	0	4	27	5	0	0	3	1	0	4	4	30	169
Mediums	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	7
Total	0	50	50	2	0	4	28	5	0	0	3	2	0	4	4	30	182

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		10.8%			2.7%				20.0%				0.0%			7.1%	
Heavy Vehicle %	0.0%	6.0%	16.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	7.1%	
Peak Hour Factor		0.94			0.88				0.55				0.77			0.88	
Peak Hour Factor	0.00	0.80	0.83	0.75	0.25	0.44	0.78	0.70	0.00	0.63	0.63	0.30	0.25	0.50	0.50	0.68	0.88



ALL TRAFFIC DATA SERVICES

(303) 216-2439
www.alltrafficdata.net

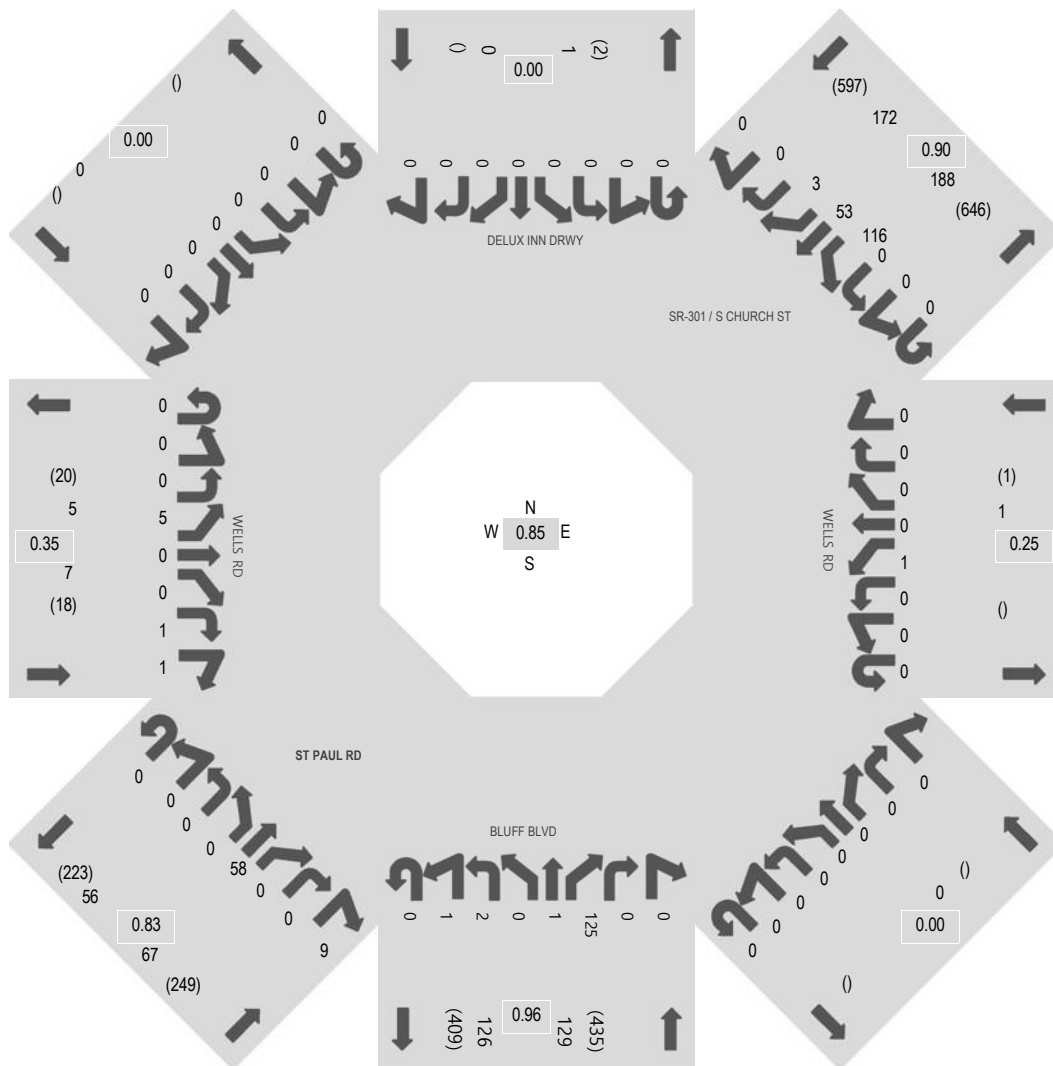
Location: 6 BLUFF BLVD & WELLS RD PM

Date: Tuesday, January 24, 2023

Peak Hour: 04:00 PM - 05:00 PM

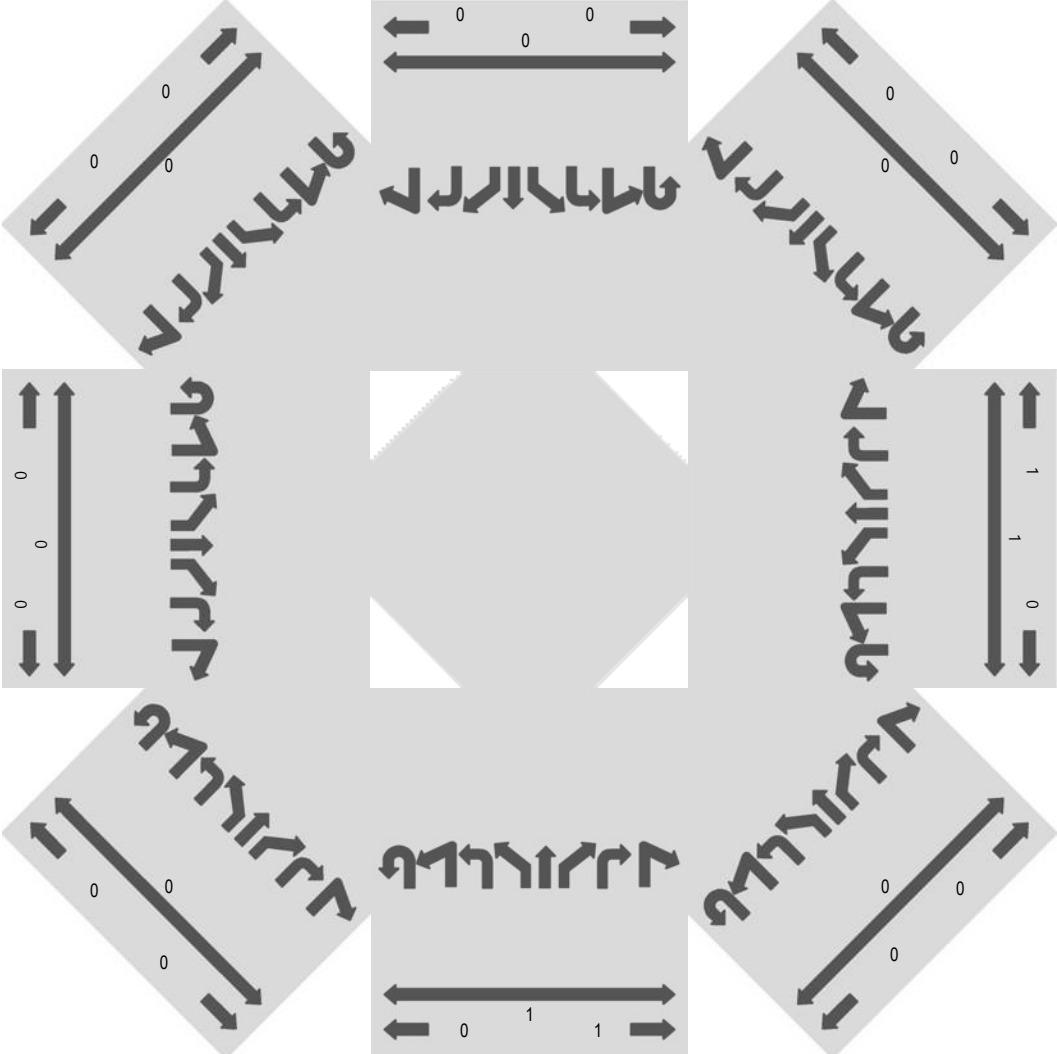
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Motorized Vehicles

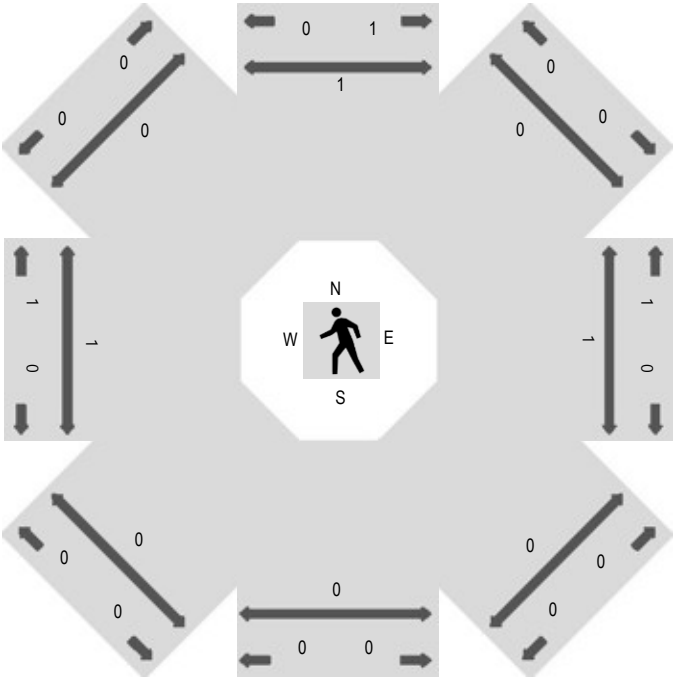


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	28	0	0	0	0	9	0	0	1		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	3	0	0	12	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	20	0	0	0	0	7	0	0	2		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	17	0	0	0	1	0	0	6	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	28	0	0	0	0	1	16	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	19	0	0	0	0	0	14	0	0	2	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	14	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	21	0	0	0	1	0	0	16	0	0	0
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	21	0	0	5	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	0	0	0	0	0	13	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	11	0	0	1		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	31	0	0	0	0	0	13	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	34	0	0	0	0	22	0	0	1		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	33	0	0	0	0	18	0	0	1		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	23	0	0	0	1	0	15	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	30	0	0	0	0	13	0	0	3		
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	7	0	1	418	0	0	0	6	0	1	220	0	0	22
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	125	0	0	0	0	0	58	0	0	9	

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11	1	0	0	66	265	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	7	1	0	0	67	268	
2:30 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	14	0	0	0	66	276	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	15	1	0	0	66	290		
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10	0	0	0	69	303		
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	12	0	0	0	75	345		
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	17	0	0	0	80	355		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	13	0	0	0	79	366		
4:00 PM	0	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	14	0	0	0	111	376	
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	10	3	0	0	85	372		
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	15	0	0	0	91	371		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	14	0	0	0	89	364		
5:00 PM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	14	0	0	0	107	356		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	0	0	0	84			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	14	0	0	0	84			
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	13	1	0	0	81			
Count Total	0	0	0	8	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382	208	7	0	0	1,300			
Peak Hour	0	0	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	53	3	0	0	376			

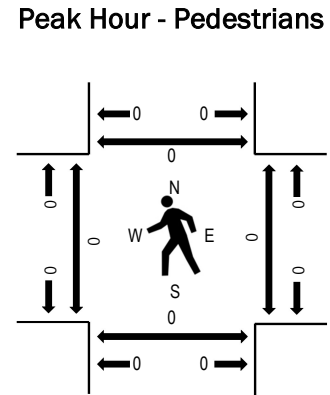
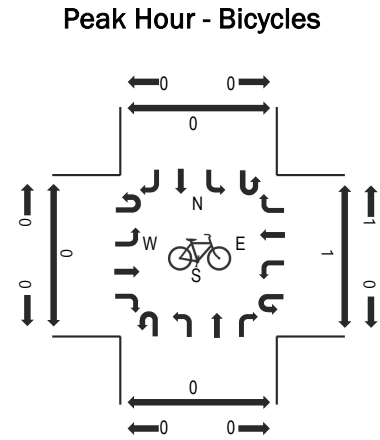
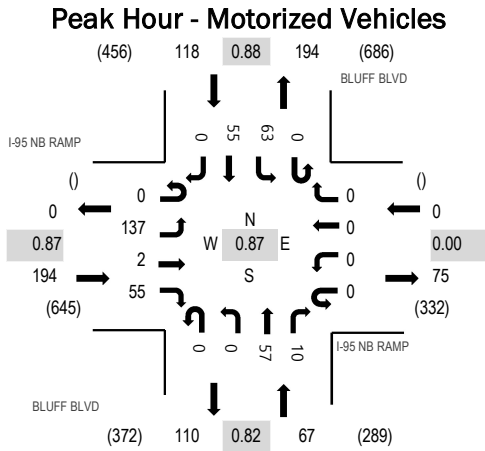
Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	3	0	0	0
Lights	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	120	0	0	0	0	0	0	52	0	0	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	125	0	0	0	0	0	0	58	0	0	9

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total	
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	12
Lights	0	0	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	51	3	0	0	360
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4
Count Total	0	0	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	53	3	0	0	376

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.0%								0.0%								3.9%								9.0%								
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	0.0%	0.0%	0.0%	4.3%
PHF	0.25								0.00								0.96								0.83								
PHF	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.75	0.50	0.00	0.25	0.94	0.00	0.00	0.00	0.33	0.00	0.25	0.77	0.00	0.00	0.45	
	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.0%								0.0%								0.0%								2.9%								4.3%
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	3.8%	0.0%	0.0%	0.0%	4.3%
PHF	0.35								0.00								0.00								0.90								0.85
PHF	0.00	0.00	0.00	0.42	0.00	0.00	0.75	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.97	0.25	0.00	0.00	0.85



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 NB RAMP Eastbound				I-95 NB RAMP Westbound				BLUFF BLVD Northbound				BLUFF BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	33	0	6	0	0	0	0	0	0	13	8	0	13	11	0	84	355	0	0	0	0
2:15 PM	0	33	1	6	0	0	0	0	0	0	10	9	0	23	12	0	94	343	0	0	0	0
2:30 PM	0	27	0	9	0	0	0	0	0	0	12	2	0	24	12	0	86	330	0	0	0	0
2:45 PM	0	20	0	16	0	0	0	0	0	0	16	9	0	15	15	0	91	318	0	2	0	0
3:00 PM	0	20	1	10	0	0	0	0	0	0	11	4	0	15	11	0	72	300	0	0	0	0
3:15 PM	0	26	1	9	0	0	0	0	0	0	12	6	0	14	13	0	81	332	0	0	0	0
3:30 PM	0	20	0	8	0	0	0	0	0	0	22	2	0	8	14	0	74	331	0	0	0	0
3:45 PM	0	29	0	10	0	0	0	0	0	0	13	2	0	8	11	0	73	348	0	0	0	0
4:00 PM	0	39	2	8	0	0	0	0	0	0	14	7	0	19	15	0	104	356	0	0	0	0
4:15 PM	0	24	0	10	0	0	0	0	0	0	11	3	0	16	16	0	80	357	0	0	0	0
4:30 PM	0	33	2	15	0	0	0	0	0	0	11	4	0	18	8	0	91	359	0	1	0	0
4:45 PM	0	27	0	6	0	0	0	0	0	0	16	5	0	16	11	0	81	351	0	0	0	0
5:00 PM	0	38	1	17	0	0	0	0	0	0	18	2	0	18	11	0	105	379	0	0	0	0
5:15 PM	0	33	0	15	0	0	0	0	0	0	9	1	0	13	11	0	82		0	0	0	0
5:30 PM	0	30	1	8	0	0	0	0	0	0	14	4	0	14	12	0	83		0	0	0	0
5:45 PM	0	36	0	15	0	0	0	0	0	0	16	3	0	18	21	0	109		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	33	1	2	0	0	0	0	0	0	1	0	0	20	0	0	57
Lights	0	100	1	53	0	0	0	0	0	0	56	10	0	42	54	0	316
Mediums	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	6
Total	0	137	2	55	0	0	0	0	0	0	57	10	0	63	55	0	379

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		20.6%			0.0%				1.5%				18.6%			16.6%	
Heavy Vehicle %	0.0%	27.0%	50.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	33.3%	1.8%	0.0%	16.6%
Peak Hour Factor		0.87			0.00				0.82				0.88			0.87	
Peak Hour Factor	0.00	0.90	0.50	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.78	0.00	0.80	0.88	0.00	0.87

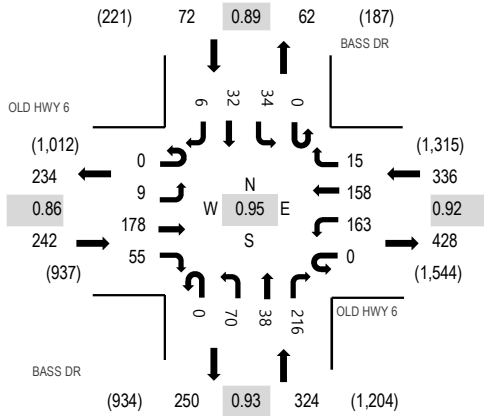
Location: 9 BASS DR & OLD HWY 6 PM

Date: Tuesday, January 24, 2023

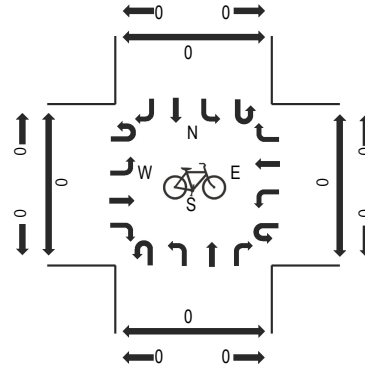
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

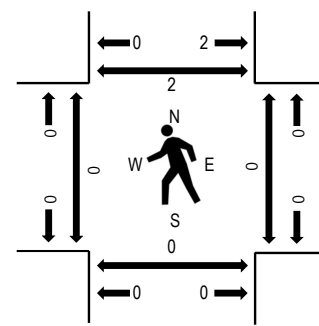
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

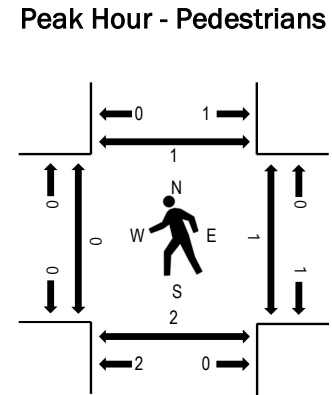
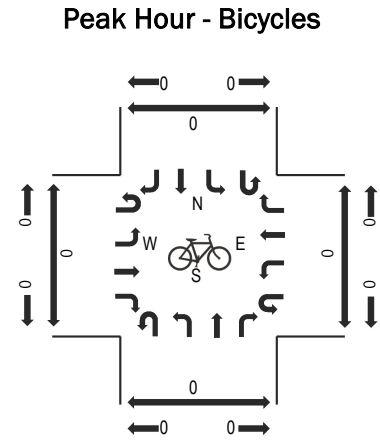
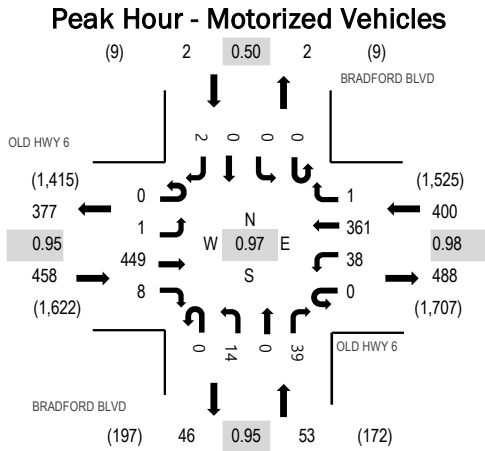
Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BASS DR Northbound				BASS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	3	40	16	0	38	47	2	0	20	4	47	0	10	2	2	231	895	0	1	0	1
2:15 PM	0	1	34	13	0	31	36	2	0	26	5	61	0	3	4	0	216	891	0	0	0	0
2:30 PM	0	0	25	16	0	30	42	2	0	18	8	41	0	3	8	0	193	875	0	0	0	1
2:45 PM	0	3	39	15	0	37	52	8	0	30	7	52	0	4	5	3	255	899	0	0	1	0
3:00 PM	0	1	49	23	0	37	40	3	0	23	2	38	0	3	8	0	227	878	0	2	0	1
3:15 PM	0	2	43	14	0	33	39	2	0	15	6	37	0	0	5	4	200	895	0	0	0	0
3:30 PM	0	3	38	16	0	31	44	1	0	13	3	53	0	10	2	3	217	924	0	1	0	1
3:45 PM	0	1	37	21	0	40	39	2	0	18	3	64	0	5	3	1	234	935	1	0	1	0
4:00 PM	0	0	47	14	0	43	38	4	0	19	5	53	0	8	9	4	244	930	1	1	0	2
4:15 PM	0	4	41	23	0	34	47	4	0	13	6	46	0	6	1	4	229	942	0	0	0	0
4:30 PM	0	0	43	13	0	41	45	7	0	16	6	49	0	3	4	1	228	968	0	0	0	0
4:45 PM	0	4	38	15	0	31	43	4	0	28	7	38	0	8	8	5	229	967	0	0	0	0
5:00 PM	0	2	43	20	0	43	39	4	0	21	8	58	0	10	7	1	256	974	0	0	0	0
5:15 PM	0	1	52	20	0	38	41	2	0	12	12	56	0	9	10	2	255		0	0	0	0
5:30 PM	0	3	31	12	0	41	38	7	0	19	8	53	0	9	6	0	227		0	0	0	2
5:45 PM	0	3	52	3	0	41	40	2	0	18	10	49	0	6	9	3	236		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	7	0	0	1	0	0	0	0	1	0	18
Lights	0	9	167	54	0	161	149	15	0	67	38	216	0	33	31	6	946
Mediums	0	0	2	1	0	2	2	0	0	2	0	0	0	1	0	0	10
Total	0	9	178	55	0	163	158	15	0	70	38	216	0	34	32	6	974

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.0%			3.3%				0.9%				2.8%			2.9%	
Heavy Vehicle %	0.0%	0.0%	6.2%	1.8%	0.0%	1.2%	5.7%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	2.9%	3.1%	0.0%	2.9%
Peak Hour Factor		0.86			0.92				0.93				0.89			0.95	
Peak Hour Factor	0.00	0.63	0.86	0.80	0.00	0.95	0.85	0.68	0.00	0.81	0.79	0.84	0.00	0.90	0.80	0.70	0.95



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

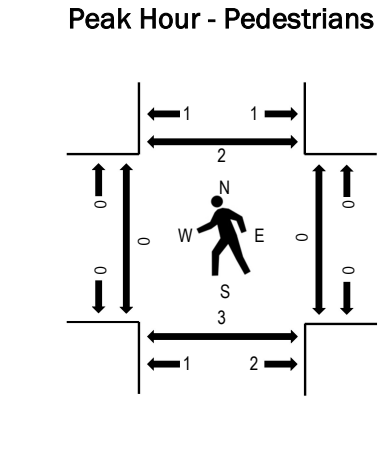
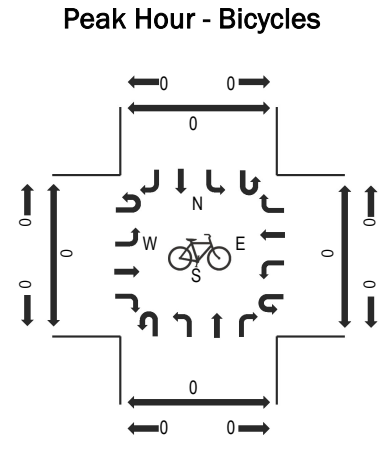
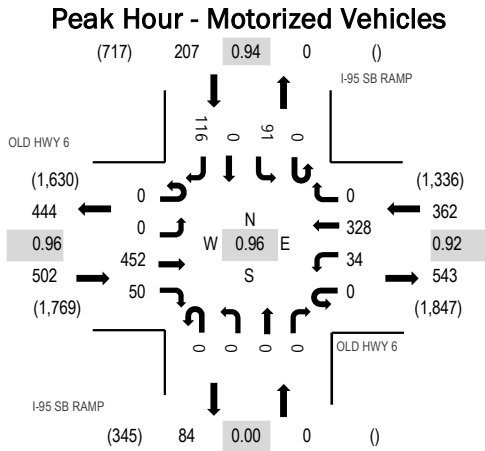
Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				BRADFORD BLVD Northbound				BRADFORD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	104	2	0	7	85	0	0	1	0	6	0	0	0	0	205	797	0	0	1	0
2:15 PM	0	1	106	4	0	13	65	1	0	5	0	7	0	0	0	2	204	793	0	0	0	0
2:30 PM	0	0	63	3	0	7	80	0	0	4	0	9	0	1	0	0	167	779	0	0	1	0
2:45 PM	0	0	98	1	0	13	100	1	0	2	0	6	0	0	0	0	221	812	0	0	0	0
3:00 PM	0	0	85	5	0	13	90	1	0	0	1	5	0	0	1	0	201	809	0	0	0	0
3:15 PM	0	0	85	3	0	9	78	0	0	3	0	12	0	0	0	0	190	833	0	0	0	0
3:30 PM	0	0	98	0	0	9	84	0	0	0	0	9	0	0	0	0	200	839	0	0	0	0
3:45 PM	0	1	103	6	0	11	90	0	0	2	0	5	0	0	0	0	218	838	0	0	0	0
4:00 PM	0	0	107	2	0	11	90	0	0	3	0	11	0	1	0	0	225	809	0	0	0	1
4:15 PM	0	1	92	5	0	5	84	0	0	0	0	9	0	0	0	0	196	814	0	0	0	0
4:30 PM	0	0	94	2	0	5	89	0	0	2	0	6	0	0	0	1	199	853	0	0	0	0
4:45 PM	0	0	89	4	0	10	74	0	0	3	0	8	0	0	0	1	189	874	0	0	0	0
5:00 PM	0	0	116	2	0	7	91	1	0	3	0	9	0	0	0	1	230	913	0	1	1	0
5:15 PM	0	0	121	0	0	8	92	0	0	3	0	11	0	0	0	0	235		0	0	1	1
5:30 PM	0	0	99	4	0	10	92	0	0	3	0	11	0	0	0	1	220		0	0	0	0
5:45 PM	0	1	113	2	0	13	86	0	0	5	0	8	0	0	0	0	228		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	17
Lights	0	1	436	8	0	36	350	1	0	14	0	39	0	0	0	2	887
Mediums	0	0	4	0	0	2	3	0	0	0	0	0	0	0	0	0	9
Total	0	1	449	8	0	38	361	1	0	14	0	39	0	0	0	2	913

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.8%				3.3%				0.0%				0.0%			2.8%
Heavy Vehicle %	0.0%	0.0%	2.9%	0.0%	0.0%	5.3%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%
Peak Hour Factor		0.95				0.98				0.95				0.50			0.97
Peak Hour Factor	0.00	0.50	0.93	0.63	0.00	0.88	0.98	0.75	0.00	0.70	0.25	0.89	0.00	0.25	0.25	0.75	0.97



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	99	14	0	8	71	0	0	0	0	0	0	18	0	28	238	894	0	0	0	0
2:15 PM	0	0	101	18	0	14	63	0	0	0	0	0	0	9	0	25	230	873	0	0	0	0
2:30 PM	0	0	62	15	0	7	56	0	0	0	0	0	0	16	0	37	193	859	0	0	0	0
2:45 PM	0	0	87	17	0	5	77	0	0	0	0	0	0	10	0	37	233	895	0	7	1	0
3:00 PM	0	0	86	14	0	8	73	0	0	0	0	0	0	14	0	22	217	912	0	1	1	0
3:15 PM	0	0	93	9	0	2	68	0	0	0	0	0	0	16	0	28	216	943	0	0	0	0
3:30 PM	0	0	93	11	0	12	73	0	0	0	0	0	0	16	0	24	229	974	0	0	0	0
3:45 PM	0	0	112	7	0	6	80	0	0	0	0	0	0	17	0	28	250	969	0	0	0	0
4:00 PM	0	0	113	6	0	15	76	0	0	0	0	0	0	12	0	26	248	945	0	0	0	0
4:15 PM	0	0	99	14	0	13	69	0	0	0	0	0	0	27	0	25	247	961	0	0	0	0
4:30 PM	0	0	90	8	0	16	75	0	0	0	0	0	0	15	0	20	224	984	0	0	0	0
4:45 PM	0	0	88	11	0	11	76	0	0	0	0	0	0	11	0	29	226	1,017	0	0	0	0
5:00 PM	0	0	115	11	0	13	70	0	0	0	0	0	0	19	0	36	264	1,071	0	0	2	1
5:15 PM	0	0	113	18	0	7	82	0	0	0	0	0	0	24	0	26	270		0	0	1	1
5:30 PM	0	0	103	13	0	6	86	0	0	0	0	0	0	24	0	25	257		0	0	0	0
5:45 PM	0	0	121	8	0	8	90	0	0	0	0	0	0	24	0	29	280		0	0	0	0

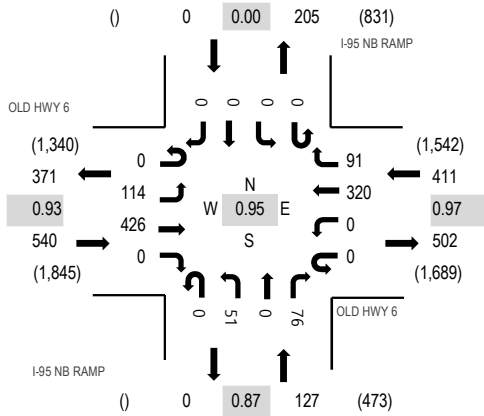
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	5	0	0	4	0	0	0	0	0	0	3	0	5	21
Lights	0	0	444	45	0	33	319	0	0	0	0	0	0	87	0	111	1,039
Mediums	0	0	4	0	0	1	5	0	0	0	0	0	0	1	0	0	11
Total	0	0	452	50	0	34	328	0	0	0	0	0	0	91	0	116	1,071

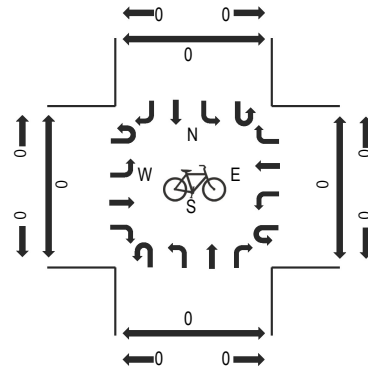
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.6%			2.8%			0.0%				4.3%			3.0%		
Heavy Vehicle %	0.0%	0.0%	1.8%	10.0%	0.0%	2.9%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	0.0%	4.3%	3.0%
Peak Hour Factor		0.96			0.92			0.00				0.94			0.96		
Peak Hour Factor	0.00	0.00	0.93	0.89	0.00	0.86	0.91	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.86	0.96	

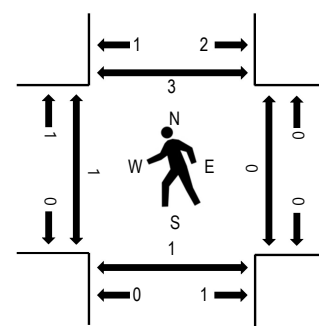
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD HWY 6 Eastbound				OLD HWY 6 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	33	84	0	0	0	74	26	0	6	0	14	0	0	0	0	237	844	0	0	0	0
2:15 PM	0	35	80	0	0	0	71	19	0	4	0	10	0	0	0	0	219	839	0	0	0	1
2:30 PM	0	17	61	0	1	0	55	17	0	4	0	16	0	0	0	0	171	849	0	0	0	0
2:45 PM	0	23	71	0	0	0	75	23	0	8	0	17	0	0	0	0	217	928	0	0	0	1
3:00 PM	0	37	63	0	0	0	72	29	0	8	0	23	0	0	0	0	232	956	0	0	1	0
3:15 PM	0	22	83	0	0	0	56	34	0	14	0	20	0	0	0	0	229	993	0	0	0	0
3:30 PM	0	26	88	0	0	0	77	33	0	10	0	16	0	0	0	0	250	1,018	0	0	0	0
3:45 PM	0	33	91	0	0	0	66	21	0	18	0	16	0	0	0	0	245	1,000	0	0	0	0
4:00 PM	0	35	93	0	0	0	77	23	0	15	0	26	0	0	0	0	269	982	0	0	0	0
4:15 PM	0	27	102	0	0	0	75	16	0	8	0	26	0	0	0	0	254	979	0	0	0	0
4:30 PM	0	25	80	0	0	0	73	20	0	17	0	17	0	0	0	0	232	992	0	0	0	0
4:45 PM	0	23	73	0	0	0	69	29	0	17	0	16	0	0	0	0	227	1,021	0	0	1	0
5:00 PM	0	34	100	0	0	0	78	23	0	11	0	20	0	0	0	0	266	1,078	0	0	0	1
5:15 PM	0	25	114	0	0	0	77	26	0	10	0	15	0	0	0	0	267		1	0	0	1
5:30 PM	0	20	102	0	0	0	77	24	0	16	0	22	0	0	0	0	261		0	0	1	1
5:45 PM	0	35	110	0	0	0	88	18	0	14	0	19	0	0	0	0	284		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	4	0	0	0	0	3	0	4	0	1	0	0	0	0	15
Lights	0	109	420	0	0	0	316	85	0	45	0	73	0	0	0	0	1,048
Mediums	0	2	2	0	0	0	4	3	0	2	0	2	0	0	0	0	15
Total	0	114	426	0	0	0	320	91	0	51	0	76	0	0	0	0	1,078

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				2.4%				7.1%				0.0%			2.8%
Heavy Vehicle %	0.0%	4.4%	1.4%	0.0%	0.0%	0.0%	1.3%	6.6%	0.0%	11.8%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.8%
Peak Hour Factor		0.93				0.97				0.87				0.00			0.95
Peak Hour Factor	0.00	0.86	0.93	0.00	0.25	0.00	0.91	0.88	0.00	0.81	0.00	0.82	0.00	0.00	0.00	0.00	0.95

Appendix C



AM
{MID}
(PM)

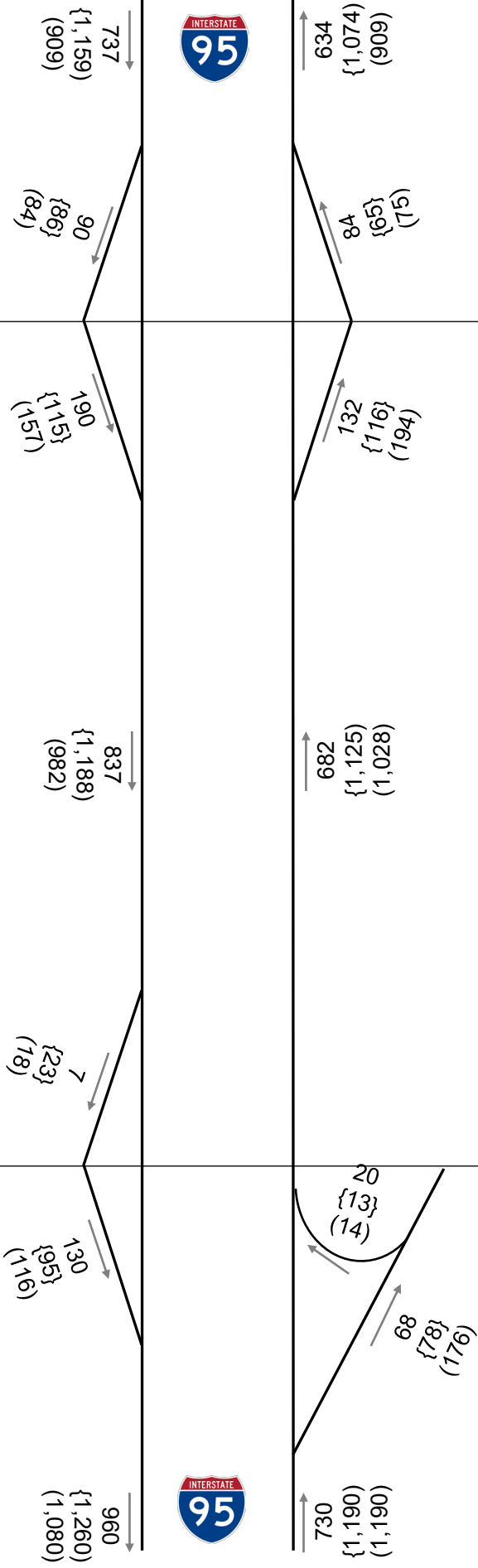
Existing
2023 I-95
Volumes

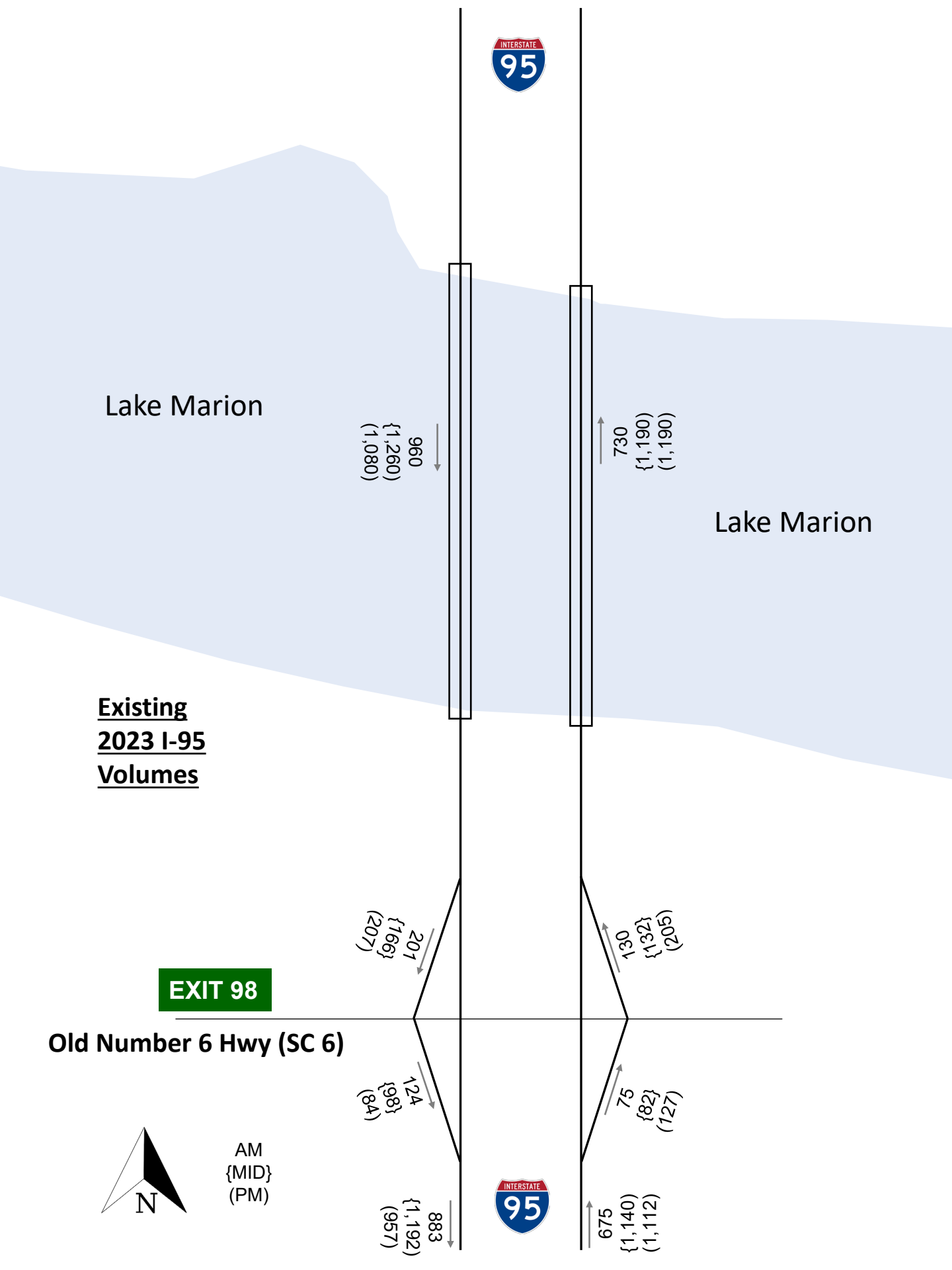
EXIT 108

Buff Blvd

EXIT 102

US 15







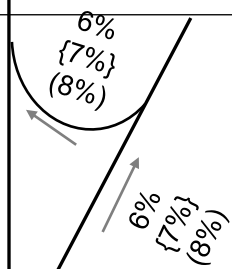
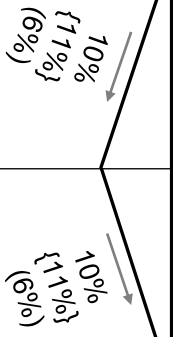
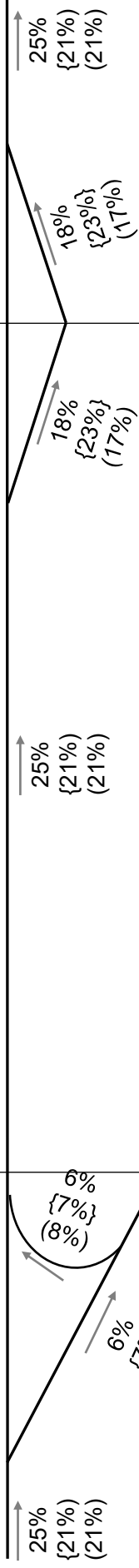
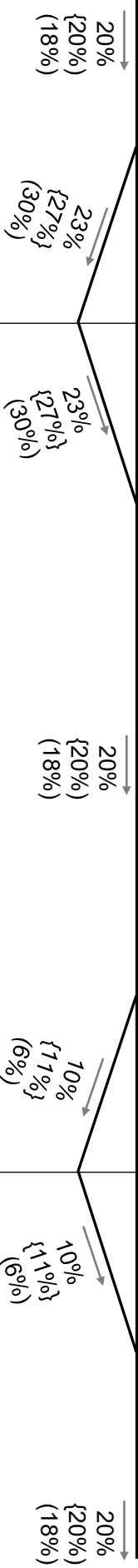
I-95 Truck Percentages

EXIT 108

Buff Blvd

EXIT 102

US 15





Lake Marion

Lake Marion

I-95 Truck Percentages

20%
{20%}
(18%)

25%
{21%}
(21%)

EXIT 98

Old Number 6 Hwy (SC 6)

4%
{6%}
(3%)

4%
{5%}
(3%)

4%
{6%}
(3%)

4%
{5%}
(3%)

20%
{20%}
(18%)

25%
{21%}
(21%)





AM
{MID}
(PM)

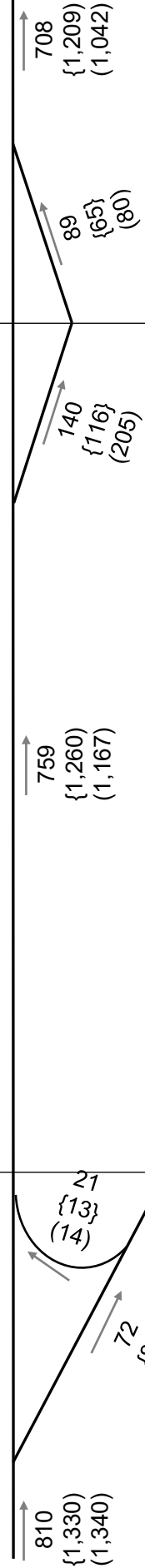
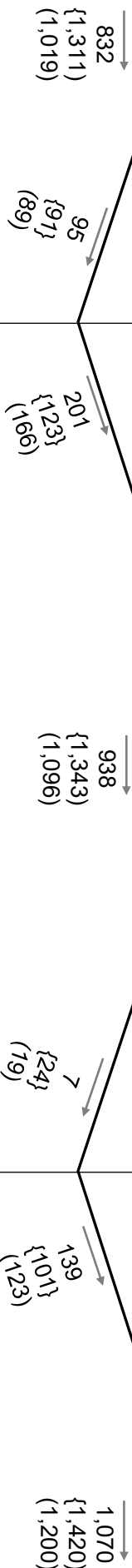
Opening Year
2029
I-95 Volumes

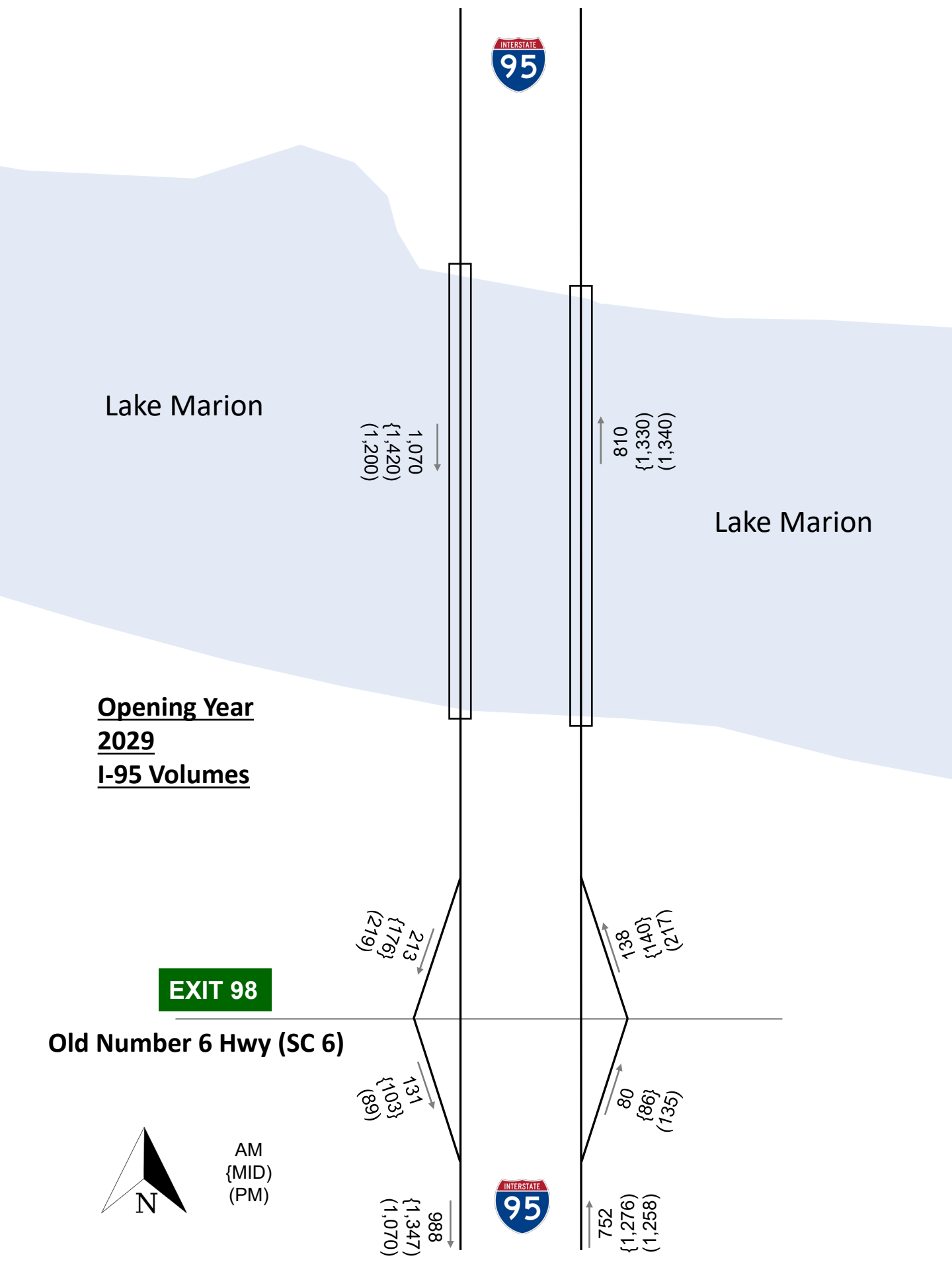
EXIT 108

Buff Blvd

EXIT 102

US 15







AM
{MID}
(PM)

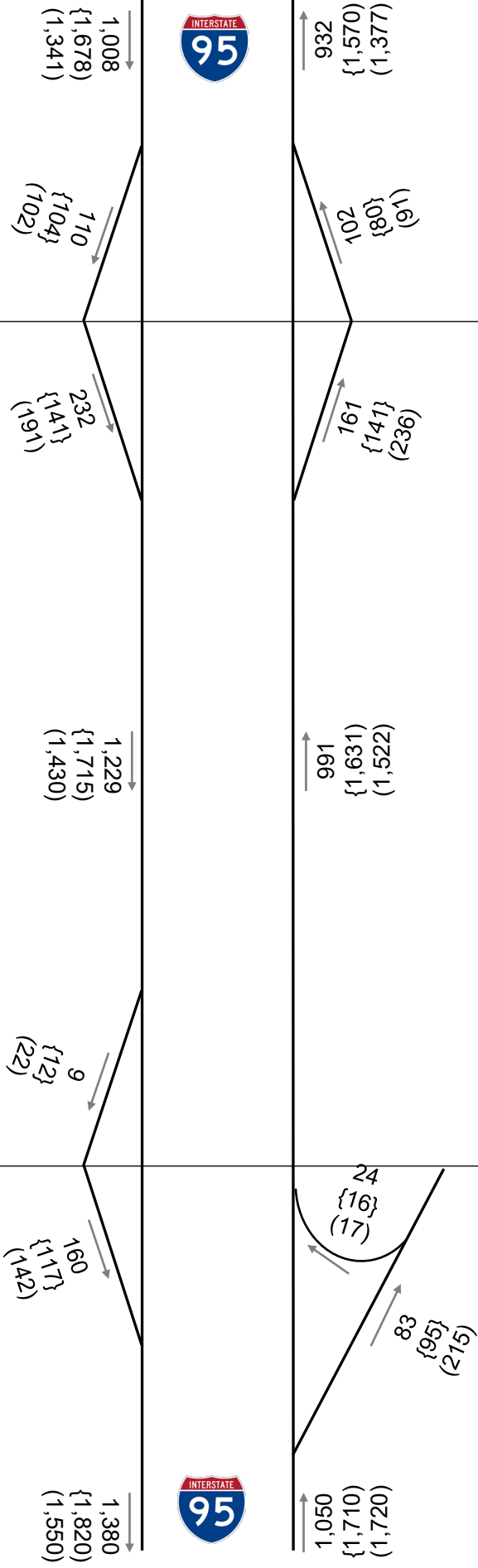
Design Year
2045
I-95 Volumes

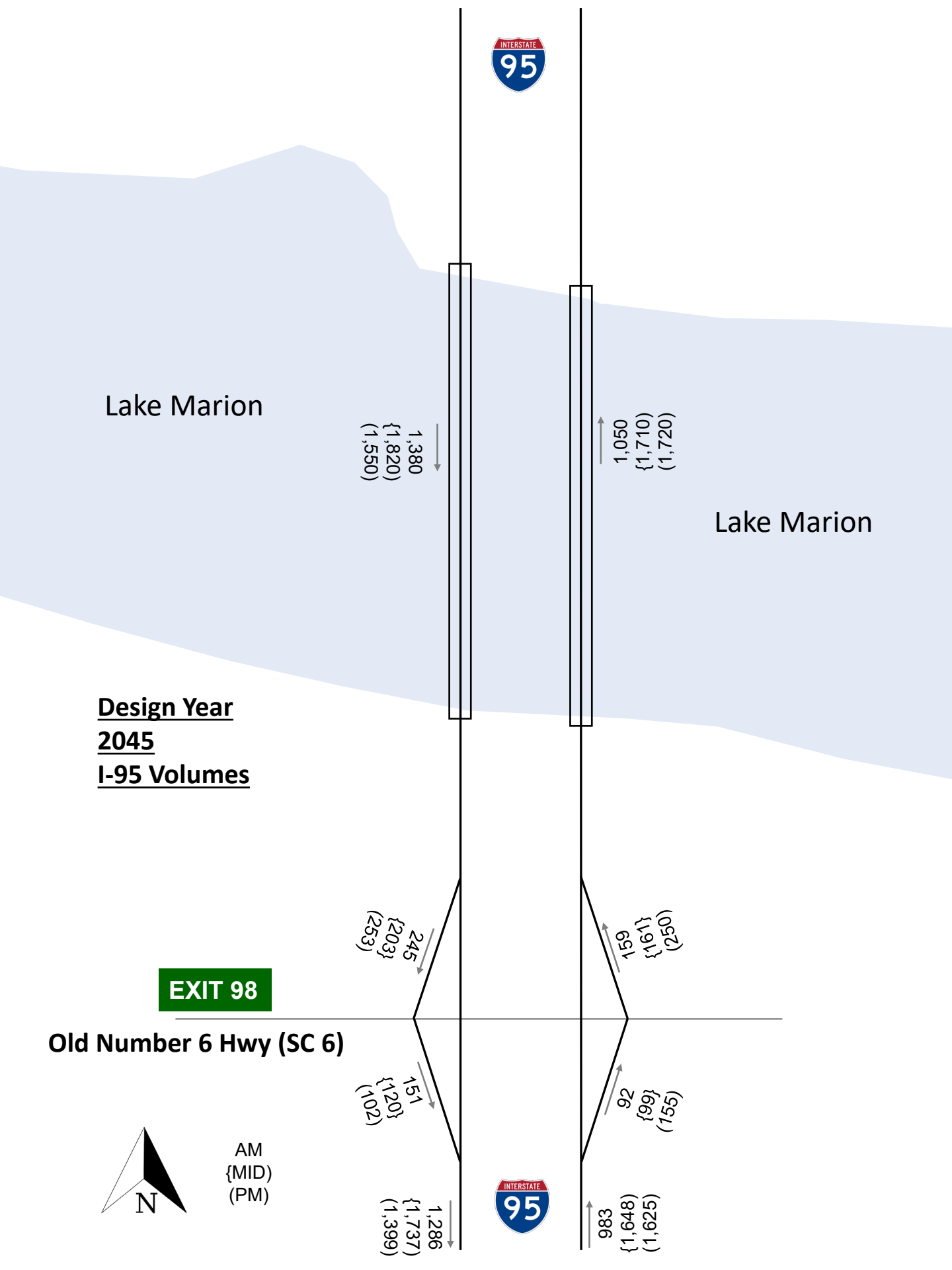
EXIT 108

Buff Blvd

EXIT 102

US 15





Lake Marion

Lake Marion

Design Year
2045
I-95 Volumes

EXIT 98

Old Number 6 Hwy (SC 6)



AM
 {MID}
 (PM)



1,380
 {1,820}
 (1,550)

1,050
 {1,710}
 (1,720)

245
 {203}
 (253)

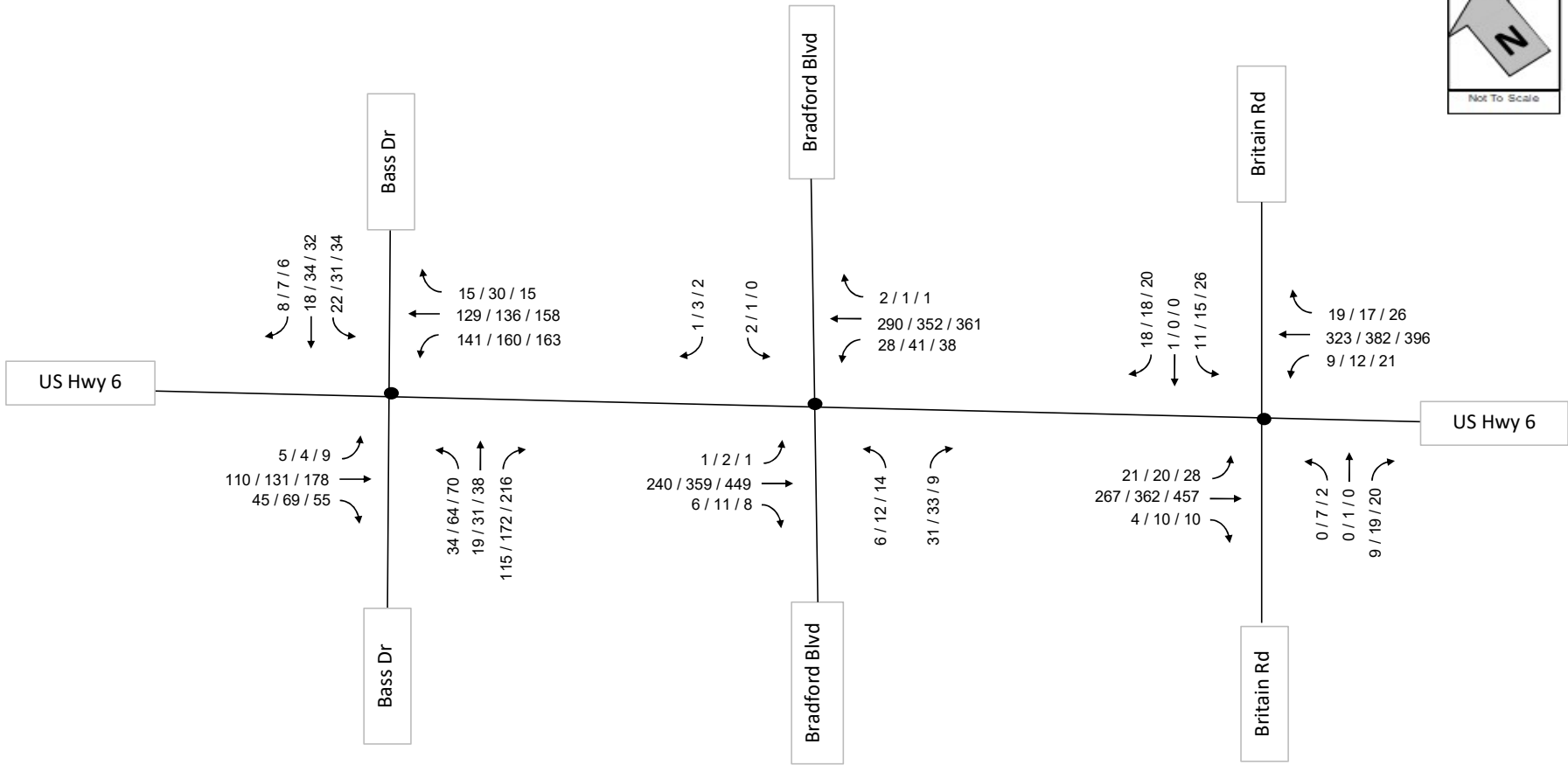
159
 {161}
 (250)

151
 {120}
 (102)

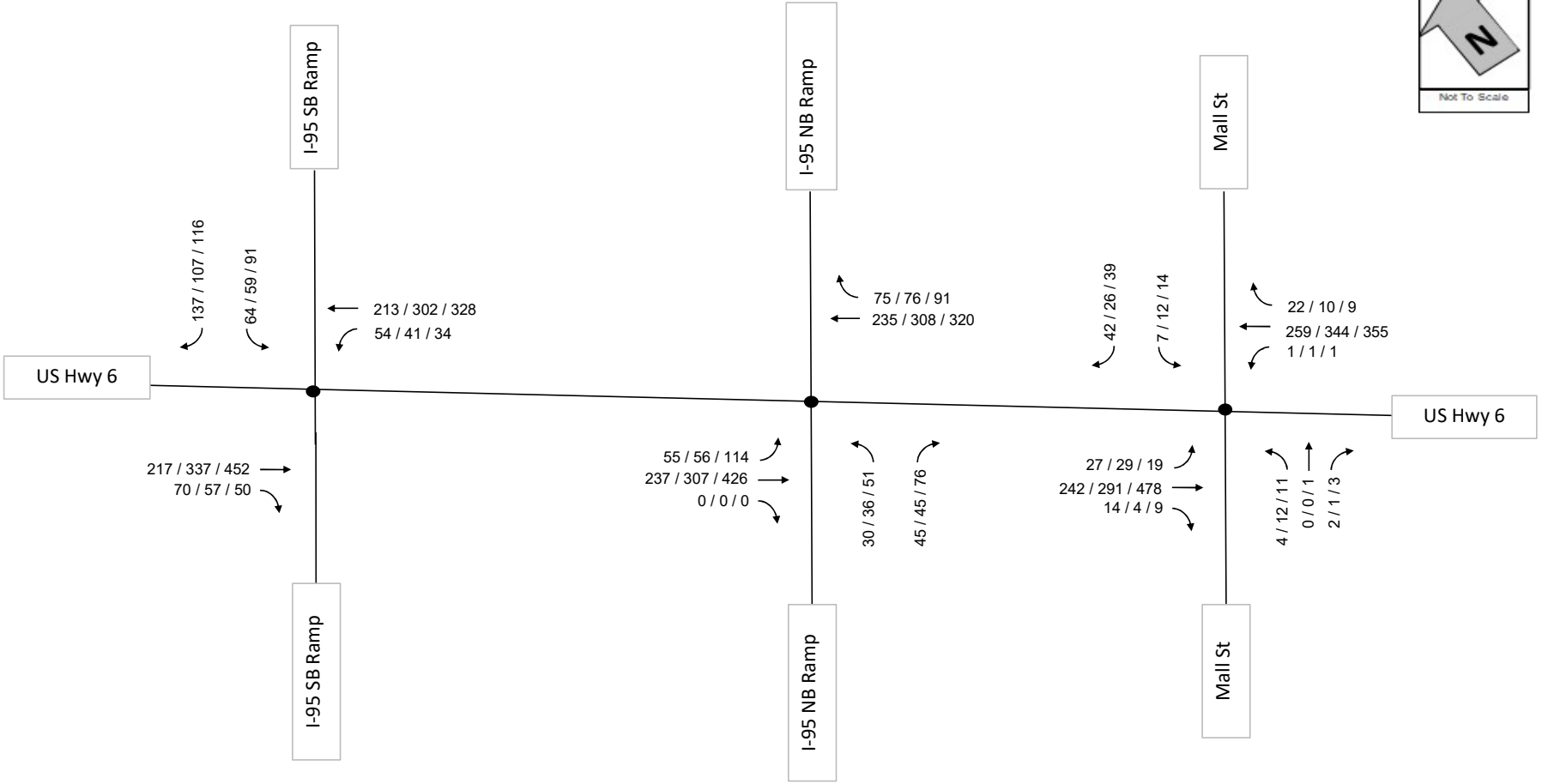
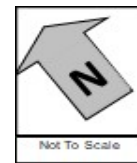
92
 {99}
 (155)

1,286
 {1,737}
 (1,399)

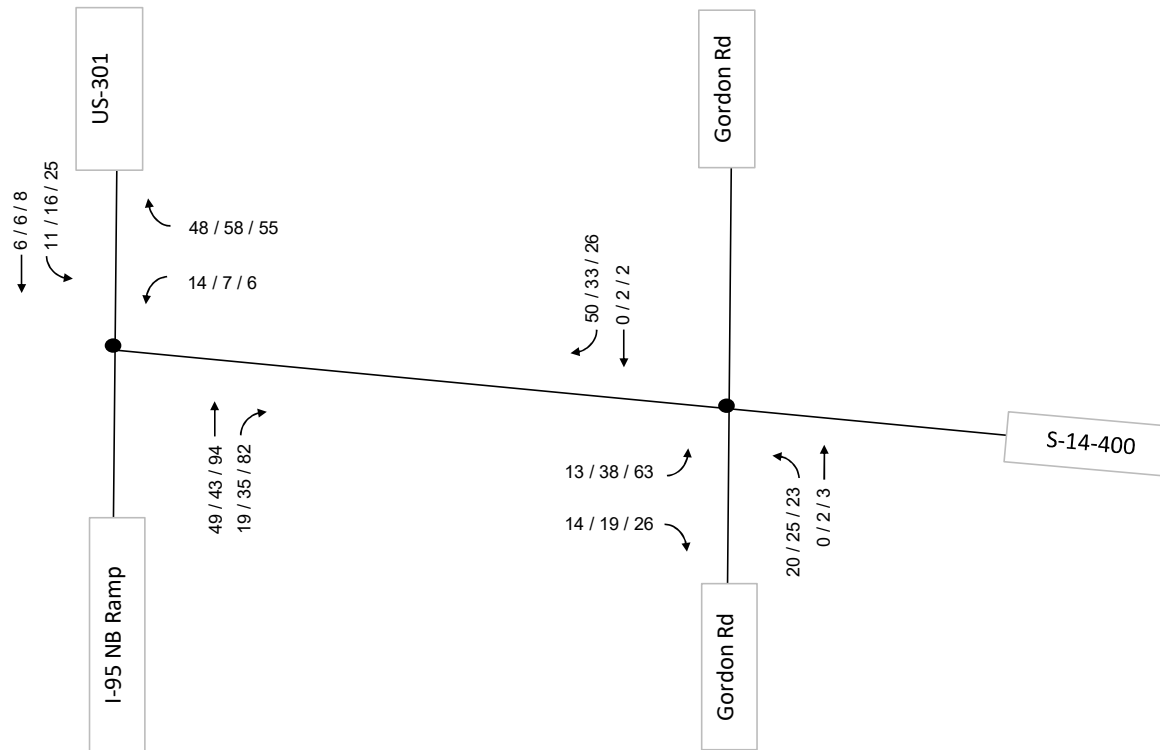
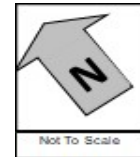
983
 {1,048}
 (1,625)



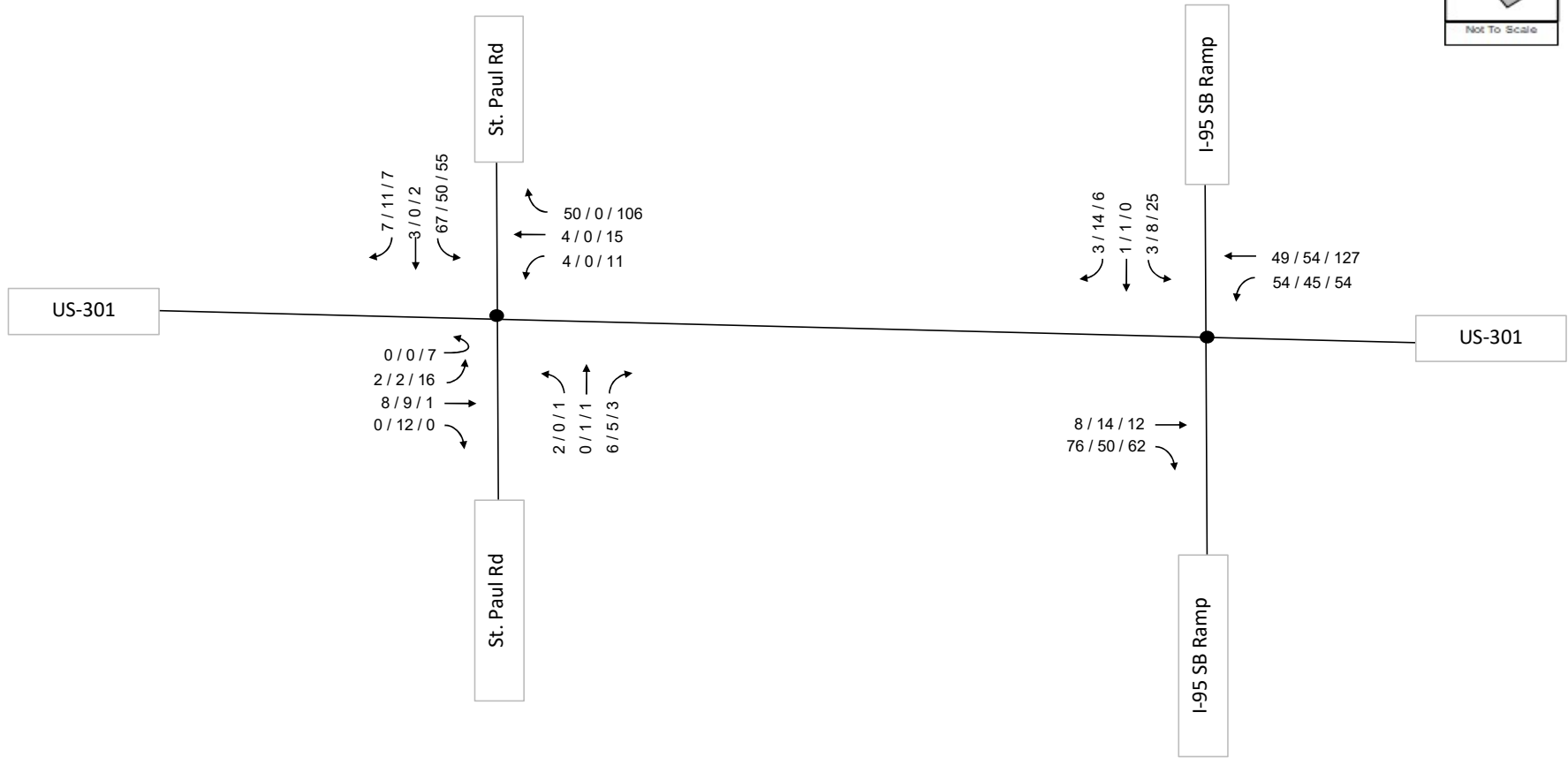
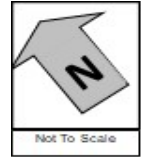
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2023 Existing Year Traffic Volumes	



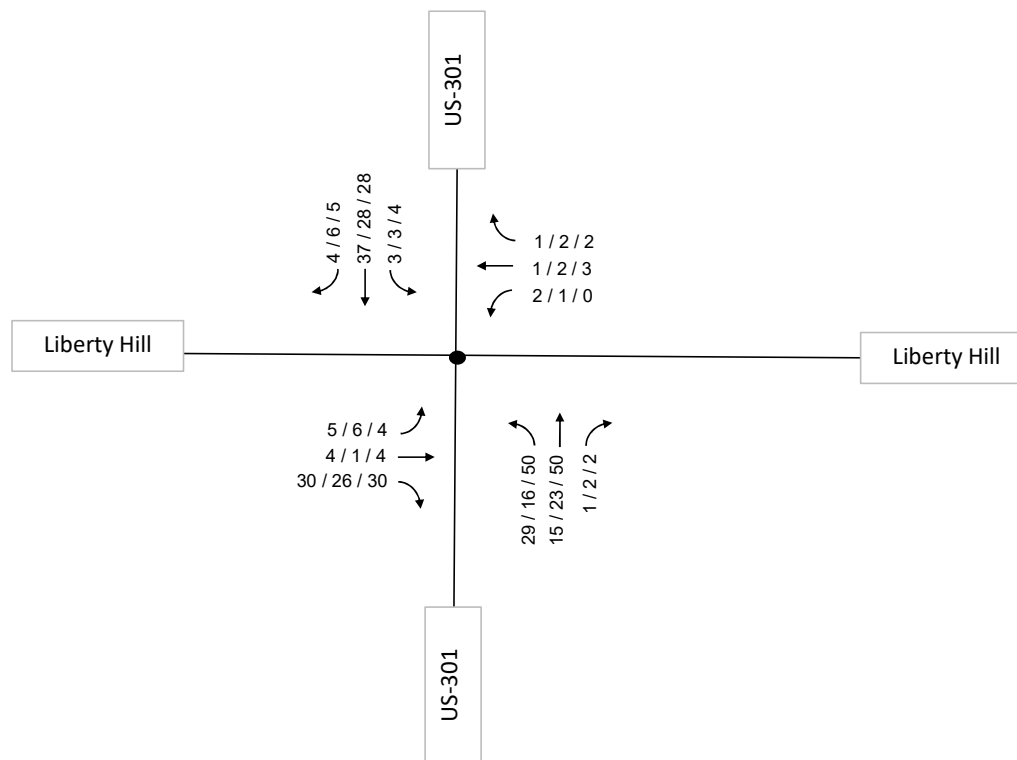
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2023 Existing Year Traffic Volumes	



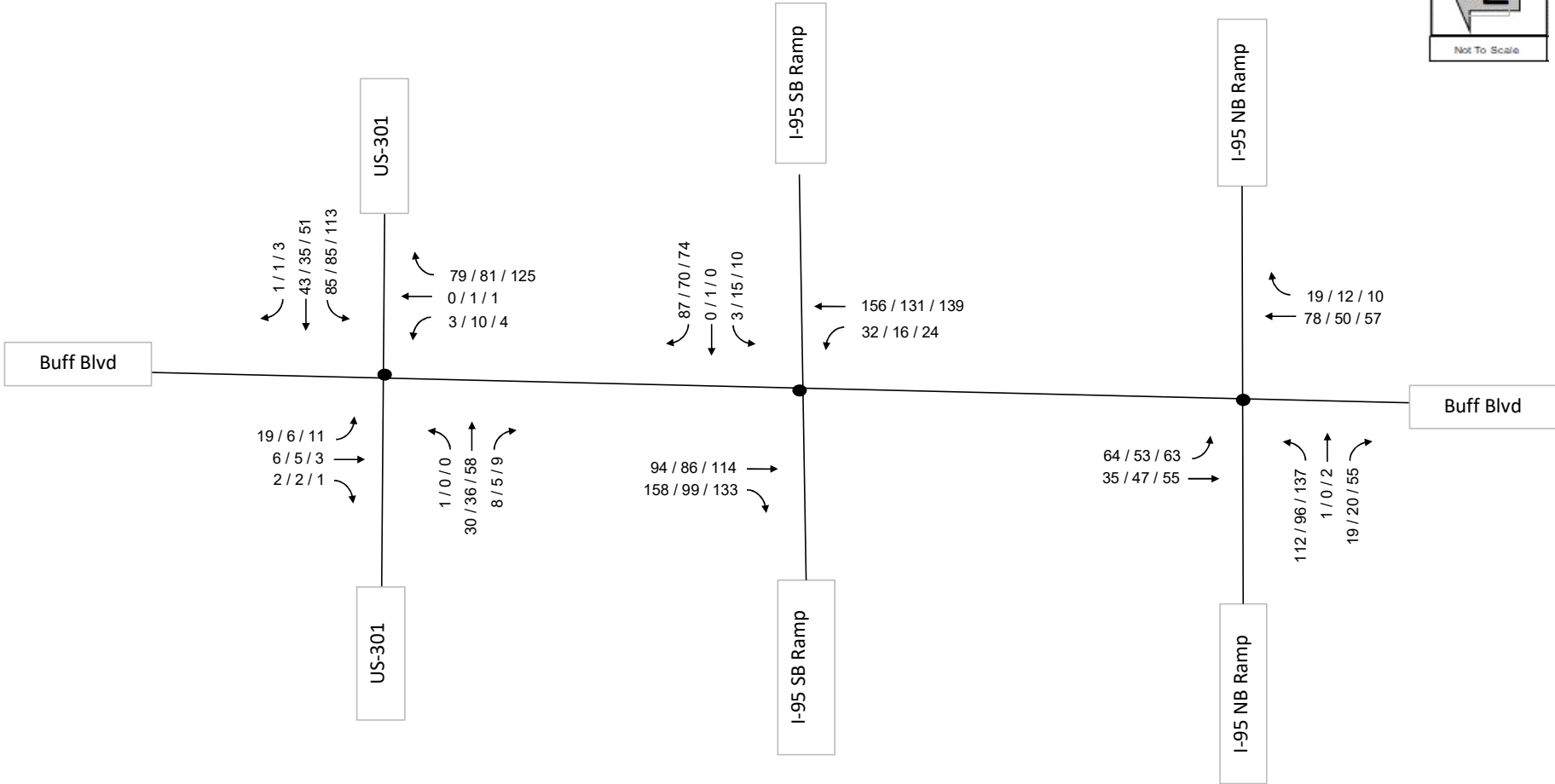
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2023 Existing Year Traffic Volumes	



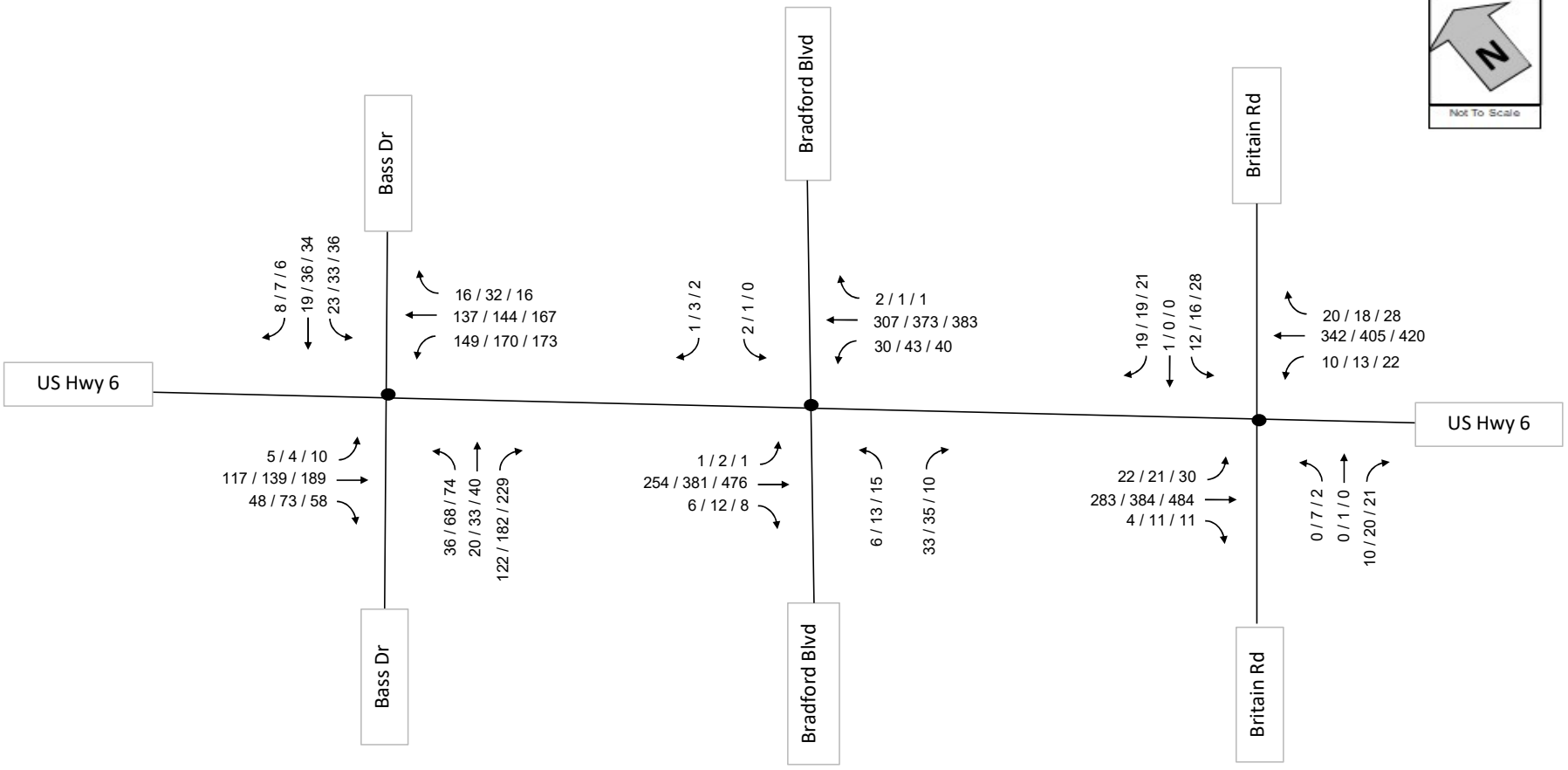
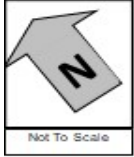
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2023 Existing Year Traffic Volumes	



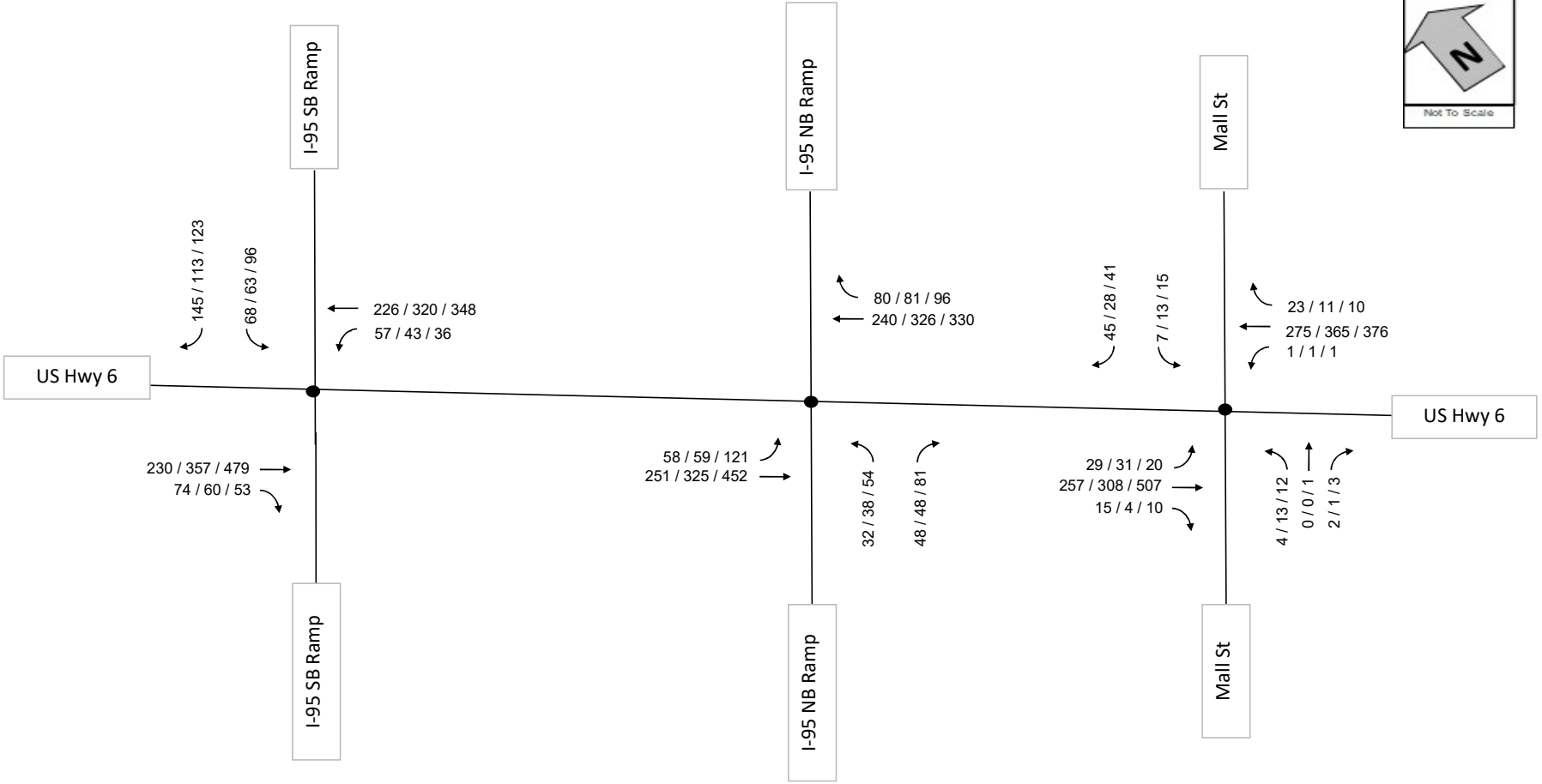
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2023 Existing Year Traffic Volumes	



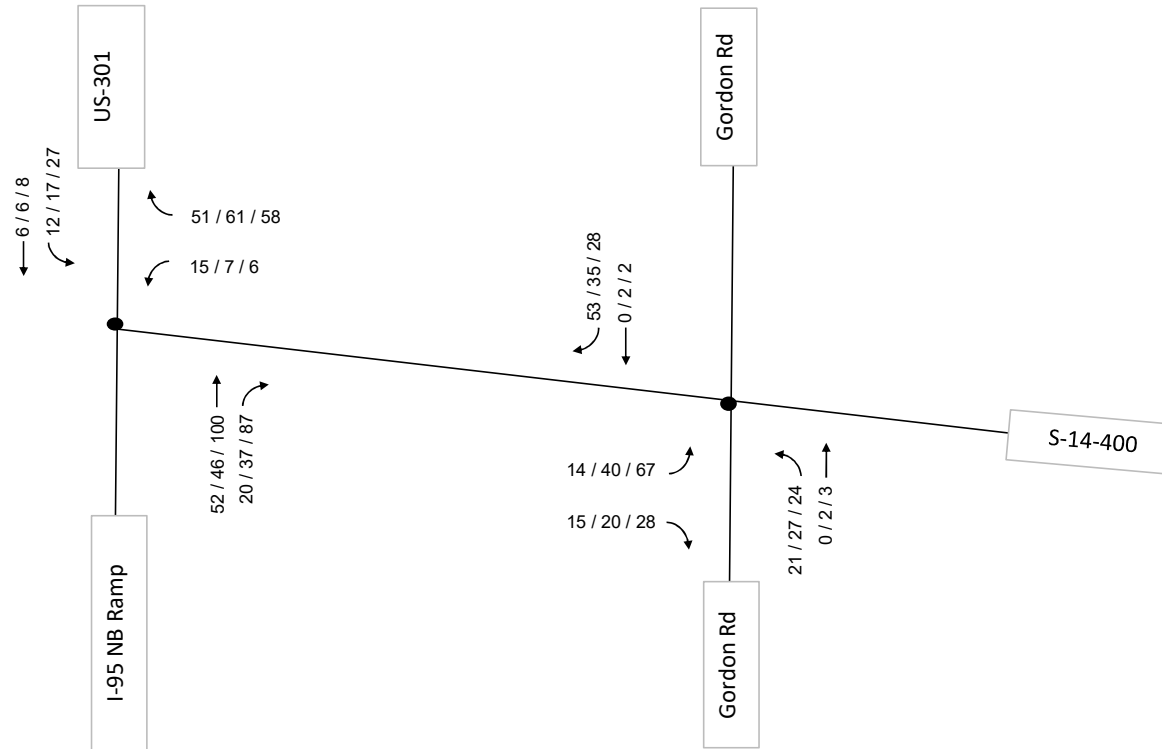
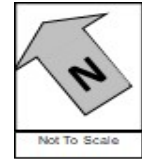
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2023 Existing Year Traffic Volumes	



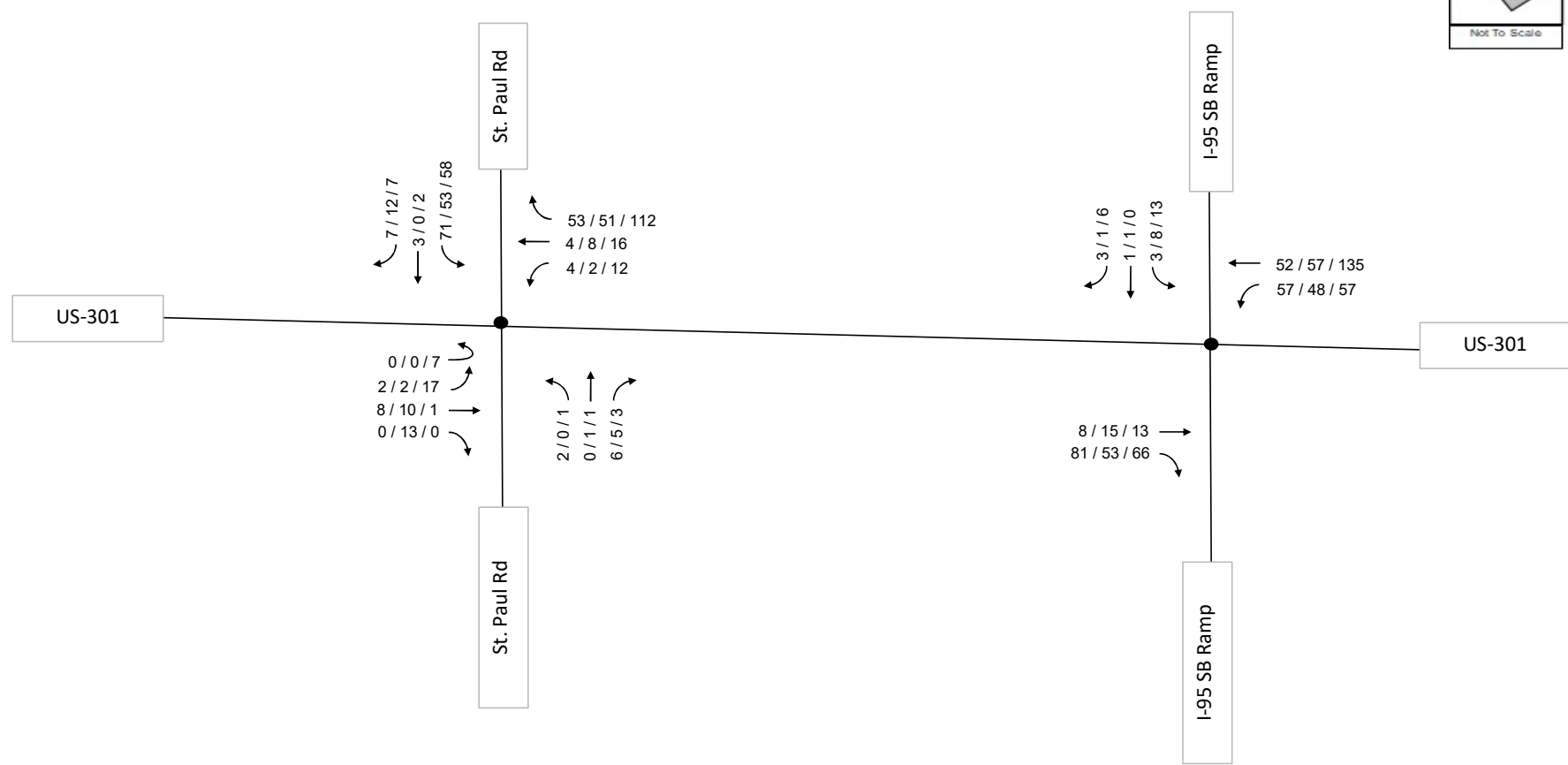
	Legend		I-95 over Lake Marion	
	↖ = Traffic Volume Direction 00 / 00 / 00 = AM / Mid / PM Peak Hour Volumes		2029 Opening Year Traffic Volumes	



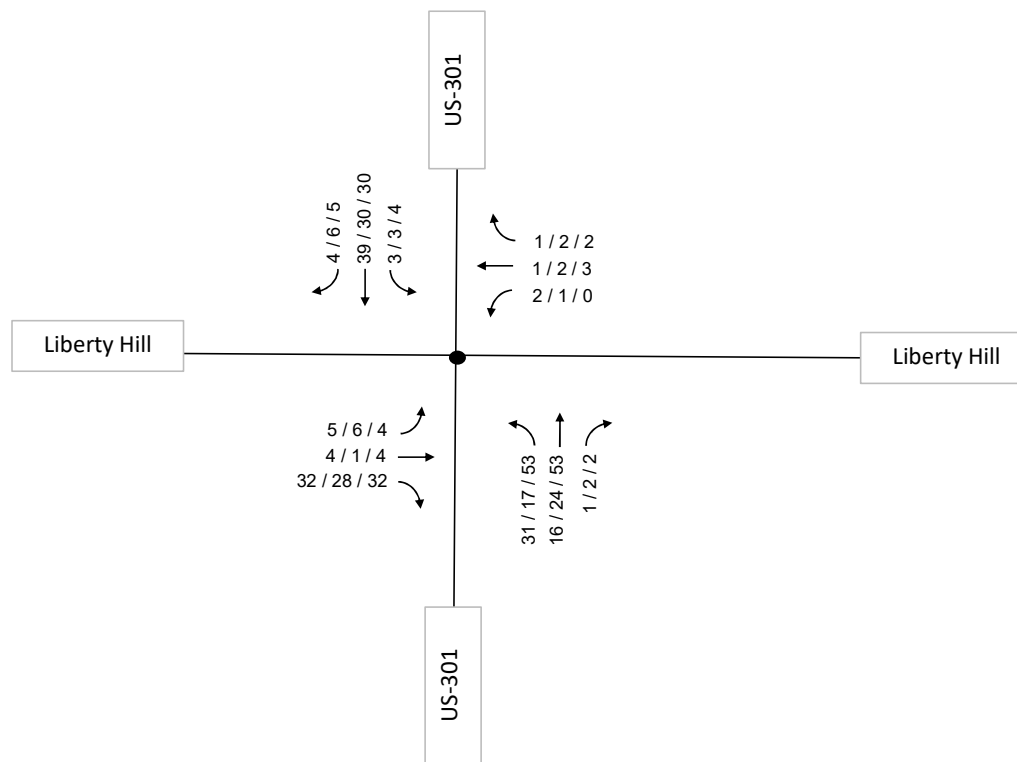
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2029 Opening Year Traffic Volumes	



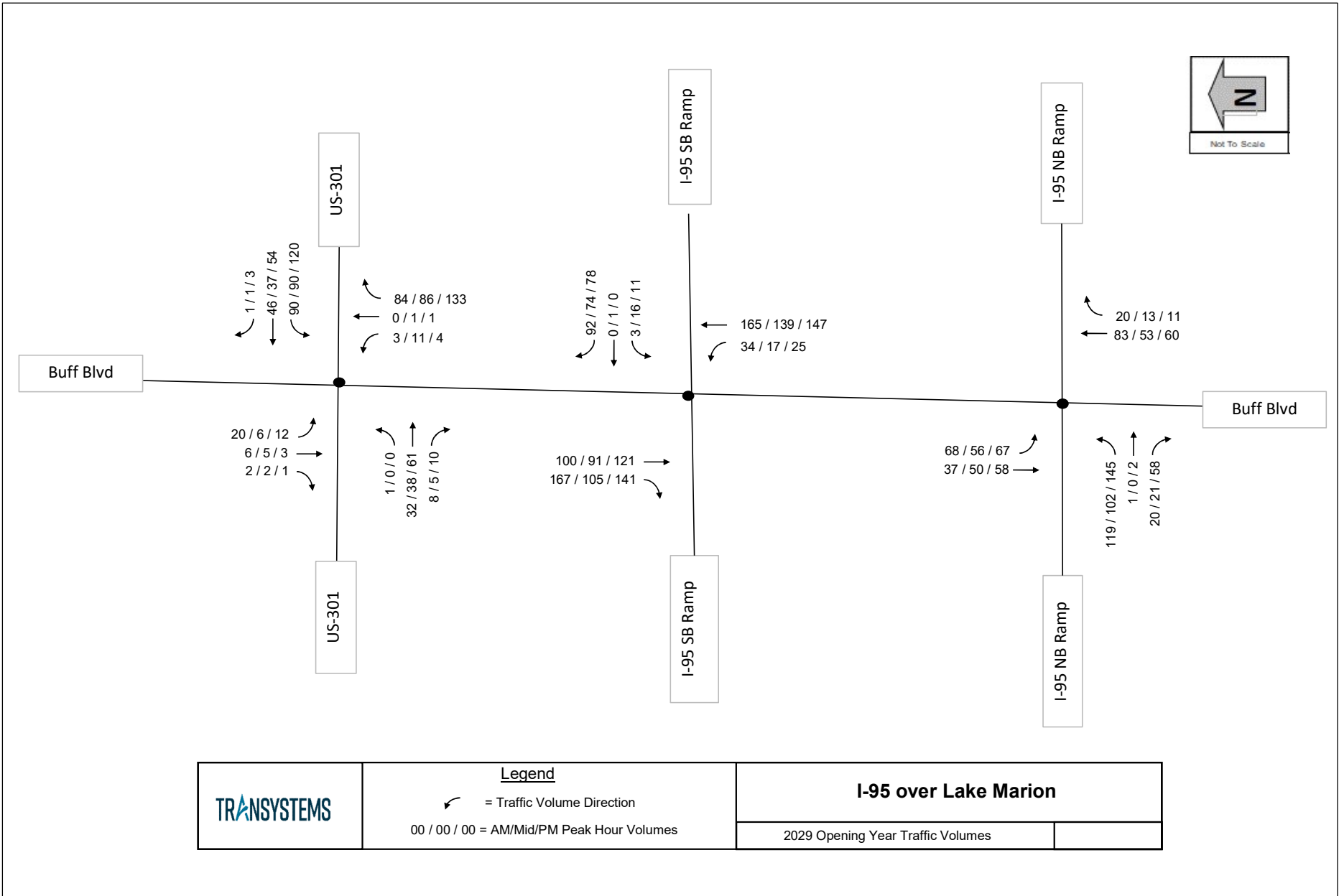
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2029 Opening Year Traffic Volumes	

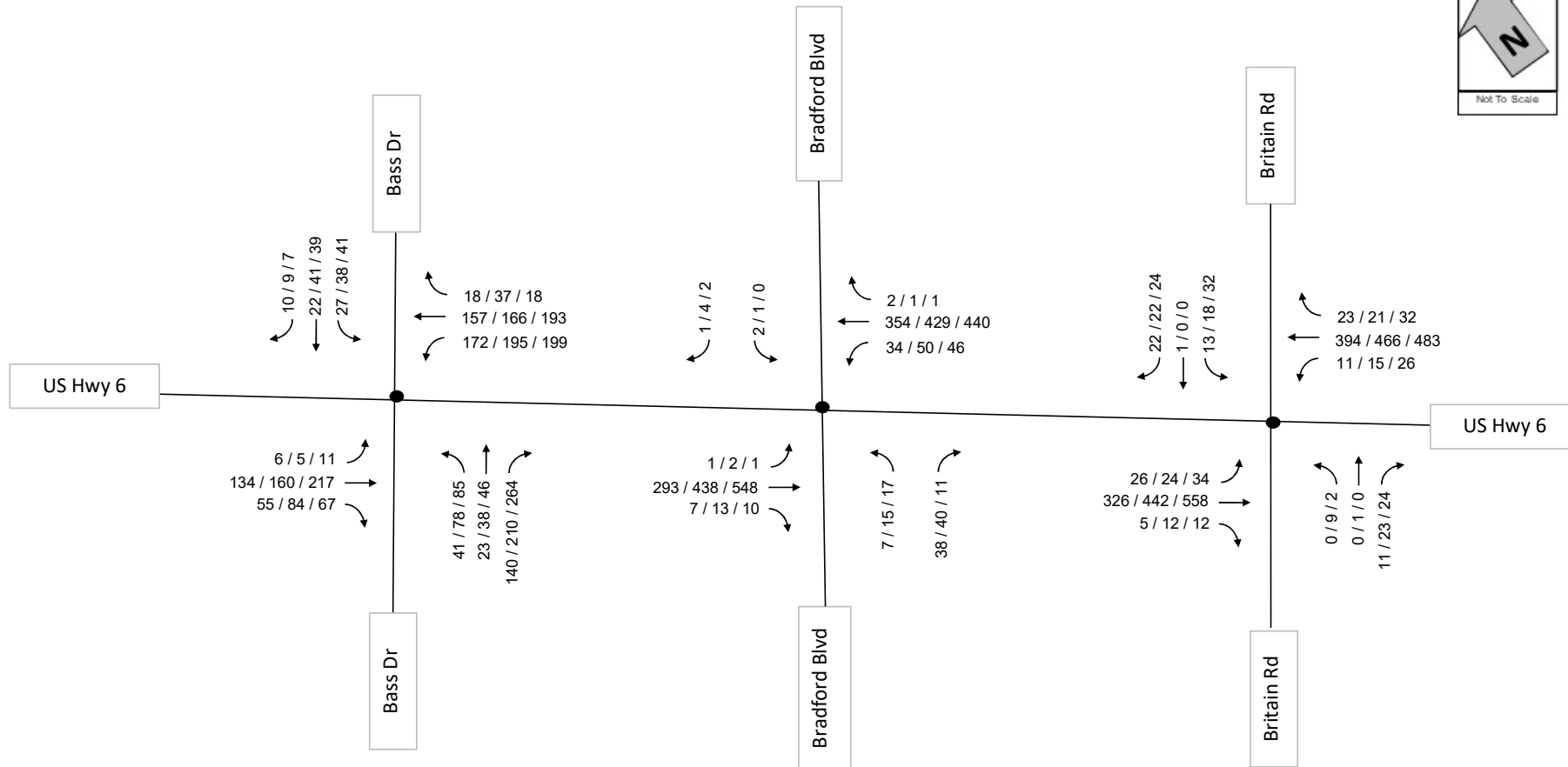
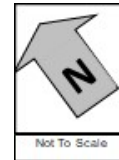


	<u>Legend</u>		I-95 over Lake Marion	
	= Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes		2029 Opening Year Traffic Volumes	

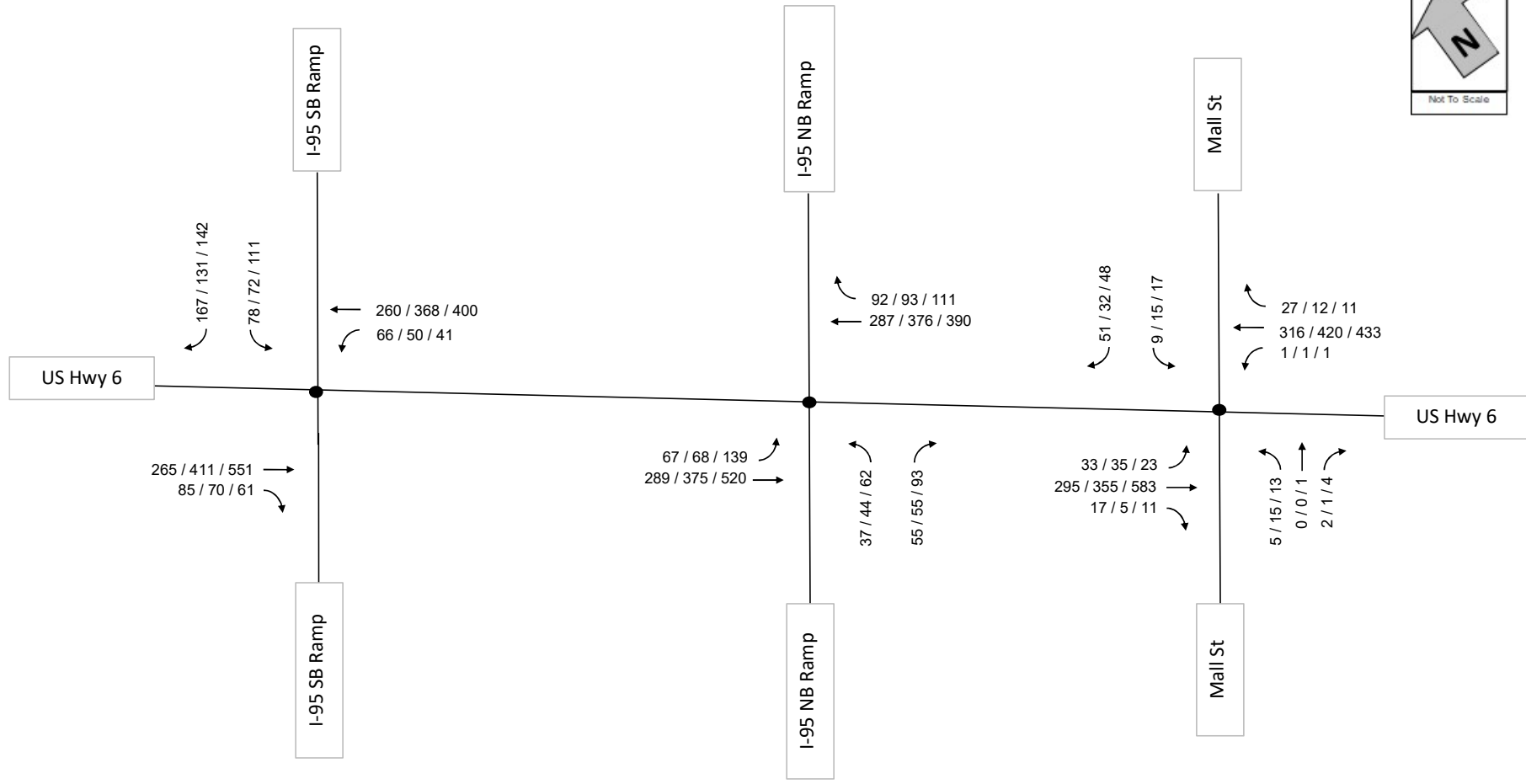
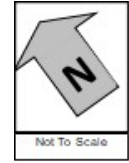


	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2029 Opening Year Traffic Volumes	

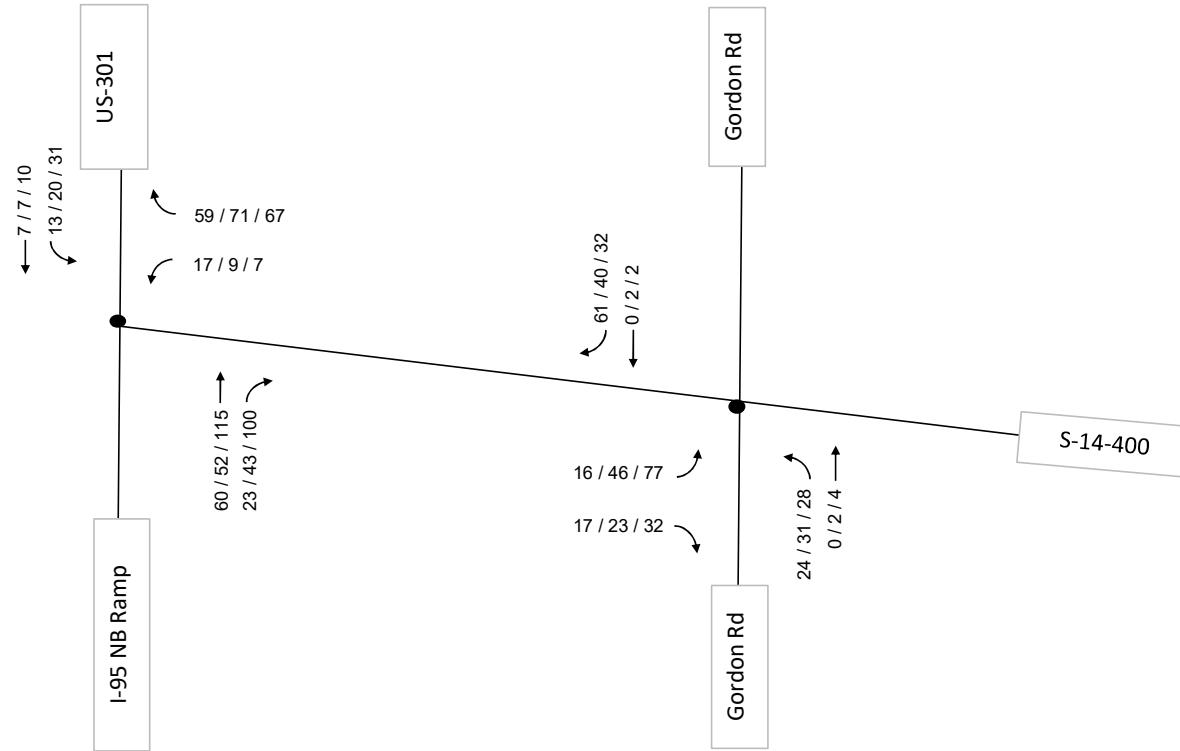
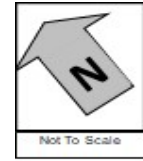




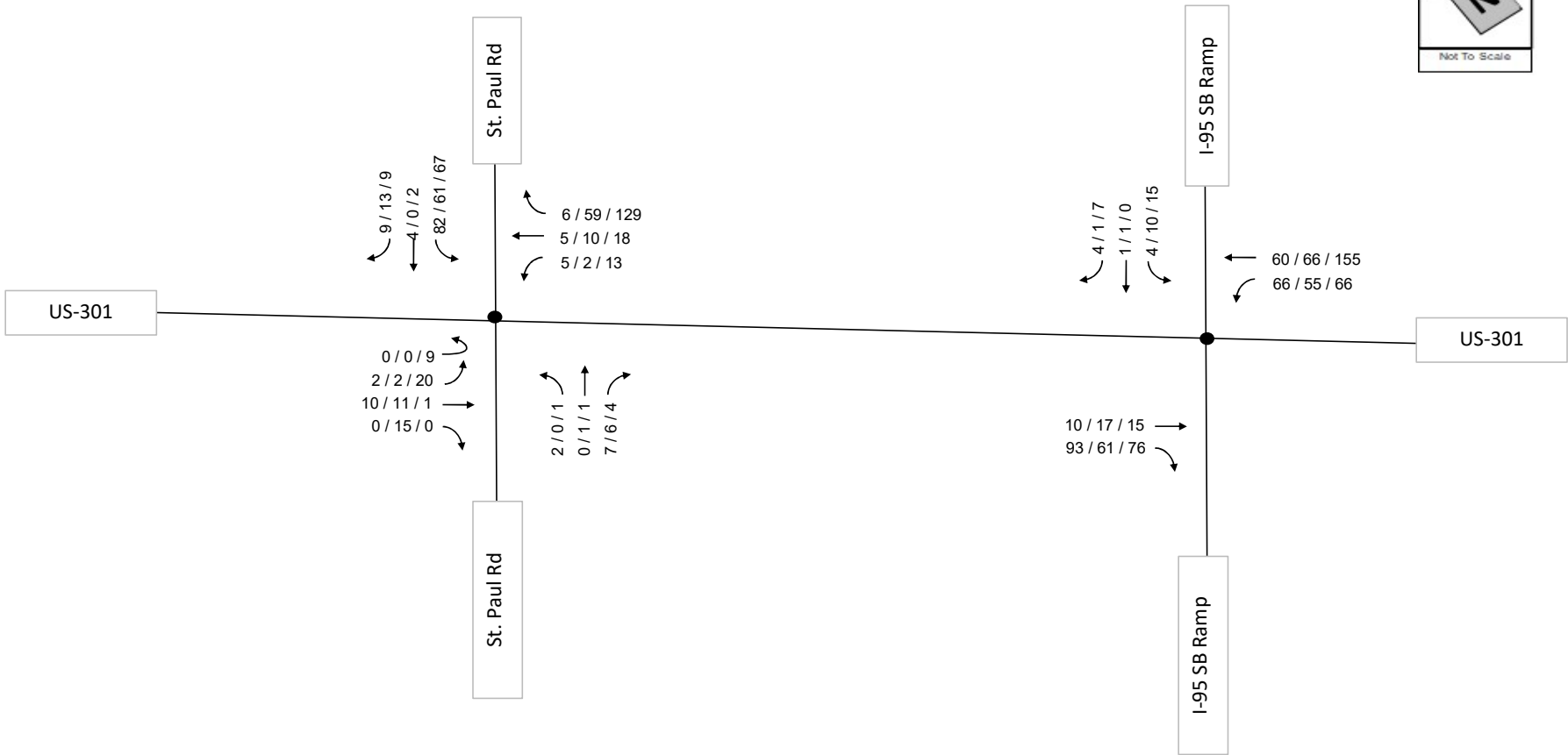
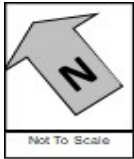
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2045 Design Year Traffic Volumes	



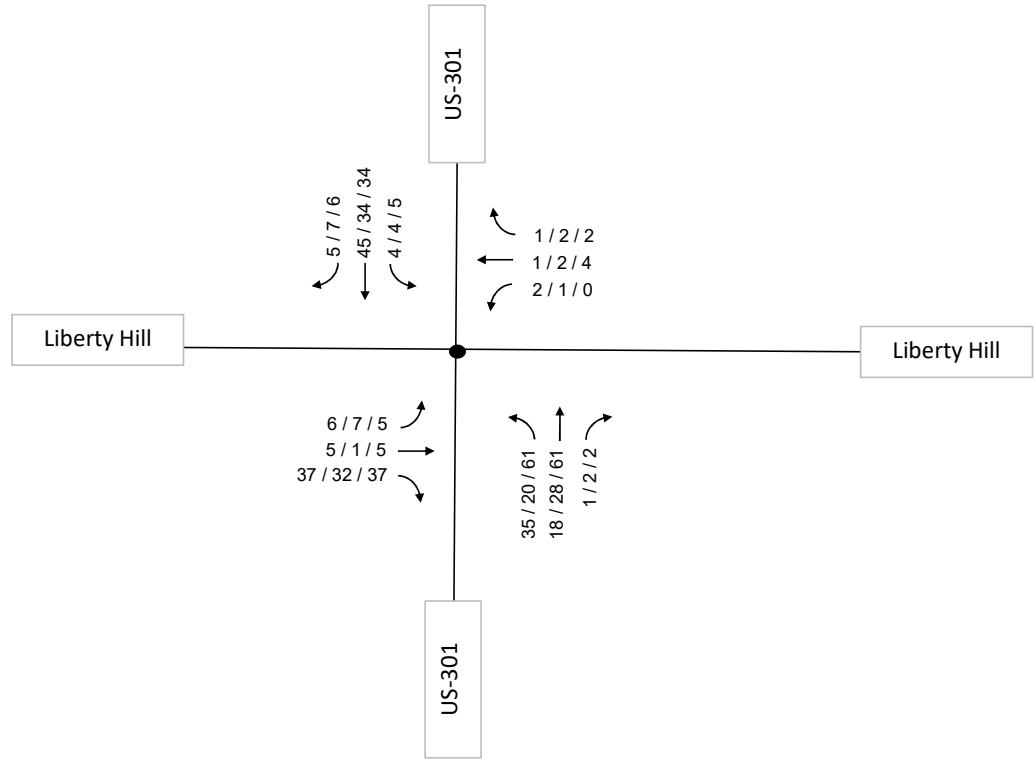
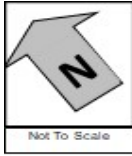
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2045 Design Year Traffic Volumes	



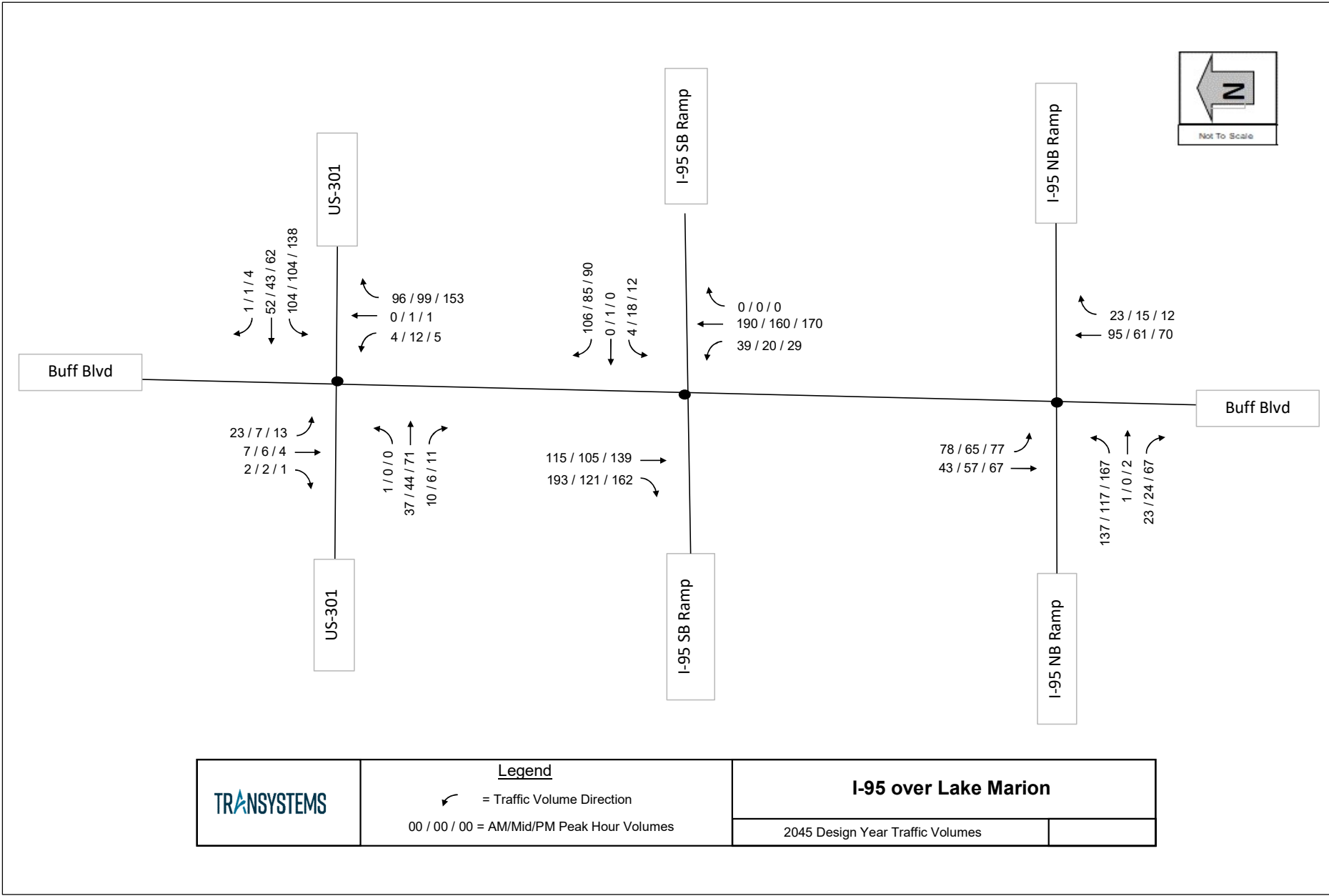
	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2045 Design Year Traffic Volumes	



	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2045 Design Year Traffic Volumes	



	Legend = Traffic Volume Direction 00 / 00 / 00 = AM/Mid/PM Peak Hour Volumes	I-95 over Lake Marion	
		2045 Design Year Traffic Volumes	



Buff Blvd

US-301

1 / 1 / 4
 52 / 43 / 62
 104 / 104 / 138

96 / 99 / 153
 0 / 1 / 1
 4 / 12 / 5

23 / 7 / 13
 7 / 6 / 4
 2 / 2 / 1

US-301

1 / 0 / 0
 37 / 44 / 71
 10 / 6 / 11

I-95 SB Ramp

106 / 85 / 90
 0 / 1 / 0
 4 / 18 / 12

115 / 105 / 139
 193 / 121 / 162

I-95 SB Ramp

0 / 0 / 0
 190 / 160 / 170
 39 / 20 / 29

I-95 NB Ramp

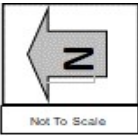
23 / 15 / 12
 95 / 61 / 70

78 / 65 / 77
 43 / 57 / 67

I-95 NB Ramp

137 / 117 / 167
 1 / 0 / 2
 23 / 24 / 67

Buff Blvd



TRANSYSTEMS

Appendix D

Existing AM

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	600	75
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.962
Flow Rate (vi), pc/h	798	83
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.17	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	798	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	6.5
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	3/16/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	600	130
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.962
Flow Rate (vi), pc/h	798	144
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.20	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.259
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	798	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	942	Average Density (D), pc/mi/ln	7.5
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	7.8

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	3/16/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	690	40
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	43.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.699
Flow Rate (vi), pc/h	918	61
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.19	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.303
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	918	Ramp Junction Speed (S), mi/h	61.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	7.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	690	40
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	43.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.699
Flow Rate (vi), pc/h	918	61
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.20	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.259
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	918	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	979	Average Density (D), pc/mi/ln	7.8
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	8.1

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	662	68
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.943
Flow Rate (vi), pc/h	880	77
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.18	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	880	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	7.1
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.8

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	3/16/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	662	20
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.943
Flow Rate (vi), pc/h	880	23
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.19	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.259
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	880	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	903	Average Density (D), pc/mi/ln	7.2
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	7.6

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	7.2	7.0	4.6	4.5	3.4	3.3	2.1	2.1
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	550	132
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.847
Flow Rate (vi), pc/h	731	166
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.15	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.313
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	731	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	5.9
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	8.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	550	84
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.847
Flow Rate (vi), pc/h	731	106
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.17	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.258
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	731	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	837	Average Density (D), pc/mi/ln	6.6
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	7.0

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	6.6	6.4	4.3	4.2	3.1	3.1	2.0	2.0
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	647	90
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.813
Flow Rate (vi), pc/h	826	118
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.17	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	826	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	6.7
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.3

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	647	190
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.813
Flow Rate (vi), pc/h	826	249
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.22	0.12

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.260
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	826	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	1075	Average Density (D), pc/mi/ln	8.5
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	8.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	8.5	8.3	5.5	5.4	4.0	4.0	2.7	2.7
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	830	7
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.909
Flow Rate (vi), pc/h	1060	8
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.22	0.00

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.299
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1060	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.3

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	3/16/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	830	130
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.909
Flow Rate (vi), pc/h	1060	152
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.25	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1060	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1212	Average Density (D), pc/mi/ln	9.6
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.9

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	9.6	9.4	6.2	6.0	4.5	4.5	2.9	2.9
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	912	48
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	37.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.730
Flow Rate (vi), pc/h	1165	70
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.24	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.304
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1165	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	9.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.2

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	912	48	0	201
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	20.00	37.00	0.00	4.00
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.730	1.000	0.962
Flow Rate (vi), pc/h	1165	70	0	222
Weaving Flow Rate (vw), pc/h	292	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1165	Density-Based Capacity (ciWL × N × fHV), veh/h		5371
Total Flow Rate (v), pc/h	1457	Demand Flow-Based Capacity (ciW × fHV), veh/h		10173
Volume Ratio (VR)	0.200	Weaving Area Capacity (cw), veh/h		5371
Minimum Lane Change Rate (LCMIN), lc/h	292	Adjusted Weaving Area Capacity (cWA), veh/h		5371
Maximum Weaving Length (LMAX), ft	4536	Demand-to-Capacity Ratio (v/c)		0.23

Speed and Density

Non-Weaving Vehicle Index (INW)	72	Average Weaving Speed (SW), mi/h	67.1
Non-Weaving Lane Change Rate (LCNW), lc/h	82	Average Non-Weaving Speed (SNW), mi/h	71.0
Weaving Lane Change Rate (LCW), lc/h	414	Average Speed (S), mi/h	70.2
Weaving Lane Change Rate (LCAII), lc/h	496	Density (D), pc/mi/ln	6.9
Weaving Intensity Factor (W)	0.159	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	3/16/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	759	124
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.962
Flow Rate (vi), pc/h	969	137
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.23	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.261
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	969	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	1106	Average Density (D), pc/mi/ln	8.8
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.1

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	675	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	538
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.6
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	730	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	582
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	682	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	544
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	634	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	506
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	737	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	549
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	837	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	624
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	960	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	715
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.1
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/8/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	883	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	658
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	0	217	70	54	213	0	0	0	64	0	137
Future Volume (vph)	0	217	70	54	213	0	0	0	64	0	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1767	0	1736	1827	0	0	0	1736	0	1553
Flt Permitted				0.314					0.950		
Satd. Flow (perm)	0	1767	0	574	1827	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		28									587
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		221			1070		658			713	
Travel Time (s)		5.0			24.3		15.0			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	238	77	59	234	0	0	0	70	0	151
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	315	0	59	234	0	0	0	70	0	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm
Protected Phases		4		3	8						

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



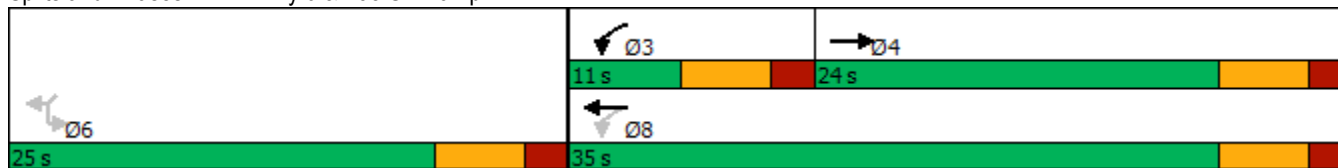
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		24.0		11.0	35.0				25.0		25.0
Total Split (%)		40.0%		18.3%	58.3%				41.7%		41.7%
Maximum Green (s)		18.0		5.0	29.0				19.0		19.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		13.1		18.9	18.9				19.7		19.7
Actuated g/C Ratio		0.26		0.37	0.37				0.39		0.39
v/c Ratio		0.66		0.18	0.35				0.10		0.16
Control Delay		23.5		10.1	11.8				14.1		0.4
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		23.5		10.1	11.8				14.1		0.4
LOS		C		B	B				B		A
Approach Delay		23.5			11.5					4.7	
Approach LOS		C			B					A	
Queue Length 50th (ft)		86		11	47				16		0
Queue Length 95th (ft)		157		27	85				43		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		663		330	1075				669		959
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		0.48		0.18	0.22				0.10		0.16

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	51
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	14.3
Intersection Capacity Utilization:	31.1%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	110	45	141	129	15	34	19	115	22	18	8
Future Volume (vph)	5	110	45	141	129	15	34	19	115	22	18	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.984			0.871			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1763	0	1752	1815	0	1752	1607	0	1752	1762	0
Flt Permitted	0.650			0.643			0.603			0.657		
Satd. Flow (perm)	1199	1763	0	1186	1815	0	1112	1607	0	1212	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10			135			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	6	129	53	166	152	18	40	22	135	26	21	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	182	0	166	170	0	40	157	0	26	30	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	12.6	12.6		12.6	12.6		31.0	31.0		26.9	26.9	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.56	0.56		0.48	0.48	
v/c Ratio	0.02	0.43		0.62	0.41		0.06	0.16		0.04	0.04	
Control Delay	15.4	17.3		29.5	19.5		7.2	2.8		12.8	10.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	17.3		29.5	19.5		7.2	2.8		12.8	10.5	
LOS	B	B		C	B		A	A		B	B	
Approach Delay		17.2			24.5			3.7			11.5	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	2	40		48	44		5	3		4	3	
Queue Length 95th (ft)	8	79		92	81		18	24		20	19	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	388	595		384	595		678	956		585	855	
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	0.02	0.31		0.43	0.29		0.06	0.16		0.04	0.04	

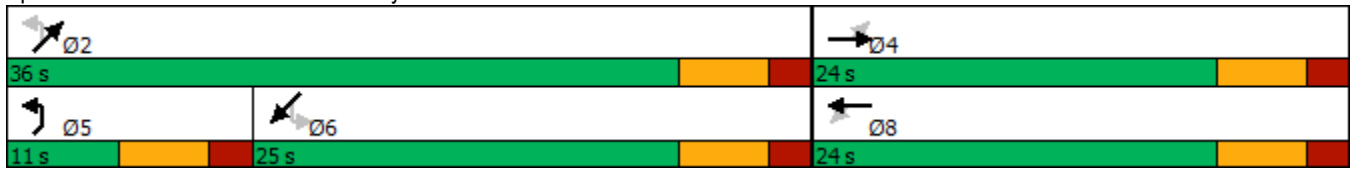
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	16.5
Intersection LOS:	B
Intersection Capacity Utilization:	48.6%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 27: Bass Dr & Hwy 6

08/09/2023






















Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings

30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	240	6	28	290	2	6	0	31	2	0	1
Future Volume (vph)	1	240	6	28	290	2	6	0	31	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.999				0.850			0.955
Flt Protected	0.950			0.950			0.950					0.968
Satd. Flow (prot)	1719	1802	0	1719	1808	0	1719	1810	1538	0	1673	0
Flt Permitted	0.950			0.950			0.950					0.968
Satd. Flow (perm)	1719	1802	0	1719	1808	0	1719	1810	1538	0	1673	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		518			385			504				268
Travel Time (s)		11.8			8.8			11.5				6.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	273	7	32	330	2	7	0	35	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	280	0	32	332	0	7	0	35	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	55	237	0	0	235	75	0	0	30	0	45
Future Volume (vph)	55	237	0	0	235	75	0	0	30	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.967						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1736	1827	0	0	1767	0	0	0	1736	0	1553
Flt Permitted	0.295								0.950		
Satd. Flow (perm)	539	1827	0	0	1767	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					28						550
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	60	258	0	0	255	82	0	0	33	0	49
Shared Lane Traffic (%)											
Lane Group Flow (vph)	60	258	0	0	337	0	0	0	33	0	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm
Protected Phases	7	4			8						

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	19.5	19.5			13.7				19.7		19.7
Actuated g/C Ratio	0.38	0.38			0.27				0.38		0.38
v/c Ratio	0.19	0.37			0.69				0.05		0.05
Control Delay	10.1	12.1			24.3				14.2		0.1
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	10.1	12.1			24.3				14.2		0.1
LOS	B	B			C				B		A
Approach Delay		11.7			24.3					5.8	
Approach LOS		B			C					A	
Queue Length 50th (ft)	11	52			94				8		0
Queue Length 95th (ft)	27	94			170				24		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	323	1064			656				662		932
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	0.19	0.24			0.51				0.05		0.05

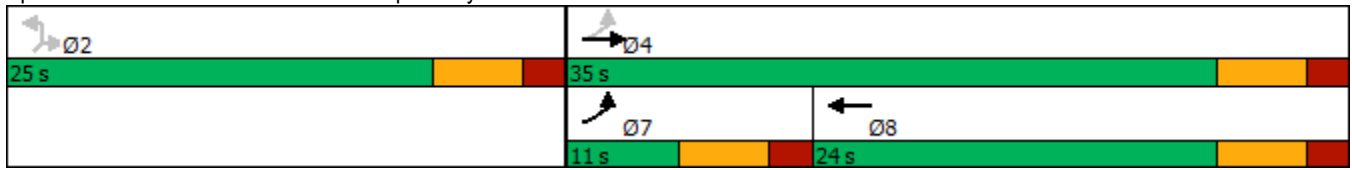
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	51.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	16.8
Intersection Capacity Utilization:	31.1%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023


















Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings





















36: Britain & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	267	4	9	323	19	0	0	9	11	1	18
Future Volume (vph)	21	267	4	9	323	19	0	0	9	11	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992			0.865				0.918
Flt Protected		0.996		0.950								0.982
Satd. Flow (prot)	0	1816	0	1736	1812	0	0	1580	0	0	1647	0
Flt Permitted		0.996		0.950								0.982
Satd. Flow (perm)	0	1816	0	1736	1812	0	0	1580	0	0	1647	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	24	300	4	10	363	21	0	0	10	12	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	10	384	0	0	10	0	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.7%						ICU Level of Service A					
Analysis Period (min)	15											



















Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	50	2	8	0	2	0	6	67	3	7
Future Volume (vph)	4	4	50	2	8	0	2	0	6	67	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850					0.891			0.896	
Fl _t Protected		0.976			0.989			0.987		0.950		
Satd. Flow (prot)	0	1686	1468	0	1708	0	0	2886	0	1641	2941	0
Fl _t Permitted		0.976			0.989			0.987		0.950		
Satd. Flow (perm)	0	1686	1468	0	1708	0	0	2886	0	1641	2941	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			211			822			934	
Travel Time (s)		9.5			4.8			18.7			21.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	5	64	3	10	0	3	0	8	86	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	64	0	13	0	0	11	0	86	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 						 	
Traffic Volume (vph)	54	49	0	0	8	76	0	0	0	3	1	3
Future Volume (vph)	54	49	0	0	8	76	0	0	0	3	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.878							0.940
Flt Protected		0.974										0.978
Satd. Flow (prot)	0	3196	0	0	1517	0	0	0	0	0	1588	0
Flt Permitted		0.974										0.978
Satd. Flow (perm)	0	3196	0	0	1517	0	0	0	0	0	1588	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	68	61	0	0	10	95	0	0	0	4	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	105	0	0	0	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	14	48	49	19	11	6
Future Volume (vph)	14	48	49	19	11	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.895		0.963			
Flt Protected	0.989					0.969
Satd. Flow (prot)	1587	0	1726	0	0	1737
Flt Permitted	0.989					0.969
Satd. Flow (perm)	1587	0	1726	0	0	1737
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	18	62	63	24	14	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	87	0	0	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023




















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	14	20	0	0	50
Future Volume (vph)	13	14	20	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.930				0.865	
Flt Protected	0.976			0.950		
Satd. Flow (prot)	1627	0	0	1703	1550	0
Flt Permitted	0.976			0.950		
Satd. Flow (perm)	1627	0	0	1703	1550	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	16	17	25	0	0	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	25	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

















08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	0	79	19	6	2	1	30	8	85	43	1
Future Volume (vph)	3	0	79	19	6	2	1	30	8	85	43	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.973			0.999	
Flt Protected		0.950			0.966			0.999			0.968	
Satd. Flow (prot)	0	1556	1392	0	1566	0	0	1592	0	0	1584	0
Flt Permitted		0.950			0.966			0.999			0.968	
Satd. Flow (perm)	0	1556	1392	0	1566	0	0	1592	0	0	1584	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3372			202			760			626	
Travel Time (s)		76.6			4.6			17.3			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	3	0	81	20	6	2	1	31	8	88	44	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	81	0	28	0	0	40	0	0	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.5%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

55: Buff Blvd

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1	19	0	0	0	0	78	19	64	35	0
Future Volume (vph)	112	1	19	0	0	0	0	78	19	64	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980						0.973				
Flt Protected		0.959								0.950		
Satd. Flow (prot)	0	1513	0	0	0	0	0	1567	0	1530	1610	0
Flt Permitted		0.959								0.950		
Satd. Flow (perm)	0	1513	0	0	0	0	0	1567	0	1530	1610	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	18%	18%	18%	2%	2%	2%	18%	18%	18%	18%	18%	18%
Adj. Flow (vph)	122	1	21	0	0	0	0	85	21	70	38	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	0	0	0	106	0	70	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.3%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	3	0	87	32	156	0	0	94	158
Future Volume (vph)	0	0	0	3	0	87	32	156	0	0	94	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.869						0.906	
Flt Protected					0.999			0.992				
Satd. Flow (prot)	0	0	0	0	1341	0	0	2911	0	0	2659	0
Flt Permitted					0.999			0.992				
Satd. Flow (perm)	0	0	0	0	1341	0	0	2911	0	0	2659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Adj. Flow (vph)	0	0	0	3	0	101	37	181	0	0	109	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	104	0	0	218	0	0	293	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

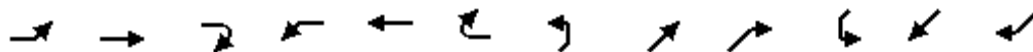
08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	1	1	5	4	30	29	15	1	3	37	4
Future Volume (vph)	2	1	1	5	4	30	29	15	1	3	37	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.896			0.998			0.989	
Flt Protected		0.971			0.993			0.969			0.997	
Satd. Flow (prot)	0	1575	0	0	1483	0	0	1612	0	0	1643	0
Flt Permitted		0.971			0.993			0.969			0.997	
Satd. Flow (perm)	0	1575	0	0	1483	0	0	1612	0	0	1643	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Adj. Flow (vph)	3	1	1	7	5	41	40	21	1	4	51	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	53	0	0	62	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.1%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↖	↗			↕			↕	
Traffic Volume (vph)	27	242	14	1	259	22	4	0	2	7	0	42
Future Volume (vph)	27	242	14	1	259	22	4	0	2	7	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.988			0.955			0.885	
Flt Protected		0.995		0.950				0.968			0.993	
Satd. Flow (prot)	0	1823	0	1752	1823	0	0	1705	0	0	1621	0
Flt Permitted		0.995		0.950				0.968			0.993	
Satd. Flow (perm)	0	1823	0	1752	1823	0	0	1705	0	0	1621	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	30	266	15	1	285	24	4	0	2	8	0	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	1	309	0	0	6	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.4%
ICU Level of Service	A
Analysis Period (min)	15

Existing Midday

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1058	82
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.952
Flow Rate (vi), pc/h	1363	92
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1363	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1058	132
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.952
Flow Rate (vi), pc/h	1363	148
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.267
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1363	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1511	Average Density (D), pc/mi/ln	12.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.2

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1116	74
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.877
Flow Rate (vi), pc/h	1437	90
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1437	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.6

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1116	74
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.877
Flow Rate (vi), pc/h	1437	90
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.267
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1437	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1527	Average Density (D), pc/mi/ln	12.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.4

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF _{CAV}	1.000	-

Demand and Capacity

Demand Volume (V), veh/h	1112	78
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.826	0.935
Flow Rate (v _i), pc/h	1432	89
Capacity (c _{md}), pc/h	4800	2100
Adjusted Capacity (c _{md}), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	-
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (S _O), mi/h	77.3
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1432	Ramp Junction Speed (S), mi/h	61.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	11.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1112	13
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.935
Flow Rate (vi), pc/h	1432	15
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1432	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1447	Average Density (D), pc/mi/ln	11.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.5	11.2	7.3	7.2	5.4	5.3	3.4	3.3
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1009	116
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.813
Flow Rate (vi), pc/h	1300	152
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.27	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.312
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1300	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1009	65
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.813
Flow Rate (vi), pc/h	1300	85
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.29	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.265
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1300	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1385	Average Density (D), pc/mi/ln	11.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.3

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.0	10.7	7.0	6.9	5.2	5.1	3.3	3.2
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1073	86
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	27.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.787
Flow Rate (vi), pc/h	1370	116
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.29	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1370	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1073	115
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	27.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.787
Flow Rate (vi), pc/h	1370	155
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.267
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1370	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1525	Average Density (D), pc/mi/ln	12.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.4

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	12.1	11.8	7.8	7.6	5.7	5.6	3.7	3.6
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1165	23
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.901
Flow Rate (vi), pc/h	1488	27
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.300
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1488	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1165	95
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.901
Flow Rate (vi), pc/h	1488	112
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.33	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.268
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1488	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1600	Average Density (D), pc/mi/ln	12.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.0

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	12.7	12.4	8.1	8.0	6.0	5.9	3.8	3.7
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1174	86
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.943
Flow Rate (vi), pc/h	1499	97
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.307
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1499	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.1

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1174	86	0	166
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	20.00	5.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.952	1.000	0.943
Flow Rate (vi), pc/h	1499	96	0	187
Weaving Flow Rate (vw), pc/h	283	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1499	Density-Based Capacity (ciWL × N × fHV), veh/h		5473
Total Flow Rate (v), pc/h	1782	Demand Flow-Based Capacity (ciW × fHV), veh/h		12845
Volume Ratio (VR)	0.159	Weaving Area Capacity (cw), veh/h		5473
Minimum Lane Change Rate (LCMIN), lc/h	283	Adjusted Weaving Area Capacity (cWA), veh/h		5473
Maximum Weaving Length (LMAX), ft	4121	Demand-to-Capacity Ratio (v/c)		0.28

Speed and Density

Non-Weaving Vehicle Index (INW)	93	Average Weaving Speed (SW), mi/h	66.4
Non-Weaving Lane Change Rate (LCNW), lc/h	151	Average Non-Weaving Speed (SNW), mi/h	70.5
Weaving Lane Change Rate (LCW), lc/h	405	Average Speed (S), mi/h	69.8
Weaving Lane Change Rate (LCAII), lc/h	556	Density (D), pc/mi/ln	8.5
Weaving Intensity Factor (W)	0.174	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1094	98
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.943
Flow Rate (vi), pc/h	1397	111
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.267
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1397	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1508	Average Density (D), pc/mi/ln	12.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.2

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1140	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	862
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1190	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	899
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1125	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	850
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.1
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1074	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	812
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1159	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	864
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1188	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	885
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.6
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1260	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	938
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1192	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	888
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.6
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	0	337	57	41	302	0	0	0	59	0	107
Future Volume (vph)	0	337	57	41	302	0	0	0	59	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1757	0	1703	1792	0	0	0	1703	0	1524
Flt Permitted				0.217					0.950		
Satd. Flow (perm)	0	1757	0	389	1792	0	0	0	1703	0	1524
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		15									456
Link Speed (mph)		30			30			30			30
Link Distance (ft)		221			1070			658			713
Travel Time (s)		5.0			24.3			15.0			16.2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	379	64	46	339	0	0	0	66	0	120
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	443	0	46	339	0	0	0	66	0	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12
Link Offset(ft)		0			0			0			0
Crosswalk Width(ft)		16			16			16			16
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Prot		Perm
Protected Phases		4		3	8				1		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



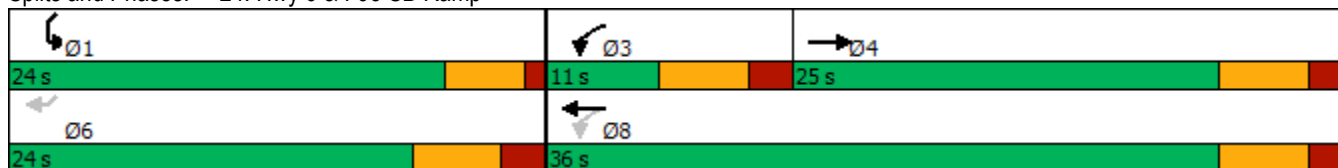
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Permitted Phases				8							6
Detector Phase		4		3	8				1		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				9.5		24.0
Total Split (s)		25.0		11.0	36.0				24.0		24.0
Total Split (%)		41.7%		18.3%	60.0%				40.0%		40.0%
Maximum Green (s)		19.0		5.0	30.0				19.5		18.0
Yellow Time (s)		4.0		4.0	4.0				3.5		4.0
All-Red Time (s)		2.0		2.0	2.0				1.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				4.5		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				None		Max
Walk Time (s)		7.0			7.0						7.0
Flash Dont Walk (s)		11.0			11.0						11.0
Pedestrian Calls (#/hr)		0			0						0
Act Effct Green (s)		16.4		22.2	22.2				13.3		18.5
Actuated g/C Ratio		0.31		0.42	0.42				0.25		0.35
v/c Ratio		0.80		0.16	0.45				0.15		0.14
Control Delay		30.7		9.2	12.3				15.6		0.4
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		30.7		9.2	12.3				15.6		0.4
LOS		C		A	B				B		A
Approach Delay		30.7			12.0					5.8	
Approach LOS		C			B					A	
Queue Length 50th (ft)		138		8	70				17		0
Queue Length 95th (ft)		#270		21	119				40		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		656		290	1042				643		828
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		0.68		0.16	0.33				0.10		0.14

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 19.0
 Intersection Capacity Utilization 35.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings

27: Bass Dr & Hwy 6

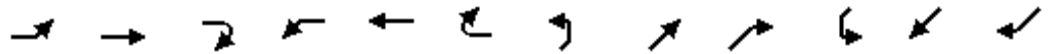
08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	131	69	160	136	30	64	31	172	31	34	7
Future Volume (vph)	4	131	69	160	136	30	64	31	172	31	34	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.973			0.873			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1715	0	1719	1761	0	1719	1580	0	1752	1766	0
Flt Permitted	0.647			0.626			0.584			0.624		
Satd. Flow (perm)	1171	1715	0	1133	1761	0	1057	1580	0	1151	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			19			181				7
Link Speed (mph)		30			30			30				30
Link Distance (ft)		638			518			530				613
Travel Time (s)		14.5			11.8			12.0				13.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	3%	5%	5%
Adj. Flow (vph)	4	138	73	168	143	32	67	33	181	33	36	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	211	0	168	175	0	67	214	0	33	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	12.8	12.8		12.8	12.8		30.5	30.5		24.1	24.1	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.55	0.55		0.44	0.44	
v/c Ratio	0.01	0.49		0.64	0.41		0.10	0.23		0.07	0.06	
Control Delay	15.2	17.9		30.7	18.6		7.5	2.8		14.1	12.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.2	17.9		30.7	18.6		7.5	2.8		14.1	12.2	
LOS	B	B		C	B		A	A		B	B	
Approach Delay		17.8			24.5			3.9			13.0	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	1	46		49	43		9	5		7	8	
Queue Length 95th (ft)	7	96		102	87		28	34		25	28	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	382	590		369	587		642	951		502	775	
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	0.01	0.36		0.46	0.30		0.10	0.23		0.07	0.06	

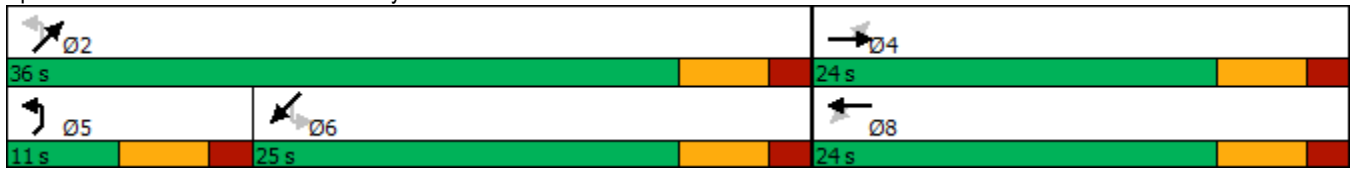
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization:	56.4%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
 27: Bass Dr & Hwy 6






















08/09/2023

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	359	11	41	352	1	12	0	33	1	0	3
Future Volume (vph)	2	359	11	41	352	1	12	0	33	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996							0.850		0.899	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1685	1802	0	1719	1810	0	1719	1810	1538	0	1607	0
Flt Permitted	0.950			0.950			0.950				0.988	
Satd. Flow (perm)	1685	1802	0	1719	1810	0	1719	1810	1538	0	1607	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			385			504			268	
Travel Time (s)		11.8			8.8			11.5			6.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	5	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	2	395	12	45	387	1	13	0	36	1	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	407	0	45	388	0	13	0	36	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	56	307	0	0	308	76	0	0	36	0	45
Future Volume (vph)	56	307	0	0	308	76	0	0	36	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1719	1810	0	0	1761	0	0	0	1719	0	1538
Flt Permitted	0.234								0.950		
Satd. Flow (perm)	423	1810	0	0	1761	0	0	0	1719	0	1538
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					21						456
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	60	327	0	0	328	81	0	0	38	0	48
Shared Lane Traffic (%)											
Lane Group Flow (vph)	60	327	0	0	409	0	0	0	38	0	48
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm
Protected Phases	7	4			8						

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



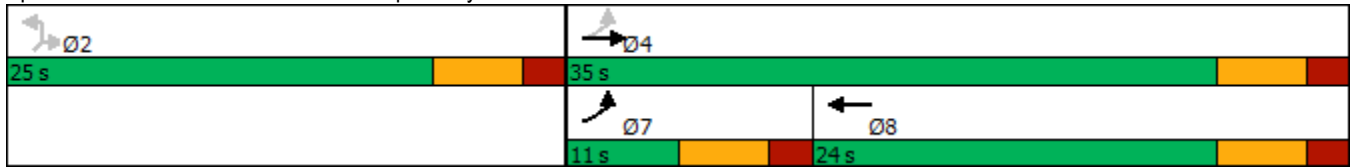
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER	
Permitted Phases	4								2		2	
Detector Phase	7	4							8		2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0							5.0			5.0
Minimum Split (s)	11.0	24.0							24.0			24.0
Total Split (s)	11.0	35.0							24.0			25.0
Total Split (%)	18.3%	58.3%							40.0%			41.7%
Maximum Green (s)	5.0	29.0							18.0			19.0
Yellow Time (s)	4.0	4.0							4.0			4.0
All-Red Time (s)	2.0	2.0							2.0			2.0
Lost Time Adjust (s)	0.0	0.0							0.0			0.0
Total Lost Time (s)	6.0	6.0							6.0			6.0
Lead/Lag	Lead					Lag						
Lead-Lag Optimize?	Yes					Yes						
Vehicle Extension (s)	3.0	3.0							3.0			3.0
Recall Mode	None	None							None			Max
Walk Time (s)	7.0								7.0			7.0
Flash Dont Walk (s)	11.0								11.0			11.0
Pedestrian Calls (#/hr)	0								0			0
Act Effct Green (s)	21.2	21.2							15.4			19.6
Actuated g/C Ratio	0.40	0.40							0.29			0.37
v/c Ratio	0.20	0.45							0.78			0.06
Control Delay	10.3	13.0							29.8			14.5
Queue Delay	0.0	0.0							0.0			0.0
Total Delay	10.3	13.0							29.8			14.5
LOS	B	B							C			B
Approach Delay	12.6								29.8			6.5
Approach LOS	B								C			A
Queue Length 50th (ft)	11	69							125			10
Queue Length 95th (ft)	27	120							#251			27
Internal Link Dist (ft)	990								117			522
Turn Bay Length (ft)	200											
Base Capacity (vph)	294	1017							628			633
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	0.20	0.32							0.65			0.06

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 35.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings

36: Britain & Hwy 6

08/09/2023




















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	362	10	12	382	17	7	1	19	15	0	18
Future Volume (vph)	20	362	10	12	382	17	7	1	19	15	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.994			0.905			0.925	
Flt Protected	0.950			0.950				0.987			0.978	
Satd. Flow (prot)	1719	1802	0	1719	1799	0	0	1616	0	0	1637	0
Flt Permitted	0.950			0.950				0.987			0.978	
Satd. Flow (perm)	1719	1802	0	1719	1799	0	0	1616	0	0	1637	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		385			221			341			104	
Travel Time (s)		8.8			5.0			7.8			2.4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	0	0
Adj. Flow (vph)	22	398	11	13	420	19	8	1	21	16	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	409	0	13	439	0	0	30	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.1%
ICU Level of Service	A
Analysis Period (min)	15


















Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	8	48	2	9	12	0	1	5	50	0	11
Future Volume (vph)	2	8	48	2	9	12	0	1	5	50	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.930			0.875				0.850
Flt Protected		0.991			0.996					0.950		
Satd. Flow (prot)	0	1637	1404	0	1530	0	0	2747	0	1570	2668	0
Flt Permitted		0.991			0.996					0.950		
Satd. Flow (perm)	0	1637	1404	0	1530	0	0	2747	0	1570	2668	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		420			204			822				934
Travel Time (s)		9.5			4.6			18.7				21.2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	2	9	52	2	10	13	0	1	5	54	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	52	0	25	0	0	6	0	54	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.0%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 									 	
Traffic Volume (vph)	45	54	0	0	14	50	0	0	0	8	1	14
Future Volume (vph)	45	54	0	0	14	50	0	0	0	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.895							0.917
Fl _t Protected		0.978										0.983
Satd. Flow (prot)	0	3181	0	0	1532	0	0	0	0	0	1543	0
Fl _t Permitted		0.978										0.983
Satd. Flow (perm)	0	3181	0	0	1532	0	0	0	0	0	1543	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Adj. Flow (vph)	52	62	0	0	16	57	0	0	0	9	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	73	0	0	0	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.2%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	58	43	35	16	6
Future Volume (vph)	7	58	43	35	16	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880		0.939			
Flt Protected	0.994					0.965
Satd. Flow (prot)	1553	0	1667	0	0	1714
Flt Permitted	0.994					0.965
Satd. Flow (perm)	1553	0	1667	0	0	1714
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	8	64	48	39	18	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	87	0	0	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	19	25	2	2	33
Future Volume (vph)	38	19	25	2	2	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.955				0.874	
Fl _t Protected	0.968			0.956		
Satd. Flow (prot)	1722	0	0	1781	1628	0
Fl _t Permitted	0.968			0.956		
Satd. Flow (perm)	1722	0	0	1781	1628	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	50	25	33	3	3	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	36	46	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.2%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

















08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	1	81	6	5	2	0	36	5	85	35	1
Future Volume (vph)	10	1	81	6	5	2	0	36	5	85	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.982			0.983				0.999
Fl _t Protected		0.956			0.977							0.966
Satd. Flow (prot)	0	1666	1482	0	1672	0	0	1713	0	0	1682	0
Fl _t Permitted		0.956			0.977							0.966
Satd. Flow (perm)	0	1666	1482	0	1672	0	0	1713	0	0	1682	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		3372			202			760				626
Travel Time (s)		76.6			4.6			17.3				14.2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	12	1	96	7	6	2	0	43	6	101	42	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	96	0	15	0	0	49	0	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.8%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

55: Buff Blvd

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	0	20	0	0	0	0	50	12	53	47	0
Future Volume (vph)	96	0	20	0	0	0	0	50	12	53	47	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977						0.973				
Flt Protected		0.960								0.950		
Satd. Flow (prot)	0	1449	0	0	0	0	0	1503	0	1467	1545	0
Flt Permitted		0.960								0.950		
Satd. Flow (perm)	0	1449	0	0	0	0	0	1503	0	1467	1545	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Adj. Flow (vph)	110	0	23	0	0	0	0	57	14	61	54	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	0	0	0	71	0	61	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	22.8%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	15	1	70	16	131	0	0	86	99
Future Volume (vph)	0	0	0	15	1	70	16	131	0	0	86	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Fr _t					0.890						0.920	
Fl _t Protected					0.991			0.995				
Satd. Flow (prot)	0	0	0	0	1320	0	0	2828	0	0	2615	0
Fl _t Permitted					0.991			0.995				
Satd. Flow (perm)	0	0	0	0	1320	0	0	2828	0	0	2615	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%
Adj. Flow (vph)	0	0	0	17	1	78	18	146	0	0	96	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	96	0	0	164	0	0	206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.8%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

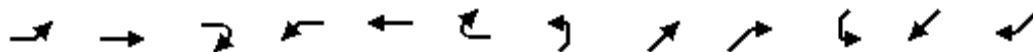
08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	2	2	6	1	26	16	23	2	3	28	6
Future Volume (vph)	1	2	2	6	1	26	16	23	2	3	28	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.893			0.994			0.979	
Flt Protected		0.990			0.991			0.981			0.995	
Satd. Flow (prot)	0	1534	0	0	1450	0	0	1597	0	0	1596	0
Flt Permitted		0.990			0.991			0.981			0.995	
Satd. Flow (perm)	0	1534	0	0	1450	0	0	1597	0	0	1596	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	1	2	2	7	1	31	19	27	2	4	33	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	39	0	0	48	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	16.6%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↖	↗			↕			↕	
Traffic Volume (vph)	29	291	4	1	344	10	12	0	1	12	0	26
Future Volume (vph)	29	291	4	1	344	10	12	0	1	12	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.990			0.907	
Fl _t Protected		0.996		0.950				0.956			0.985	
Satd. Flow (prot)	0	1816	0	1736	1820	0	0	1729	0	0	1632	0
Fl _t Permitted		0.996		0.950				0.956			0.985	
Satd. Flow (perm)	0	1816	0	1736	1820	0	0	1729	0	0	1632	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	32	320	4	1	378	11	13	0	1	13	0	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	356	0	1	389	0	0	14	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15

Existing PM

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	985	127
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.971
Flow Rate (vi), pc/h	1269	139
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.26	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1269	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	985	205
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.971
Flow Rate (vi), pc/h	1269	225
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1269	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1494	Average Density (D), pc/mi/ln	11.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.1

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, $CAFC_{CAV}$	1.000	-

Demand and Capacity

Demand Volume (V_i), veh/h	1141	49
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.826	0.847
Flow Rate (v_i), pc/h	1470	62
Capacity (c_{md}), pc/h	4800	2100
Adjusted Capacity (c_{md}), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.304
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	77.3
Flow in Lanes 1 and 2 (v_{12}), pc/h	1470	Ramp Junction Speed (S), mi/h	61.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	11.9
Level of Service (LOS)	B	Density in Ramp Influence Area (Dr), pc/mi/ln	14.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	681	49
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.847
Flow Rate (vi), pc/h	877	62
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.20	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.259
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	877	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	939	Average Density (D), pc/mi/ln	7.4
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	7.8

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity

Demand Volume (V_i), veh/h	985	176
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	8.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.826	0.926
Flow Rate (v_i), pc/h	1269	202
Capacity (c_{md}), pc/h	4800	2100
Adjusted Capacity (c_{md}), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.26	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.316
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v_{12}), pc/h	1269	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	10.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1014	14
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	8.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.926
Flow Rate (vi), pc/h	1306	16
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.264
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1306	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1322	Average Density (D), pc/mi/ln	10.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.5	10.2	6.7	6.6	4.9	4.8	3.1	3.0
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	834	194
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.855
Flow Rate (vi), pc/h	1074	241
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.22	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.320
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1074	Ramp Junction Speed (S), mi/h	61.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	834	75
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.855
Flow Rate (vi), pc/h	1074	93
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.24	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1074	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1167	Average Density (D), pc/mi/ln	9.3
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.6

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	9.3	9.0	5.9	5.8	4.4	4.3	2.8	2.7
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	825	84
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	30.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.769
Flow Rate (vi), pc/h	1036	116
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.22	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1036	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	825	157
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	30.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.769
Flow Rate (vi), pc/h	1054	217
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.26	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.263
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1054	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1271	Average Density (D), pc/mi/ln	10.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.3

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.1	9.8	6.5	6.3	4.8	4.7	3.1	3.1
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	873	207
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.943
Flow Rate (vi), pc/h	1096	234
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.23	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.319
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1096	Ramp Junction Speed (S), mi/h	61.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.7

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	964	116
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.943
Flow Rate (vi), pc/h	1211	131
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.264
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1211	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1342	Average Density (D), pc/mi/ln	10.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.9

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.7	10.4	6.8	6.7	5.0	4.9	3.2	3.2
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1037	43
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.877
Flow Rate (vi), pc/h	1302	52
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.27	0.02

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.303
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1302	Ramp Junction Speed (S), mi/h	61.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1037	43	0	207
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	18.00	14.00	0.00	3.00
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.877	1.000	0.971
Flow Rate (vi), pc/h	1302	52	0	227
Weaving Flow Rate (vw), pc/h	279	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1302	Density-Based Capacity (ciWL × N × fHV), veh/h		5535
Total Flow Rate (v), pc/h	1581	Demand Flow-Based Capacity (ciW × fHV), veh/h		11806
Volume Ratio (VR)	0.176	Weaving Area Capacity (cw), veh/h		5535
Minimum Lane Change Rate (LCMIN), lc/h	279	Adjusted Weaving Area Capacity (cWA), veh/h		5535
Maximum Weaving Length (LMAX), ft	4292	Demand-to-Capacity Ratio (v/c)		0.25

Speed and Density

Non-Weaving Vehicle Index (INW)	81	Average Weaving Speed (SW), mi/h	66.9
Non-Weaving Lane Change Rate (LCNW), lc/h	110	Average Non-Weaving Speed (SNW), mi/h	70.9
Weaving Lane Change Rate (LCW), lc/h	401	Average Speed (S), mi/h	70.2
Weaving Lane Change Rate (LCAII), lc/h	511	Density (D), pc/mi/ln	7.5
Weaving Intensity Factor (W)	0.163	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Existing 2023
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	873	84
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.971
Flow Rate (vi), pc/h	1096	92
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.25	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1096	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1188	Average Density (D), pc/mi/ln	9.4
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.8

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1112	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	840
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1190	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	899
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1028	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	776
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	909	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	687
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	909	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	658
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	982	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	710
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.1
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1080	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	782
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.1
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Existing (2023)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	957	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	692
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	0	452	50	34	328	0	0	0	91	0	116
Future Volume (vph)	0	452	50	34	328	0	0	0	91	0	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1821	0	1752	1845	0	0	0	1752	0	1568
Flt Permitted				0.167					0.950		
Satd. Flow (perm)	0	1821	0	308	1845	0	0	0	1752	0	1568
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		10									452
Link Speed (mph)		30			30			30			30
Link Distance (ft)		221			1070			658			713
Travel Time (s)		5.0			24.3			15.0			16.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	471	52	35	342	0	0	0	95	0	121
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	523	0	35	342	0	0	0	95	0	121
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12
Link Offset(ft)		0			0			0			0
Crosswalk Width(ft)		16			16			16			16
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2			1			2			1
Detector Template		Thru			Left			Thru			Left
Leading Detector (ft)		100			20			100			20
Trailing Detector (ft)		0			0			0			0
Detector 1 Position(ft)		0			0			0			0
Detector 1 Size(ft)		6			20			6			20
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0			0.0			0.0			0.0
Detector 1 Queue (s)		0.0			0.0			0.0			0.0
Detector 1 Delay (s)		0.0			0.0			0.0			0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA			pm+pt			NA			Perm
Protected Phases		4			3			8			Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



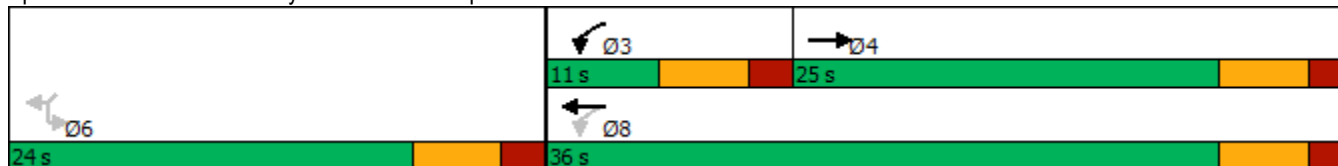
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		25.0		11.0	36.0				24.0		24.0
Total Split (%)		41.7%		18.3%	60.0%				40.0%		40.0%
Maximum Green (s)		19.0		5.0	30.0				18.0		18.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		18.0		21.9	21.9				18.3		18.3
Actuated g/C Ratio		0.34		0.42	0.42				0.35		0.35
v/c Ratio		0.82		0.13	0.44				0.16		0.14
Control Delay		31.1		9.2	12.4				14.9		0.4
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		31.1		9.2	12.4				14.9		0.4
LOS		C		A	B				B		A
Approach Delay		31.1			12.1					6.8	
Approach LOS		C			B					A	
Queue Length 50th (ft)		119		6	70				17		0
Queue Length 95th (ft)		#345		18	121				56		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		677		268	1073				611		841
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		0.77		0.13	0.32				0.16		0.14

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 52.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 41.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

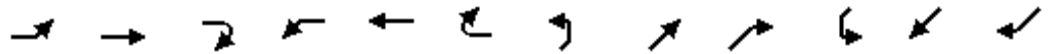
08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	178	55	163	158	15	70	38	216	34	32	6
Future Volume (vph)	9	178	55	163	158	15	70	38	216	34	32	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.987			0.872			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1778	0	1752	1821	0	1752	1609	0	1752	1802	0
Flt Permitted	0.643			0.558			0.584			0.595		
Satd. Flow (perm)	1186	1778	0	1029	1821	0	1077	1609	0	1098	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			8			227			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	9	187	58	172	166	16	74	40	227	36	34	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	245	0	172	182	0	74	267	0	36	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.2	13.2		13.2	13.2		30.1	30.1		23.9	23.9	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.54	0.54		0.43	0.43	
v/c Ratio	0.03	0.55		0.70	0.41		0.11	0.27		0.08	0.05	
Control Delay	15.4	21.0		35.2	19.6		7.7	2.9		14.4	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	21.0		35.2	19.6		7.7	2.9		14.4	12.4	
LOS	B	C		D	B		A	A		B	B	
Approach Delay		20.8			27.2			3.9			13.4	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	2	62		52	48		11	6		8	8	
Queue Length 95th (ft)	11	119		108	94		31	38		27	27	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	386	598		335	599		647	978		472	779	
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	0.02	0.41		0.51	0.30		0.11	0.27		0.08	0.05	

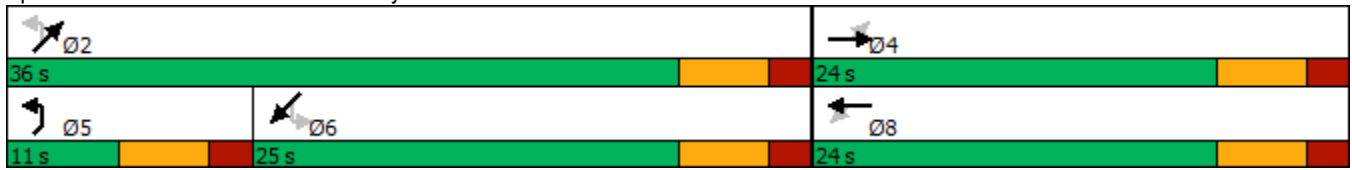
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization:	61.2%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6






















08/09/2023

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	449	8	38	361	1	14	0	9	0	0	2
Future Volume (vph)	1	449	8	38	361	1	14	0	9	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850		0.865	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1839	0	1752	1845	0	1752	1845	1568	0	1596	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1752	1839	0	1752	1845	0	1752	1845	1568	0	1596	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			385			504			268	
Travel Time (s)		11.8			8.8			11.5			6.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	1	463	8	39	372	1	14	0	9	0	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	471	0	39	373	0	14	0	9	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	44.9%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	114	426	0	0	320	91	0	0	51	0	76
Future Volume (vph)	114	426	0	0	320	91	0	0	51	0	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.970						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1752	1845	0	0	1789	0	0	0	1752	0	1568
Flt Permitted	0.209								0.950		
Satd. Flow (perm)	386	1845	0	0	1789	0	0	0	1752	0	1568
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					24						328
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	120	448	0	0	337	96	0	0	54	0	80
Shared Lane Traffic (%)											
Lane Group Flow (vph)	120	448	0	0	433	0	0	0	54	0	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm
Protected Phases	7	4			8						

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Permitted Phases	4								2		2
Detector Phase	7	4							2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0							5.0	5.0	
Minimum Split (s)	11.0	24.0							24.0	24.0	
Total Split (s)	11.0	35.0							25.0	25.0	
Total Split (%)	18.3%	58.3%							41.7%	41.7%	
Maximum Green (s)	5.0	29.0							19.0	19.0	
Yellow Time (s)	4.0	4.0							4.0	4.0	
All-Red Time (s)	2.0	2.0							2.0	2.0	
Lost Time Adjust (s)	0.0	0.0							0.0	0.0	
Total Lost Time (s)	6.0	6.0							6.0	6.0	
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0							3.0	3.0	
Recall Mode	None	None							Max	Max	
Walk Time (s)	7.0								7.0	7.0	
Flash Dont Walk (s)	11.0								11.0	11.0	
Pedestrian Calls (#/hr)	0								0	0	
Act Effct Green (s)	24.3	24.3							19.4	19.4	
Actuated g/C Ratio	0.43	0.43							0.35	0.35	
v/c Ratio	0.41	0.56							0.09	0.11	
Control Delay	13.1	14.2							15.0	0.3	
Queue Delay	0.0	0.0							0.0	0.0	
Total Delay	13.1	14.2							15.0	0.3	
LOS	B	B							B	A	
Approach Delay	14.0								6.2		
Approach LOS	B								A		
Queue Length 50th (ft)	22	103							14	0	
Queue Length 95th (ft)	47	173							35	0	
Internal Link Dist (ft)	990								522	627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	292	975							606	757	
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	0.41	0.46							0.09	0.11	

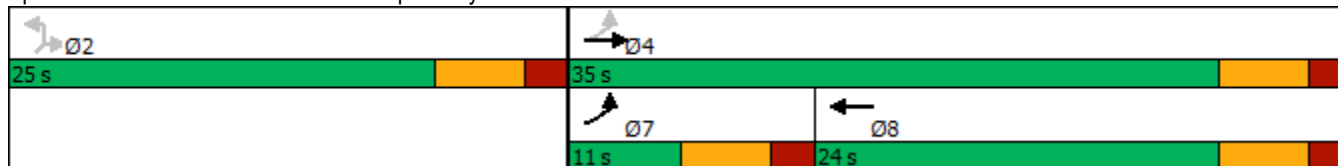
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	56
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	20.3
Intersection LOS:	C
Intersection Capacity Utilization:	41.0%
ICU Level of Service:	A
Analysis Period (min):	15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings




















36: Britain & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	457	10	21	396	26	2	0	20	26	0	20
Future Volume (vph)	28	457	10	21	396	26	2	0	20	26	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.991			0.877				0.941
Flt Protected	0.950			0.950				0.996				0.973
Satd. Flow (prot)	1752	1839	0	1752	1812	0	0	1611	0	0	1689	0
Flt Permitted	0.950			0.950				0.996				0.973
Satd. Flow (perm)	1752	1839	0	1752	1812	0	0	1611	0	0	1689	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	4%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	29	476	10	22	413	27	2	0	21	27	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	486	0	22	440	0	0	23	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023


















												
Lane Group	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	11	15	106	7	16	1	0	1	1	3	55	2
Future Volume (vph)	11	15	106	7	16	1	0	1	1	3	55	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt			0.850						0.910			0.880
Flt Protected		0.979				0.954			0.990		0.950	
Satd. Flow (prot)	0	1755	1524	0	0	1710	0	0	3068	0	1703	2909
Flt Permitted		0.979				0.954			0.990		0.950	
Satd. Flow (perm)	0	1755	1524	0	0	1710	0	0	3068	0	1703	2909
Link Speed (mph)		30				30			30			30
Link Distance (ft)		420				197			822			934
Travel Time (s)		9.5				4.5			18.7			21.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	6	0	0	0	0	0	0	0	0
Adj. Flow (vph)	13	17	122	8	18	1	0	1	1	3	63	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	122	0	0	27	0	0	5	0	63	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		0				0			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Sign Control		Stop				Stop			Free			Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.4%					ICU Level of Service A						
Analysis Period (min)	15											



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.87
Heavy Vehicles (%)	10%
Bus Blockages (#/hr)	0
Adj. Flow (vph)	8
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 									 	
Traffic Volume (vph)	54	127	0	0	12	62	0	0	0	12	0	6
Future Volume (vph)	54	127	0	0	12	62	0	0	0	12	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.887						0.955	
Fl _t Protected		0.985									0.968	
Satd. Flow (prot)	0	3355	0	0	1590	0	0	0	0	0	1657	0
Fl _t Permitted		0.985									0.968	
Satd. Flow (perm)	0	3355	0	0	1590	0	0	0	0	0	1657	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	63	148	0	0	14	72	0	0	0	14	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	86	0	0	0	0	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	55	94	82	25	8
Future Volume (vph)	6	55	94	82	25	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878		0.937			
Flt Protected	0.995					0.964
Satd. Flow (prot)	1537	0	1648	0	0	1696
Flt Permitted	0.995					0.964
Satd. Flow (perm)	1537	0	1648	0	0	1696
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	7	66	113	99	30	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	212	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	26	23	3	2	26
Future Volume (vph)	63	26	23	3	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.873	
Flt Protected	0.966			0.958		
Satd. Flow (prot)	1694	0	0	1750	1595	0
Flt Permitted	0.966			0.958		
Satd. Flow (perm)	1694	0	0	1750	1595	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	74	31	27	4	2	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	31	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

















08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	1	125	11	3	1	0	58	9	113	51	3
Future Volume (vph)	4	1	125	11	3	1	0	58	9	113	51	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.981				0.997
Flt Protected		0.960			0.965							0.967
Satd. Flow (prot)	0	1754	1553	0	1749	0	0	1792	0	0	1761	0
Flt Permitted		0.960			0.965							0.967
Satd. Flow (perm)	0	1754	1553	0	1749	0	0	1792	0	0	1761	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		3372			202			760				626
Travel Time (s)		76.6			4.6			17.3				14.2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	5	1	147	13	4	1	0	68	11	133	60	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	147	0	18	0	0	79	0	0	197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.9%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

















55: Buff Blvd

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	2	55	0	0	0	0	57	10	63	55	0
Future Volume (vph)	137	2	55	0	0	0	0	57	10	63	55	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962						0.981				
Flt Protected		0.966								0.950		
Satd. Flow (prot)	0	1509	0	0	0	0	0	1593	0	1543	1624	0
Flt Permitted		0.966								0.950		
Satd. Flow (perm)	0	1509	0	0	0	0	0	1593	0	1543	1624	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
Adj. Flow (vph)	157	2	63	0	0	0	0	66	11	72	63	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	0	0	0	0	0	77	0	72	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.9%						ICU Level of Service A					
Analysis Period (min)	15											

















Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	74	24	139	0	0	114	133
Future Volume (vph)	0	0	0	10	0	74	24	139	0	0	114	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Fr _t					0.881						0.919	
Fl _t Protected					0.994			0.993				
Satd. Flow (prot)	0	0	0	0	1280	0	0	2757	0	0	2552	0
Fl _t Permitted					0.994			0.993				
Satd. Flow (perm)	0	0	0	0	1280	0	0	2757	0	0	2552	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Adj. Flow (vph)	0	0	0	11	0	81	26	153	0	0	125	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	92	0	0	179	0	0	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.1%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

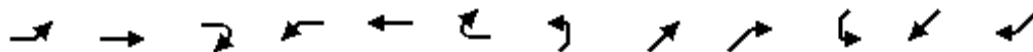
08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	3	2	4	4	30	50	50	2	4	28	5
Future Volume (vph)	0	3	2	4	4	30	50	50	2	4	28	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.946			0.896			0.998			0.981	
Fl _t Protected					0.994			0.976			0.994	
Satd. Flow (prot)	0	1680	0	0	1581	0	0	1730	0	0	1732	0
Fl _t Permitted					0.994			0.976			0.994	
Satd. Flow (perm)	0	1680	0	0	1581	0	0	1730	0	0	1732	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	0	3	2	5	5	34	57	57	2	5	32	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	44	0	0	116	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↑			↕			↕	
Traffic Volume (vph)	19	478	9	1	355	9	11	1	3	14	0	39
Future Volume (vph)	19	478	9	1	355	9	11	1	3	14	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.973			0.901	
Fl _t Protected		0.998		0.950				0.965			0.987	
Satd. Flow (prot)	0	1855	0	1770	1855	0	0	1749	0	0	1657	0
Fl _t Permitted		0.998		0.950				0.965			0.987	
Satd. Flow (perm)	0	1855	0	1770	1855	0	0	1749	0	0	1657	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	20	498	9	1	370	9	11	1	3	15	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	0	1	379	0	0	15	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.1%
Analysis Period (min)	15
	ICU Level of Service A

Year 2029 AM

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	672	80
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.962
Flow Rate (vi), pc/h	894	88
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.19	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	894	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	7.2
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	3/16/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	672	138
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.962
Flow Rate (vi), pc/h	894	153
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.22	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.260
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	894	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	1047	Average Density (D), pc/mi/ln	8.3
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	8.6

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	765	45
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	43.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.699
Flow Rate (vi), pc/h	1017	68
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.21	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.304
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1017	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	765	45
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	43.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.699
Flow Rate (vi), pc/h	1017	68
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.23	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.261
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1017	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	1085	Average Density (D), pc/mi/ln	8.6
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.0

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	738	72
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.943
Flow Rate (vi), pc/h	981	81
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.20	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	981	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	7.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.7

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	738	21
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.943
Flow Rate (vi), pc/h	981	24
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.21	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.260
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	981	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	1005	Average Density (D), pc/mi/ln	8.0
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	8.4

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	8.0	7.7	5.1	5.0	3.7	3.7	2.3	2.3
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	619	140
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.847
Flow Rate (vi), pc/h	823	176
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.17	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	823	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	6.7
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.3

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	619	89
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.847
Flow Rate (vi), pc/h	823	112
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.19	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.259
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	823	Ramp Junction Speed (S), mi/h	63.1

Flow Entering Ramp-Infl. Area (vR12), pc/h	935	Average Density (D), pc/mi/ln	7.4
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	7.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	7.4	7.2	4.8	4.7	3.5	3.4	2.3	2.2
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	737	95
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.813
Flow Rate (vi), pc/h	941	124
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.20	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	941	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	7.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.3

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	737	201
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.813
Flow Rate (vi), pc/h	941	263
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.25	0.13

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	941	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1204	Average Density (D), pc/mi/ln	9.6
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	9.6	9.3	6.2	6.0	4.5	4.5	3.0	3.0
LOS	A	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	931	7
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.909
Flow Rate (vi), pc/h	1189	8
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.25	0.00

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.299
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1189	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	9.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	931	139
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.909
Flow Rate (vi), pc/h	1189	163
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.264
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1189	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1352	Average Density (D), pc/mi/ln	10.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.0

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.7	10.4	6.9	6.7	5.1	5.0	3.3	3.2
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1016	54
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	37.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.730
Flow Rate (vi), pc/h	1298	79
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.27	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1298	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1016	54	0	213
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	20.00	37.00	0.00	4.00
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.730	1.000	0.962
Flow Rate (vi), pc/h	1298	79	0	236
Weaving Flow Rate (vw), pc/h	315	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1298	Density-Based Capacity (ciWL × N × fHV), veh/h		5376
Total Flow Rate (v), pc/h	1613	Demand Flow-Based Capacity (ciW × fHV), veh/h		10422
Volume Ratio (VR)	0.195	Weaving Area Capacity (cw), veh/h		5376
Minimum Lane Change Rate (LCMIN), lc/h	315	Adjusted Weaving Area Capacity (cWA), veh/h		5376
Maximum Weaving Length (LMAX), ft	4485	Demand-to-Capacity Ratio (v/c)		0.25

Speed and Density

Non-Weaving Vehicle Index (INW)	80	Average Weaving Speed (SW), mi/h	66.5
Non-Weaving Lane Change Rate (LCNW), lc/h	110	Average Non-Weaving Speed (SNW), mi/h	70.6
Weaving Lane Change Rate (LCW), lc/h	437	Average Speed (S), mi/h	69.8
Weaving Lane Change Rate (LCAII), lc/h	547	Density (D), pc/mi/ln	7.7
Weaving Intensity Factor (W)	0.172	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	857	131
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.962
Flow Rate (vi), pc/h	1094	145
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.26	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1094	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1239	Average Density (D), pc/mi/ln	9.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.1

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	752	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	600
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	810	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	646
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	759	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	606
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.6
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	708	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	564
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	832	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	620
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	938	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	699
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1070	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	797
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	988	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	736
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↗		↖	↖				↖		↖
Traffic Volume (vph)	0	217	70	54	213	0	0	0	64	0	137
Future Volume (vph)	0	217	70	54	213	0	0	0	64	0	137
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1767	0	1736	1827	0	0	0	1736	0	1553
Flt Permitted				0.296					0.950		
Satd. Flow (perm)	0	1767	0	541	1827	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		28									565
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		221			1070		658			713	
Travel Time (s)		5.0			24.3		15.0			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	253	82	63	248	0	0	0	75	0	160
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	335	0	63	248	0	0	0	75	0	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Protected Phases		4		3	8						
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		24.0		11.0	35.0				25.0		25.0
Total Split (%)		40.0%		18.3%	58.3%				41.7%		41.7%
Maximum Green (s)		18.0		5.0	29.0				19.0		19.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		13.6		19.4	19.4				19.7		19.7
Actuated g/C Ratio		0.26		0.38	0.38				0.38		0.38
v/c Ratio		0.69		0.20	0.36				0.11		0.17
Control Delay		24.3		10.2	11.9				14.4		0.4
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		24.3		10.2	11.9				14.4		0.4
LOS		C		B	B				B		A
Approach Delay		24.3			11.6					4.9	
Approach LOS		C			B					A	
Queue Length 50th (ft)		93		11	50				17		0
Queue Length 95th (ft)		168		28	90				45		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		657		323	1065				663		942
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		0.51		0.20	0.23				0.11		0.17

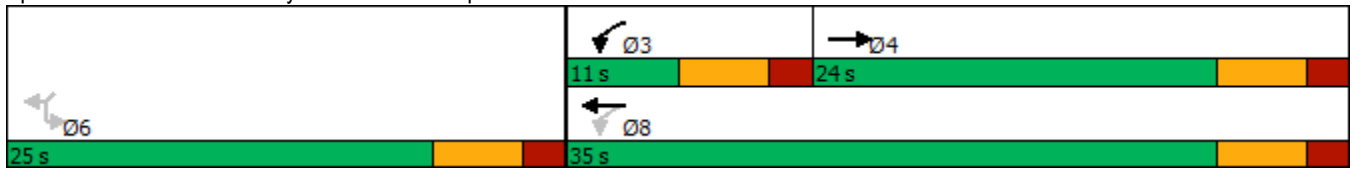
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	51.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	14.6
Intersection LOS:	B
Intersection Capacity Utilization:	32.1%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 24: Hwy 6 & I-95 SB Ramp

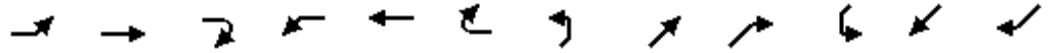
08/09/2023

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

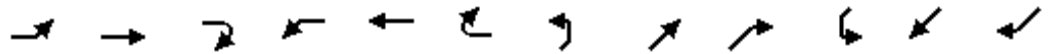
08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	110	45	141	129	15	34	19	115	22	18	8
Future Volume (vph)	5	110	45	141	129	15	34	19	115	22	18	8
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.984			0.872			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1763	0	1752	1815	0	1752	1609	0	1752	1758	0
Flt Permitted	0.644			0.636			0.600			0.651		
Satd. Flow (perm)	1188	1763	0	1173	1815	0	1107	1609	0	1201	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10			143			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	6	137	56	176	161	19	42	24	143	27	22	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	193	0	176	180	0	42	167	0	27	32	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	12.9	12.9		12.9	12.9		30.6	30.6		26.4	26.4	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.55	0.55		0.48	0.48	
v/c Ratio	0.02	0.44		0.65	0.42		0.06	0.18		0.05	0.04	
Control Delay	15.4	17.6		30.5	19.6		7.3	2.8		13.0	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	17.6		30.5	19.6		7.3	2.8		13.0	10.4	
LOS	B	B		C	B		A	A		B	B	
Approach Delay		17.5			25.0			3.7			11.6	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	2	43		52	47		6	3		4	3	
Queue Length 95th (ft)	8	84		98	86		19	25		21	20	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	386	596		381	596		667	950		571	842	
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	0.02	0.32		0.46	0.30		0.06	0.18		0.05	0.04	

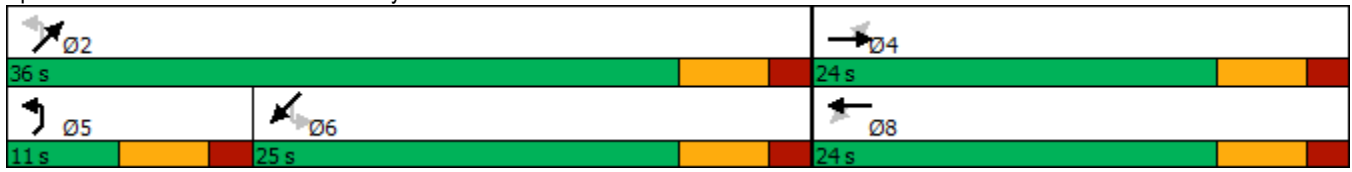
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization:	50.1%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 27: Bass Dr & Hwy 6






















08/09/2023

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	240	6	28	290	2	6	0	31	2	0	1
Future Volume (vph)	1	240	6	28	290	2	6	0	31	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.999				0.850			0.955
Flt Protected	0.950			0.950			0.950					0.968
Satd. Flow (prot)	1719	1802	0	1719	1808	0	1719	1810	1538	0	1673	0
Flt Permitted	0.950			0.950			0.950					0.968
Satd. Flow (perm)	1719	1802	0	1719	1808	0	1719	1810	1538	0	1673	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		518			385			504				268
Travel Time (s)		11.8			8.8			11.5				6.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	289	7	34	349	2	7	0	37	2	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	296	0	34	351	0	7	0	37	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	33.0%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	55	237	0	0	235	75	0	0	30	0	45
Future Volume (vph)	55	237	0	0	235	75	0	0	30	0	45
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.967						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1736	1827	0	0	1767	0	0	0	1736	0	1553
Flt Permitted	0.275								0.950		
Satd. Flow (perm)	502	1827	0	0	1767	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					27						528
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	63	273	0	0	271	86	0	0	35	0	52
Shared Lane Traffic (%)											
Lane Group Flow (vph)	63	273	0	0	357	0	0	0	35	0	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm

Lanes, Volumes, Timings
 33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Protected Phases	7	4			8						
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	19.8	19.8			14.0				19.7		19.7
Actuated g/C Ratio	0.38	0.38			0.27				0.38		0.38
v/c Ratio	0.20	0.39			0.72				0.05		0.06
Control Delay	10.3	12.3			25.6				14.3		0.1
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	10.3	12.3			25.6				14.3		0.1
LOS	B	B			C				B		A
Approach Delay		11.9			25.6					5.8	
Approach LOS		B			C					A	
Queue Length 50th (ft)	11	56			102				8		0
Queue Length 95th (ft)	28	99			182				26		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	314	1057			651				657		916
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	0.20	0.26			0.55				0.05		0.06

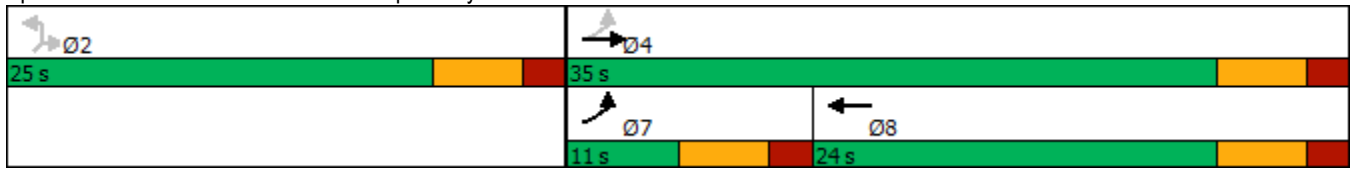
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	51.9
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	17.5
Intersection LOS:	B
Intersection Capacity Utilization:	32.1%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023

Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings

36: Britain & Hwy 6

08/09/2023























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Volume (vph)	21	267	4	9	323	19	0	0	9	11	1	18
Future Volume (vph)	21	267	4	9	323	19	0	0	9	11	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992			0.865				0.919
Flt Protected		0.996		0.950								0.982
Satd. Flow (prot)	0	1816	0	1736	1812	0	0	1580	0	0	1649	0
Flt Permitted		0.996		0.950								0.982
Satd. Flow (perm)	0	1816	0	1736	1812	0	0	1580	0	0	1649	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	25	318	5	11	385	23	0	0	11	13	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	348	0	11	408	0	0	11	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7%
ICU Level of Service	A
Analysis Period (min)	15
















Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	50	2	8	0	2	0	6	67	3	7
Future Volume (vph)	4	4	50	2	8	0	2	0	6	67	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850					0.891			0.893	
Fl _t Protected		0.976			0.989			0.987		0.950		
Satd. Flow (prot)	0	1686	1468	0	1708	0	0	2886	0	1641	2931	0
Fl _t Permitted		0.976			0.989			0.987		0.950		
Satd. Flow (perm)	0	1686	1468	0	1708	0	0	2886	0	1641	2931	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			211			822			934	
Travel Time (s)		9.5			4.8			18.7			21.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	5	68	3	11	0	3	0	8	91	4	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	68	0	14	0	0	11	0	91	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.6%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	54	49	0	0	8	76	0	0	0	3	1	3
Future Volume (vph)	54	49	0	0	8	76	0	0	0	3	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.878						0.940	
Fl _t Protected		0.974									0.978	
Satd. Flow (prot)	0	3196	0	0	1517	0	0	0	0	0	1588	0
Fl _t Permitted		0.974									0.978	
Satd. Flow (perm)	0	3196	0	0	1517	0	0	0	0	0	1588	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	72	65	0	0	11	101	0	0	0	4	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	112	0	0	0	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.8%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	14	48	49	19	11	6
Future Volume (vph)	14	48	49	19	11	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.962			
Flt Protected	0.989					0.968
Satd. Flow (prot)	1588	0	1724	0	0	1735
Flt Permitted	0.989					0.968
Satd. Flow (perm)	1588	0	1724	0	0	1735
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	19	65	67	26	15	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	93	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.3%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023




















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	14	20	0	0	50
Future Volume (vph)	13	14	20	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.931				0.865	
Fl _t Protected	0.976			0.950		
Satd. Flow (prot)	1629	0	0	1703	1550	0
Fl _t Permitted	0.976			0.950		
Satd. Flow (perm)	1629	0	0	1703	1550	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	17	18	26	0	0	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	26	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	0	79	19	6	2	1	30	8	85	43	1
Future Volume (vph)	3	0	79	19	6	2	1	30	8	85	43	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.991			0.972			0.999	
Fl _t Protected		0.950			0.966			0.999			0.968	
Satd. Flow (prot)	0	1556	1392	0	1568	0	0	1590	0	0	1584	0
Fl _t Permitted		0.950			0.966			0.999			0.968	
Satd. Flow (perm)	0	1556	1392	0	1568	0	0	1590	0	0	1584	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3372			202			760			626	
Travel Time (s)		76.6			4.6			17.3			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	3	0	86	21	7	2	1	33	9	93	47	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	86	0	30	0	0	43	0	0	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.0%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

















55: Buff Blvd

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1	19	0	0	0	0	78	19	64	35	0
Future Volume (vph)	112	1	19	0	0	0	0	78	19	64	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980						0.973				
Flt Protected		0.959								0.950		
Satd. Flow (prot)	0	1513	0	0	0	0	0	1567	0	1530	1610	0
Flt Permitted		0.959								0.950		
Satd. Flow (perm)	0	1513	0	0	0	0	0	1567	0	1530	1610	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	18%	18%	18%	2%	2%	2%	18%	18%	18%	18%	18%	18%
Adj. Flow (vph)	129	1	22	0	0	0	0	90	22	74	40	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	0	0	0	0	0	112	0	74	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.0%						ICU Level of Service A					
Analysis Period (min)	15											

















Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	0	87	32	156	0	0	94	158
Future Volume (vph)	0	0	0	3	0	87	32	156	0	0	94	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.870						0.906	
Flt Protected					0.998			0.992				
Satd. Flow (prot)	0	0	0	0	1341	0	0	2911	0	0	2659	0
Flt Permitted					0.998			0.992				
Satd. Flow (perm)	0	0	0	0	1341	0	0	2911	0	0	2659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Adj. Flow (vph)	0	0	0	4	0	107	39	192	0	0	116	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	111	0	0	231	0	0	311	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.6%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

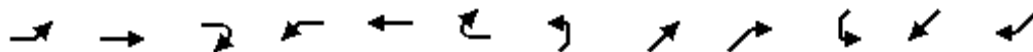
08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	1	1	5	4	30	29	15	1	3	37	4
Future Volume (vph)	2	1	1	5	4	30	29	15	1	3	37	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.896			0.998			0.987	
Flt Protected		0.971			0.994			0.969			0.997	
Satd. Flow (prot)	0	1575	0	0	1484	0	0	1612	0	0	1640	0
Flt Permitted		0.971			0.994			0.969			0.997	
Satd. Flow (perm)	0	1575	0	0	1484	0	0	1612	0	0	1640	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Adj. Flow (vph)	3	1	1	7	6	44	42	22	1	4	54	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	57	0	0	65	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.3%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↙	↗			↕			↕	
Traffic Volume (vph)	27	242	14	1	259	22	4	0	2	7	0	42
Future Volume (vph)	27	242	14	1	259	22	4	0	2	7	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.988			0.961			0.884	
Flt Protected		0.995		0.950				0.966			0.993	
Satd. Flow (prot)	0	1823	0	1752	1823	0	0	1712	0	0	1619	0
Flt Permitted		0.995		0.950				0.966			0.993	
Satd. Flow (perm)	0	1823	0	1752	1823	0	0	1712	0	0	1619	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	31	282	16	1	302	26	5	0	2	8	0	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	0	1	328	0	0	7	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.2%
ICU Level of Service	A
Analysis Period (min)	15

Year 2029 Midday

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1190	86
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.952
Flow Rate (vi), pc/h	1533	96
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.307
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1533	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.4

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1190	140
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.952
Flow Rate (vi), pc/h	1533	156
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.270
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1533	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1689	Average Density (D), pc/mi/ln	13.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1247	83
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.877
Flow Rate (vi), pc/h	1606	101
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.33	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.307
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1606	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1247	83
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.877
Flow Rate (vi), pc/h	1606	101
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.36	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.270
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1606	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1707	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.8

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1247	83
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.935
Flow Rate (vi), pc/h	1606	94
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.33	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1606	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1112	13
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.935
Flow Rate (vi), pc/h	1432	15
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1432	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1447	Average Density (D), pc/mi/ln	11.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.5	11.2	7.3	7.2	5.4	5.3	3.4	3.3
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1144	116
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.813
Flow Rate (vi), pc/h	1473	152
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.312
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1473	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1144	65
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.813
Flow Rate (vi), pc/h	1473	85
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.268
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1473	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1558	Average Density (D), pc/mi/ln	12.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.6

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	12.4	12.0	7.9	7.8	5.8	5.7	3.7	3.6
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1220	91
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	27.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.787
Flow Rate (vi), pc/h	1558	123
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1558	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.6

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1200	123
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	27.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.787
Flow Rate (vi), pc/h	1533	166
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.270
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1533	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1699	Average Density (D), pc/mi/ln	13.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.7

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	13.5	13.2	8.6	8.5	6.3	6.3	4.1	4.0
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1319	24
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.901
Flow Rate (vi), pc/h	1685	28
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.301
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1685	Ramp Junction Speed (S), mi/h	61.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.7

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1319	101
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.901
Flow Rate (vi), pc/h	1685	119
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.38	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.273
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1685	Ramp Junction Speed (S), mi/h	62.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	1804	Average Density (D), pc/mi/ln	14.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.5

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	14.4	14.0	9.2	9.0	6.7	6.6	4.3	4.2
LOS	B	B	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1324	96
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.943
Flow Rate (vi), pc/h	1691	108
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1691	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.8

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1324	96	0	176
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	20.00	5.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.952	1.000	0.943
Flow Rate (vi), pc/h	1691	107	0	199
Weaving Flow Rate (vw), pc/h	306	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1691	Density-Based Capacity (ciWL × N × fHV), veh/h		5482
Total Flow Rate (v), pc/h	1997	Demand Flow-Based Capacity (ciW × fHV), veh/h		13339
Volume Ratio (VR)	0.153	Weaving Area Capacity (cw), veh/h		5482
Minimum Lane Change Rate (LCMIN), lc/h	306	Adjusted Weaving Area Capacity (cWA), veh/h		5482
Maximum Weaving Length (LMAX), ft	4061	Demand-to-Capacity Ratio (v/c)		0.31

Speed and Density

Non-Weaving Vehicle Index (INW)	105	Average Weaving Speed (SW), mi/h	65.8
Non-Weaving Lane Change Rate (LCNW), lc/h	191	Average Non-Weaving Speed (SNW), mi/h	70.0
Weaving Lane Change Rate (LCW), lc/h	428	Average Speed (S), mi/h	69.3
Weaving Lane Change Rate (LCAII), lc/h	619	Density (D), pc/mi/ln	9.6
Weaving Intensity Factor (W)	0.189	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1244	103
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.943
Flow Rate (vi), pc/h	1589	116
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.36	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.270
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1589	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1705	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.8

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1276	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	964
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1330	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1005
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1260	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	952
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1209	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	914
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1311	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	976
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1343	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1000
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1420	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1058
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1347	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1004
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↗		↖	↖				↖		↖
Traffic Volume (vph)	0	337	57	41	302	0	0	0	59	0	107
Future Volume (vph)	0	337	57	41	302	0	0	0	59	0	107
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1757	0	1703	1792	0	0	0	1703	0	1524
Flt Permitted				0.197					0.950		
Satd. Flow (perm)	0	1757	0	353	1792	0	0	0	1703	0	1524
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		15									431
Link Speed (mph)		30			30			30			30
Link Distance (ft)		221			1070			658			713
Travel Time (s)		5.0			24.3			15.0			16.2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	401	68	49	360	0	0	0	70	0	127
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	469	0	49	360	0	0	0	70	0	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12
Link Offset(ft)		0			0			0			0
Crosswalk Width(ft)		16			16			16			16
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Protected Phases		4		3	8						
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		25.0		11.0	36.0				24.0		24.0
Total Split (%)		41.7%		18.3%	60.0%				40.0%		40.0%
Maximum Green (s)		19.0		5.0	30.0				18.0		18.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		16.9		22.8	22.8				18.5		18.5
Actuated g/C Ratio		0.32		0.43	0.43				0.35		0.35
v/c Ratio		0.83		0.18	0.47				0.12		0.16
Control Delay		32.8		9.4	12.5				15.6		0.4
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		32.8		9.4	12.5				15.6		0.4
LOS		C		A	B				B		A
Approach Delay		32.8			12.2					5.8	
Approach LOS		C			B					A	
Queue Length 50th (ft)		150		8	75				18		0
Queue Length 95th (ft)		#294		22	128				44		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		648		279	1028				586		807
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		0.72		0.18	0.35				0.12		0.16

Intersection Summary

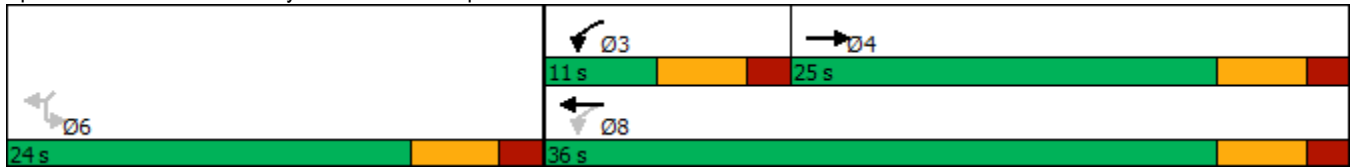
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	20.0
Intersection LOS:	B
Intersection Capacity Utilization:	36.6%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 24: Hwy 6 & I-95 SB Ramp

08/10/2023

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

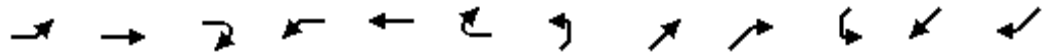
08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	131	69	160	136	30	64	31	172	31	34	7
Future Volume (vph)	4	131	69	160	136	30	64	31	172	31	34	7
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.973			0.873			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1715	0	1719	1761	0	1719	1580	0	1752	1762	0
Flt Permitted	0.641			0.604			0.581			0.617		
Satd. Flow (perm)	1160	1715	0	1093	1761	0	1051	1580	0	1138	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			19			192				8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		638			518			530				613
Travel Time (s)		14.5			11.8			12.0				13.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	3%	5%	5%
Adj. Flow (vph)	4	146	77	179	152	33	71	35	192	35	38	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	223	0	179	185	0	71	227	0	35	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.4	13.4		13.4	13.4		30.2	30.2		23.9	23.9	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.54	0.54		0.43	0.43	
v/c Ratio	0.01	0.50		0.68	0.42		0.11	0.24		0.07	0.06	
Control Delay	15.0	18.0		32.7	18.6		7.8	2.9		14.4	12.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.0	18.0		32.7	18.6		7.8	2.9		14.4	12.3	
LOS	B	B		C	B		A	A		B	B	
Approach Delay		18.0			25.5			4.1			13.2	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	1	50		54	46		10	5		8	8	
Queue Length 95th (ft)	7	102		110	92		29	35		26	29	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	377	588		355	585		629	944		488	761	
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	0.01	0.38		0.50	0.32		0.11	0.24		0.07	0.06	

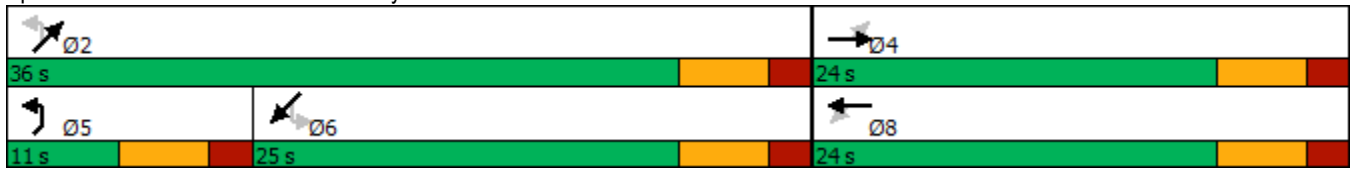
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.7
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization:	58.3%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6






















08/10/2023

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	359	11	41	352	1	12	0	33	1	0	3
Future Volume (vph)	2	359	11	41	352	1	12	0	33	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850		0.899	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1685	1800	0	1719	1810	0	1719	1810	1538	0	1607	0
Flt Permitted	0.950			0.950			0.950				0.988	
Satd. Flow (perm)	1685	1800	0	1719	1810	0	1719	1810	1538	0	1607	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			385			504			268	
Travel Time (s)		11.8			8.8			11.5			6.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	5	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	2	418	13	48	410	1	14	0	38	1	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	431	0	48	411	0	14	0	38	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	56	307	0	0	308	76	0	0	36	0	45
Future Volume (vph)	56	307	0	0	308	76	0	0	36	0	45
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1719	1810	0	0	1761	0	0	0	1719	0	1538
Flt Permitted	0.212								0.950		
Satd. Flow (perm)	384	1810	0	0	1761	0	0	0	1719	0	1538
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					21						433
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	63	346	0	0	347	86	0	0	41	0	51
Shared Lane Traffic (%)											
Lane Group Flow (vph)	63	346	0	0	433	0	0	0	41	0	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Protected Phases	7	4			8						
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	21.6	21.6			15.7				19.5		19.5
Actuated g/C Ratio	0.40	0.40			0.29				0.37		0.37
v/c Ratio	0.22	0.47			0.81				0.07		0.06
Control Delay	10.5	13.2			32.1				14.5		0.1
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	10.5	13.2			32.1				14.5		0.1
LOS	B	B			C				B		A
Approach Delay		12.8			32.1					6.6	
Approach LOS		B			C					A	
Queue Length 50th (ft)	11	74			136				10		0
Queue Length 95th (ft)	28	129			#274				29		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	283	1007			622				627		835
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	0.22	0.34			0.70				0.07		0.06

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	21.1
Intersection LOS:	C
Intersection Capacity Utilization:	36.6%
ICU Level of Service:	A
Analysis Period (min):	15

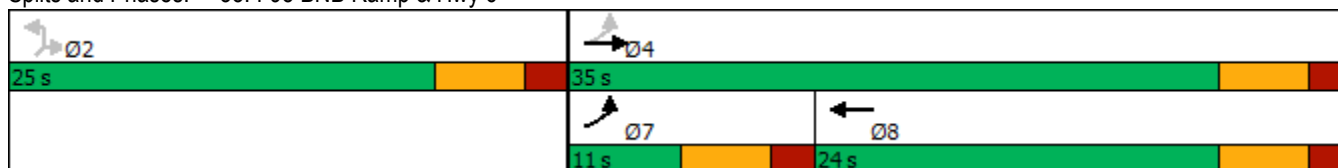
Lanes, Volumes, Timings

33: I-95 BNB Ramp & Hwy 6

08/10/2023

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.




















Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings

36: Britain & Hwy 6

08/10/2023




















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	362	10	12	382	17	7	1	19	15	0	18
Future Volume (vph)	20	362	10	12	382	17	7	1	19	15	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.994			0.904			0.925	
Flt Protected	0.950			0.950				0.987			0.978	
Satd. Flow (prot)	1719	1802	0	1719	1799	0	0	1615	0	0	1637	0
Flt Permitted	0.950			0.950				0.987			0.978	
Satd. Flow (perm)	1719	1802	0	1719	1799	0	0	1615	0	0	1637	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		385			221			341			104	
Travel Time (s)		8.8			5.0			7.8			2.4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	0	0
Adj. Flow (vph)	23	422	12	14	445	20	8	1	22	17	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	434	0	14	465	0	0	31	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.6%
Analysis Period (min)	15
	ICU Level of Service A


















Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/10/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	8	48	2	9	12	0	1	5	50	0	11
Future Volume (vph)	2	8	48	2	9	12	0	1	5	50	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850		0.927			0.871			0.850	
Fl _t Protected		0.991			0.996					0.950		
Satd. Flow (prot)	0	1637	1404	0	1525	0	0	2734	0	1570	2668	0
Fl _t Permitted		0.991			0.996					0.950		
Satd. Flow (perm)	0	1637	1404	0	1525	0	0	2734	0	1570	2668	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			204			822			934	
Travel Time (s)		9.5			4.6			18.7			21.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	2	9	55	2	10	14	0	1	6	57	0	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	55	0	26	0	0	7	0	57	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.0%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/10/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 									 	
Traffic Volume (vph)	45	54	0	0	14	50	0	0	0	8	1	14
Future Volume (vph)	45	54	0	0	14	50	0	0	0	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.894						0.918	
Fl _t Protected		0.978									0.982	
Satd. Flow (prot)	0	3181	0	0	1530	0	0	0	0	0	1543	0
Fl _t Permitted		0.978									0.982	
Satd. Flow (perm)	0	3181	0	0	1530	0	0	0	0	0	1543	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Adj. Flow (vph)	55	66	0	0	17	61	0	0	0	10	1	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	78	0	0	0	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.3%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/10/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	58	43	35	16	6
Future Volume (vph)	7	58	43	35	16	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.879		0.940			
Flt Protected	0.995					0.965
Satd. Flow (prot)	1553	0	1669	0	0	1714
Flt Permitted	0.995					0.965
Satd. Flow (perm)	1553	0	1669	0	0	1714
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	8	68	51	41	19	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	92	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/10/2023





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	19	25	2	2	33
Future Volume (vph)	38	19	25	2	2	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954			0.873		
Flt Protected	0.968			0.956		
Satd. Flow (prot)	1720	0	0	1781	1626	0
Flt Permitted	0.968			0.956		
Satd. Flow (perm)	1720	0	0	1781	1626	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Growth Factor	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	53	27	35	3	3	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	38	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

















08/10/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	1	81	6	5	2	0	36	5	85	35	1
Future Volume (vph)	10	1	81	6	5	2	0	36	5	85	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.976			0.984			0.999	
Fl _t Protected		0.956			0.977						0.966	
Satd. Flow (prot)	0	1666	1482	0	1662	0	0	1715	0	0	1682	0
Fl _t Permitted		0.956			0.977						0.966	
Satd. Flow (perm)	0	1666	1482	0	1662	0	0	1715	0	0	1682	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3372			202			760			626	
Travel Time (s)		76.6			4.6			17.3			14.2	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	13	1	102	8	6	3	0	45	6	107	44	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	102	0	17	0	0	51	0	0	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	26.5%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

55: Buff Blvd

08/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	0	20	0	0	0	0	50	12	53	47	0
Future Volume (vph)	96	0	20	0	0	0	0	50	12	53	47	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977						0.973				
Flt Protected		0.960								0.950		
Satd. Flow (prot)	0	1449	0	0	0	0	0	1503	0	1467	1545	0
Flt Permitted		0.960								0.950		
Satd. Flow (perm)	0	1449	0	0	0	0	0	1503	0	1467	1545	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Adj. Flow (vph)	117	0	24	0	0	0	0	61	15	65	57	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	0	0	0	76	0	65	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	23.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/10/2023



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	15	1	70	16	131	0	0	86	99
Future Volume (vph)	0	0	0	15	1	70	16	131	0	0	86	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.890						0.919	
Flt Protected					0.991			0.995				
Satd. Flow (prot)	0	0	0	0	1320	0	0	2828	0	0	2612	0
Flt Permitted					0.991			0.995				
Satd. Flow (perm)	0	0	0	0	1320	0	0	2828	0	0	2612	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%
Adj. Flow (vph)	0	0	0	18	1	82	19	154	0	0	101	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	101	0	0	173	0	0	218	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

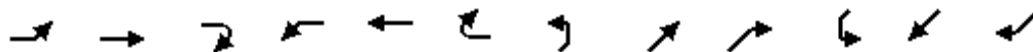
08/10/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	2	2	6	1	26	16	23	2	3	28	6
Future Volume (vph)	1	2	2	6	1	26	16	23	2	3	28	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.946			0.892			0.995			0.979	
Fl _t Protected		0.990			0.991			0.981			0.996	
Satd. Flow (prot)	0	1534	0	0	1448	0	0	1599	0	0	1597	0
Fl _t Permitted		0.990			0.991			0.981			0.996	
Satd. Flow (perm)	0	1534	0	0	1448	0	0	1599	0	0	1597	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	1	2	2	7	1	32	20	29	2	4	35	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	40	0	0	51	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	16.9%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↑			↕			↕	
Traffic Volume (vph)	29	291	4	1	344	10	12	0	1	12	0	26
Future Volume (vph)	29	291	4	1	344	10	12	0	1	12	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.991			0.908	
Fl _t Protected		0.996		0.950				0.955			0.984	
Satd. Flow (prot)	0	1816	0	1736	1820	0	0	1729	0	0	1632	0
Fl _t Permitted		0.996		0.950				0.955			0.984	
Satd. Flow (perm)	0	1816	0	1736	1820	0	0	1729	0	0	1632	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	34	339	5	1	401	12	14	0	1	14	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	0	1	413	0	0	15	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.4%
ICU Level of Service	A
Analysis Period (min)	15

Year 2029 PM

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1123	135
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.971
Flow Rate (vi), pc/h	1446	148
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1446	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1123	217
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.971
Flow Rate (vi), pc/h	1446	238
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.270
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1446	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1684	Average Density (D), pc/mi/ln	13.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1285	55
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.847
Flow Rate (vi), pc/h	1655	69
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.34	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.304
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1655	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1285	55
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.847
Flow Rate (vi), pc/h	1655	69
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.36	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.271
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1655	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1724	Average Density (D), pc/mi/ln	13.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.9

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1153	187
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	8.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.926
Flow Rate (vi), pc/h	1485	215
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.317
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1485	Ramp Junction Speed (S), mi/h	61.5

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1153	14
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	8.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.926
Flow Rate (vi), pc/h	1485	16
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1485	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1501	Average Density (D), pc/mi/ln	11.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.2

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.9	11.6	7.6	7.5	5.6	5.5	3.5	3.4
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	962	205
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.855
Flow Rate (vi), pc/h	1239	255
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.26	0.12

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.321
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1239	Ramp Junction Speed (S), mi/h	61.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	962	80
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.855
Flow Rate (vi), pc/h	1239	100
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.264
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1239	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1339	Average Density (D), pc/mi/ln	10.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.9

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.6	10.3	6.8	6.7	5.0	4.9	3.2	3.1
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	930	89
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	30.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.769
Flow Rate (vi), pc/h	1168	123
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.24	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1168	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	9.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.3

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	930	166
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	30.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.769
Flow Rate (vi), pc/h	1188	230
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.265
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1188	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1418	Average Density (D), pc/mi/ln	11.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.5

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.3	11.0	7.2	7.1	5.3	5.2	3.5	3.4
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1077	19
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.943
Flow Rate (vi), pc/h	1353	21
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.300
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1353	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1077	123
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.943
Flow Rate (vi), pc/h	1353	139
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.31	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1353	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1492	Average Density (D), pc/mi/ln	11.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.1

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.9	11.5	7.6	7.4	5.6	5.5	3.6	3.5
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1152	48
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.877
Flow Rate (vi), pc/h	1447	58
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.303
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1447	Ramp Junction Speed (S), mi/h	61.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1152	48	0	219
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	18.00	14.00	0.00	3.00
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.877	1.000	0.971
Flow Rate (vi), pc/h	1447	58	0	240
Weaving Flow Rate (vw), pc/h	298	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1447	Density-Based Capacity (ciWL × N × fHV), veh/h		5541
Total Flow Rate (v), pc/h	1745	Demand Flow-Based Capacity (ciW × fHV), veh/h		12141
Volume Ratio (VR)	0.171	Weaving Area Capacity (cw), veh/h		5541
Minimum Lane Change Rate (LCMIN), lc/h	298	Adjusted Weaving Area Capacity (cWA), veh/h		5541
Maximum Weaving Length (LMAX), ft	4242	Demand-to-Capacity Ratio (v/c)		0.27

Speed and Density

Non-Weaving Vehicle Index (INW)	90	Average Weaving Speed (SW), mi/h	66.4
Non-Weaving Lane Change Rate (LCNW), lc/h	140	Average Non-Weaving Speed (SNW), mi/h	70.5
Weaving Lane Change Rate (LCW), lc/h	420	Average Speed (S), mi/h	69.8
Weaving Lane Change Rate (LCAII), lc/h	560	Density (D), pc/mi/ln	8.3
Weaving Intensity Factor (W)	0.175	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	981	89
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.971
Flow Rate (vi), pc/h	1232	98
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.264
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1232	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1330	Average Density (D), pc/mi/ln	10.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.9

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1258	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	950
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1340	Heavy Vehicle Adjustment Factor (fHV)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1012
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1167	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	882
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1042	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	788
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1019	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	738
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1096	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	793
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1200	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	868
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Opening (2029)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1070	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	774
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↗		↖	↖				↖		↖
Traffic Volume (vph)	0	452	50	34	328	0	0	0	91	0	116
Future Volume (vph)	0	452	50	34	328	0	0	0	91	0	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1821	0	1752	1845	0	0	0	1752	0	1568
Flt Permitted				0.161					0.950		
Satd. Flow (perm)	0	1821	0	297	1845	0	0	0	1752	0	1568
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		10									429
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		221			1070		658			713	
Travel Time (s)		5.0			24.3		15.0			16.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	499	55	38	362	0	0	0	100	0	128
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	554	0	38	362	0	0	0	100	0	128
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Protected Phases		4		3	8						
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		25.0		11.0	36.0				24.0		24.0
Total Split (%)		41.7%		18.3%	60.0%				40.0%		40.0%
Maximum Green (s)		19.0		5.0	30.0				18.0		18.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		18.8		22.7	22.7				18.2		18.2
Actuated g/C Ratio		0.35		0.43	0.43				0.34		0.34
v/c Ratio		0.85		0.14	0.46				0.17		0.16
Control Delay		33.5		9.3	12.5				15.0		0.4
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		33.5		9.3	12.5				15.0		0.4
LOS		C		A	B				B		A
Approach Delay		33.5			12.2					6.8	
Approach LOS		C			B					A	
Queue Length 50th (ft)		130		7	75				18		0
Queue Length 95th (ft)		#374		19	129				58		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		666		265	1056				601		820
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		0.83		0.14	0.34				0.17		0.16

Intersection Summary

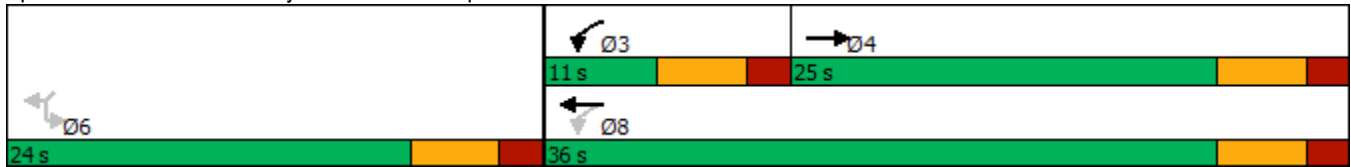
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	21.1
Intersection LOS:	C
Intersection Capacity Utilization:	42.6%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 24: Hwy 6 & I-95 SB Ramp

08/09/2023

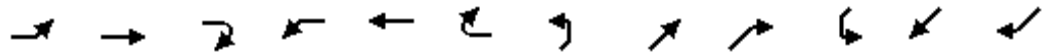
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	178	55	163	158	15	70	38	216	34	32	6
Future Volume (vph)	9	178	55	163	158	15	70	38	216	34	32	6
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.987			0.872			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1780	0	1752	1821	0	1752	1609	0	1752	1800	0
Flt Permitted	0.636			0.531			0.583			0.586		
Satd. Flow (perm)	1173	1780	0	980	1821	0	1075	1609	0	1081	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			8			241			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	10	199	61	182	176	17	78	42	241	38	36	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	260	0	182	193	0	78	283	0	38	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.9	13.9		13.9	13.9		30.2	30.2		23.9	23.9	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.54	0.54		0.43	0.43	
v/c Ratio	0.03	0.57		0.75	0.42		0.12	0.29		0.08	0.06	
Control Delay	15.4	21.4		40.0	19.6		8.0	2.9		14.6	12.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	21.4		40.0	19.6		8.0	2.9		14.6	12.5	
LOS	B	C		D	B		A	A		B	B	
Approach Delay		21.2			29.5			4.0			13.5	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	3	67		56	52		12	6		9	8	
Queue Length 95th (ft)	12	127		#134	99		32	39		28	28	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	378	591		316	592		638	976		460	770	
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	0.03	0.44		0.58	0.33		0.12	0.29		0.08	0.06	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	56.1
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	17.8
Intersection LOS:	B
Intersection Capacity Utilization:	63.5%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings

27: Bass Dr & Hwy 6

08/09/2023





















95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	449	8	38	361	1	14	0	9	0	0	2
Future Volume (vph)	1	449	8	38	361	1	14	0	9	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850		0.865	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1839	0	1752	1845	0	1752	1845	1568	0	1596	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1752	1839	0	1752	1845	0	1752	1845	1568	0	1596	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			385			504			268	
Travel Time (s)		11.8			8.8			11.5			6.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	1	491	9	42	394	1	15	0	10	0	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	500	0	42	395	0	15	0	10	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	114	426	0	0	320	91	0	0	51	0	76
Future Volume (vph)	114	426	0	0	320	91	0	0	51	0	76
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.970						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1752	1845	0	0	1789	0	0	0	1752	0	1568
Flt Permitted	0.189								0.950		
Satd. Flow (perm)	349	1845	0	0	1789	0	0	0	1752	0	1568
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					24						304
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	127	475	0	0	357	102	0	0	57	0	85
Shared Lane Traffic (%)											
Lane Group Flow (vph)	127	475	0	0	459	0	0	0	57	0	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Protected Phases	7	4			8						
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	24.9	24.9			16.7				19.3		19.3
Actuated g/C Ratio	0.44	0.44			0.30				0.34		0.34
v/c Ratio	0.45	0.58			0.84				0.10		0.12
Control Delay	14.1	14.7			35.3				15.1		0.3
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	14.1	14.7			35.3				15.1		0.3
LOS	B	B			D				B		A
Approach Delay		14.6			35.3					6.3	
Approach LOS		B			D					A	
Queue Length 50th (ft)	24	111			145				14		0
Queue Length 95th (ft)	49	186			#293				36		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	280	963			596				599		736
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	0.45	0.49			0.77				0.10		0.12

Intersection Summary

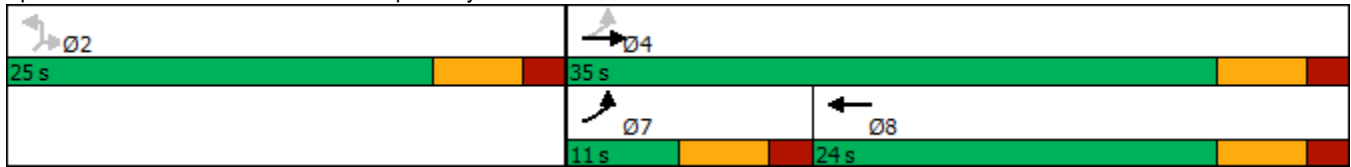
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	56.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	21.5
Intersection LOS:	C
Intersection Capacity Utilization:	42.6%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 33: I-95 BNB Ramp & Hwy 6

08/09/2023

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.




















Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings



















36: Britain & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	457	10	21	396	26	2	0	20	26	0	20
Future Volume (vph)	28	457	10	21	396	26	2	0	20	26	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.991			0.876				0.942
Flt Protected	0.950			0.950				0.996				0.972
Satd. Flow (prot)	1752	1839	0	1752	1812	0	0	1609	0	0	1689	0
Flt Permitted	0.950			0.950				0.996				0.972
Satd. Flow (perm)	1752	1839	0	1752	1812	0	0	1609	0	0	1689	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	4%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	31	505	11	23	437	29	2	0	22	29	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	516	0	23	466	0	0	24	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.3%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	11	15	106	7	16	1	0	1	1	3	55	2
Future Volume (vph)	11	15	106	7	16	1	0	1	1	3	55	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt			0.850						0.900			0.877
Flt Protected		0.979				0.954			0.992		0.950	
Satd. Flow (prot)	0	1755	1524	0	0	1710	0	0	3041	0	1703	2897
Flt Permitted		0.979				0.954			0.992		0.950	
Satd. Flow (perm)	0	1755	1524	0	0	1710	0	0	3041	0	1703	2897
Link Speed (mph)		30				30			30			30
Link Distance (ft)		420				197			822			934
Travel Time (s)		9.5				4.5			18.7			21.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	6	0	0	0	0	0	0	0	0
Adj. Flow (vph)	13	18	129	9	19	1	0	1	1	4	67	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	129	0	0	29	0	0	6	0	67	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		0				0			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Sign Control		Stop				Stop			Free			Free

Intersection Summary


















Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.6%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.87
Growth Factor	106%
Heavy Vehicles (%)	10%
Bus Blockages (#/hr)	0
Adj. Flow (vph)	9
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 									 	
Traffic Volume (vph)	54	127	0	0	12	62	0	0	0	12	0	6
Future Volume (vph)	54	127	0	0	12	62	0	0	0	12	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.887						0.957	
Fl _t Protected		0.985									0.967	
Satd. Flow (prot)	0	3355	0	0	1590	0	0	0	0	0	1659	0
Fl _t Permitted		0.985									0.967	
Satd. Flow (perm)	0	3355	0	0	1590	0	0	0	0	0	1659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	67	157	0	0	15	76	0	0	0	15	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	91	0	0	0	0	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.8%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	55	94	82	25	8
Future Volume (vph)	6	55	94	82	25	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.879		0.937			
Flt Protected	0.995					0.963
Satd. Flow (prot)	1539	0	1648	0	0	1694
Flt Permitted	0.995					0.963
Satd. Flow (perm)	1539	0	1648	0	0	1694
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	8	70	120	105	32	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	225	0	0	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	26	23	3	2	26
Future Volume (vph)	63	26	23	3	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.961			0.873		
Fl _t Protected	0.966			0.958		
Satd. Flow (prot)	1696	0	0	1750	1595	0
Fl _t Permitted	0.966			0.958		
Satd. Flow (perm)	1696	0	0	1750	1595	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	79	32	29	4	2	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	0	33	34	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.2%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	1	125	11	3	1	0	58	9	113	51	3
Future Volume (vph)	4	1	125	11	3	1	0	58	9	113	51	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.993			0.982			0.997	
Fl _t Protected		0.960			0.964						0.967	
Satd. Flow (prot)	0	1754	1553	0	1749	0	0	1794	0	0	1761	0
Fl _t Permitted		0.960			0.964						0.967	
Satd. Flow (perm)	0	1754	1553	0	1749	0	0	1794	0	0	1761	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3372			202			760			626	
Travel Time (s)		76.6			4.6			17.3			14.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	5	1	156	14	4	1	0	72	11	141	64	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	156	0	19	0	0	83	0	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.5%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

55: Buff Blvd

08/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	2	55	0	0	0	0	57	10	63	55	0
Future Volume (vph)	137	2	55	0	0	0	0	57	10	63	55	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962						0.980				
Flt Protected		0.966								0.950		
Satd. Flow (prot)	0	1509	0	0	0	0	0	1591	0	1543	1624	0
Flt Permitted		0.966								0.950		
Satd. Flow (perm)	0	1509	0	0	0	0	0	1591	0	1543	1624	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
Adj. Flow (vph)	167	2	67	0	0	0	0	69	12	77	67	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	0	0	0	81	0	77	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.8%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	10	0	74	24	139	0	0	114	133
Future Volume (vph)	0	0	0	10	0	74	24	139	0	0	114	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.882						0.919	
Flt Protected					0.994			0.993				
Satd. Flow (prot)	0	0	0	0	1281	0	0	2757	0	0	2552	0
Flt Permitted					0.994			0.993				
Satd. Flow (perm)	0	0	0	0	1281	0	0	2757	0	0	2552	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Adj. Flow (vph)	0	0	0	12	0	86	28	162	0	0	133	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	98	0	0	190	0	0	288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

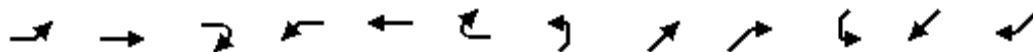
08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	3	2	4	4	30	50	50	2	4	28	5
Future Volume (vph)	0	3	2	4	4	30	50	50	2	4	28	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.894			0.998			0.982	
Flt Protected					0.995			0.976			0.994	
Satd. Flow (prot)	0	1696	0	0	1580	0	0	1730	0	0	1733	0
Flt Permitted					0.995			0.976			0.994	
Satd. Flow (perm)	0	1696	0	0	1580	0	0	1730	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	0	4	2	5	5	36	60	60	2	5	34	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	46	0	0	122	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.4%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↖	↗			↕			↕	
Traffic Volume (vph)	19	478	9	1	355	9	11	1	3	14	0	39
Future Volume (vph)	19	478	9	1	355	9	11	1	3	14	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.975			0.900	
Fl _t Protected		0.998		0.950				0.964			0.987	
Satd. Flow (prot)	0	1855	0	1770	1855	0	0	1751	0	0	1655	0
Fl _t Permitted		0.998		0.950				0.964			0.987	
Satd. Flow (perm)	0	1855	0	1770	1855	0	0	1751	0	0	1655	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	21	528	10	1	392	10	12	1	3	15	0	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	559	0	1	402	0	0	16	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.6%
ICU Level of Service	A
Analysis Period (min)	15

Year 2045 AM

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	891	92
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.962
Flow Rate (vi), pc/h	1185	102
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.25	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.307
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1185	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	9.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.4

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	891	159
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.962
Flow Rate (vi), pc/h	1185	176
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.264
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1185	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1361	Average Density (D), pc/mi/ln	10.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.1

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	993	57
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	43.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.699
Flow Rate (vi), pc/h	1320	87
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1320	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	993	57
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	43.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.699
Flow Rate (vi), pc/h	1320	87
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.29	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.265
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1320	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1407	Average Density (D), pc/mi/ln	11.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.5

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	967	83
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.943
Flow Rate (vi), pc/h	1286	94
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.27	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1286	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.3

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	967	24
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.943
Flow Rate (vi), pc/h	1286	27
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.27	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.263
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1286	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1313	Average Density (D), pc/mi/ln	10.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.4	10.1	6.7	6.5	4.9	4.8	3.1	3.0
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	830	161
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.847
Flow Rate (vi), pc/h	1104	202
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.23	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.316
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1104	Ramp Junction Speed (S), mi/h	61.5

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	9.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.7

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	830	102
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	25.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.800	0.847
Flow Rate (vi), pc/h	1104	128
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.26	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	63.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1104	Ramp Junction Speed (S), mi/h	63.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	1232	Average Density (D), pc/mi/ln	9.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.1

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	898	110
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.813
Flow Rate (vi), pc/h	1147	144
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.24	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1147	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	9.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	898	232
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.813
Flow Rate (vi), pc/h	1147	304
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.30	0.14

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1147	Ramp Junction Speed (S), mi/h	62.9

Flow Entering Ramp-Infl. Area (vR12), pc/h	1451	Average Density (D), pc/mi/ln	11.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.7

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.5	11.2	7.4	7.3	5.5	5.4	3.6	3.6
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1220	9
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.909
Flow Rate (vi), pc/h	1558	11
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.299
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1558	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.6

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1220	160
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.909
Flow Rate (vi), pc/h	1558	187
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.36	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.271
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1558	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1745	Average Density (D), pc/mi/ln	13.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.1

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	13.9	13.5	8.9	8.7	6.5	6.4	4.2	4.1
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Desiogn 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1311	69
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	37.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.730
Flow Rate (vi), pc/h	1674	101
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.307
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1674	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.6

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1311	69	0	245
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	20.00	37.00	0.00	4.00
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.730	1.000	0.962
Flow Rate (vi), pc/h	1674	101	0	271
Weaving Flow Rate (vw), pc/h	372	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1674	Density-Based Capacity (ciWL × N × fHV), veh/h		5390
Total Flow Rate (v), pc/h	2046	Demand Flow-Based Capacity (ciW × fHV), veh/h		11143
Volume Ratio (VR)	0.182	Weaving Area Capacity (cw), veh/h		5390
Minimum Lane Change Rate (LCMIN), lc/h	372	Adjusted Weaving Area Capacity (cWA), veh/h		5390
Maximum Weaving Length (LMAX), ft	4353	Demand-to-Capacity Ratio (v/c)		0.32

Speed and Density

Non-Weaving Vehicle Index (INW)	104	Average Weaving Speed (SW), mi/h	65.2
Non-Weaving Lane Change Rate (LCNW), lc/h	187	Average Non-Weaving Speed (SNW), mi/h	69.4
Weaving Lane Change Rate (LCW), lc/h	494	Average Speed (S), mi/h	68.6
Weaving Lane Change Rate (LCAII), lc/h	681	Density (D), pc/mi/ln	9.9
Weaving Intensity Factor (W)	0.204	Level of Service (LOS)	A

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1135	151
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.962
Flow Rate (vi), pc/h	1450	167
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.34	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.269
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1450	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1617	Average Density (D), pc/mi/ln	12.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.1

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	983	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	784
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.1
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1050	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	838
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	991	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	790
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	932	Heavy Vehicle Adjustment Factor (fhv)	0.667
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	743
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1008	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	751
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1229	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	916
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1380	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1028
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.6
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	AM
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1286	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	958
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.6
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↗		↖	↖				↖		↖
Traffic Volume (vph)	0	217	70	54	213	0	0	0	64	0	137
Future Volume (vph)	0	217	70	54	213	0	0	0	64	0	137
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1767	0	1736	1827	0	0	0	1736	0	1553
Flt Permitted				0.252					0.950		
Satd. Flow (perm)	0	1767	0	460	1827	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		28									510
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		221			1070		658			713	
Travel Time (s)		5.0			24.3		15.0			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	291	94	72	286	0	0	0	86	0	184
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	385	0	72	286	0	0	0	86	0	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Protected Phases		4		3	8						
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		24.0		11.0	35.0				25.0		25.0
Total Split (%)		40.0%		18.3%	58.3%				41.7%		41.7%
Maximum Green (s)		18.0		5.0	29.0				19.0		19.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		14.7		20.5	20.5				19.6		19.6
Actuated g/C Ratio		0.28		0.39	0.39				0.37		0.37
v/c Ratio		0.75		0.24	0.40				0.13		0.20
Control Delay		27.2		10.7	12.3				14.8		0.5
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		27.2		10.7	12.3				14.8		0.5
LOS		C		B	B				B		A
Approach Delay		27.2			12.0					5.1	
Approach LOS		C			B					A	
Queue Length 50th (ft)		113		13	59				22		0
Queue Length 95th (ft)		#224		31	104				50		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		643		305	1041				648		899
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		0.60		0.24	0.27				0.13		0.20

Intersection Summary

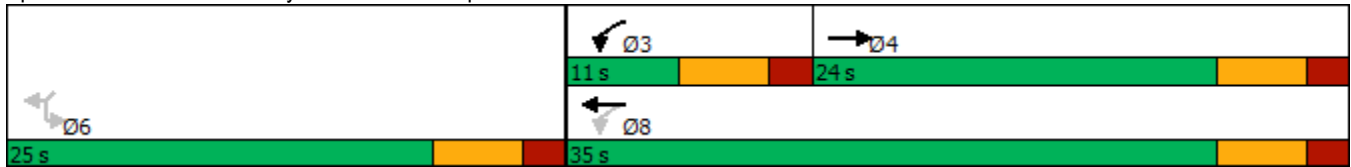
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	52.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	15.9
Intersection LOS:	B
Intersection Capacity Utilization:	34.8%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 24: Hwy 6 & I-95 SB Ramp

08/09/2023

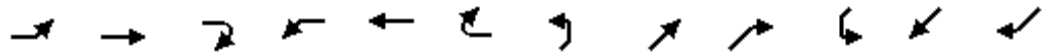
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

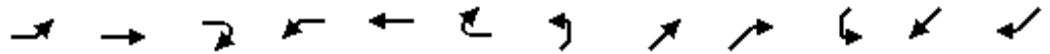
08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	110	45	141	129	15	34	19	115	22	18	8
Future Volume (vph)	5	110	45	141	129	15	34	19	115	22	18	8
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.984			0.871			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1763	0	1752	1815	0	1752	1607	0	1752	1762	0
Flt Permitted	0.628			0.604			0.586			0.637		
Satd. Flow (perm)	1158	1763	0	1114	1815	0	1081	1607	0	1175	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10			165			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	7	158	65	202	185	22	49	27	165	32	26	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	223	0	202	207	0	49	192	0	32	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0		24.0
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0		25.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%		41.7%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0		19.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag							Lead			Lag		Lag
Lead-Lag Optimize?							Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		None	Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0		0
Act Effct Green (s)	14.0	14.0		14.0	14.0		30.2	30.2		23.9		23.9
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.54	0.54		0.43		0.43
v/c Ratio	0.02	0.48		0.73	0.45		0.08	0.20		0.06		0.05
Control Delay	15.3	18.4		35.5	19.9		7.7	2.9		14.4		11.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	15.3	18.4		35.5	19.9		7.7	2.9		14.4		11.4
LOS	B	B		D	B		A	A		B		B
Approach Delay		18.3			27.6			3.8				12.8
Approach LOS		B			C			A				B
Queue Length 50th (ft)	2	53		62	55		7	4		7		6
Queue Length 95th (ft)	9	97		115	98		21	27		23		22
Internal Link Dist (ft)		558			438			450				533
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	372	591		358	591		639	938		499		754
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	0.02	0.38		0.56	0.35		0.08	0.20		0.06		0.05

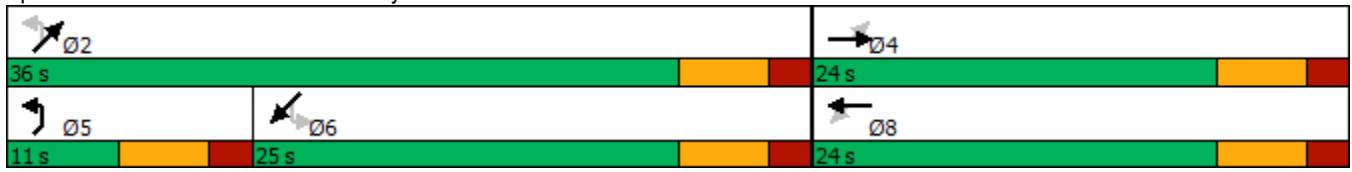
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	56.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	18.3
Intersection LOS:	B
Intersection Capacity Utilization:	54.0%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6






















08/09/2023

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	240	6	28	290	2	6	0	31	2	0	1
Future Volume (vph)	1	240	6	28	290	2	6	0	31	2	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.999				0.850			0.966
Flt Protected	0.950			0.950			0.950					0.964
Satd. Flow (prot)	1719	1802	0	1719	1808	0	1719	1810	1538	0	1685	0
Flt Permitted	0.950			0.950			0.950					0.964
Satd. Flow (perm)	1719	1802	0	1719	1808	0	1719	1810	1538	0	1685	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		518			385			504				268
Travel Time (s)		11.8			8.8			11.5				6.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	333	8	39	402	3	8	0	43	3	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	341	0	39	405	0	8	0	43	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	55	237	0	0	235	75	0	0	30	0	45
Future Volume (vph)	55	237	0	0	235	75	0	0	30	0	45
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.967						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1736	1827	0	0	1767	0	0	0	1736	0	1553
Flt Permitted	0.229								0.950		
Satd. Flow (perm)	418	1827	0	0	1767	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					27						473
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	73	314	0	0	312	99	0	0	40	0	60
Shared Lane Traffic (%)											
Lane Group Flow (vph)	73	314	0	0	411	0	0	0	40	0	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Protected Phases	7	4			8						
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	21.1	21.1			15.3				19.5		19.5
Actuated g/C Ratio	0.40	0.40			0.29				0.37		0.37
v/c Ratio	0.25	0.43			0.78				0.06		0.07
Control Delay	10.9	12.7			29.2				14.5		0.1
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	10.9	12.7			29.2				14.5		0.1
LOS	B	B			C				B		A
Approach Delay		12.3			29.2					5.9	
Approach LOS		B			C					A	
Queue Length 50th (ft)	13	66			124				10		0
Queue Length 95th (ft)	32	115			#249				28		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	294	1028			635				640		871
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	0.25	0.31			0.65				0.06		0.07

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	19.3
Intersection LOS:	B
Intersection Capacity Utilization:	34.8%
ICU Level of Service:	A
Analysis Period (min):	15

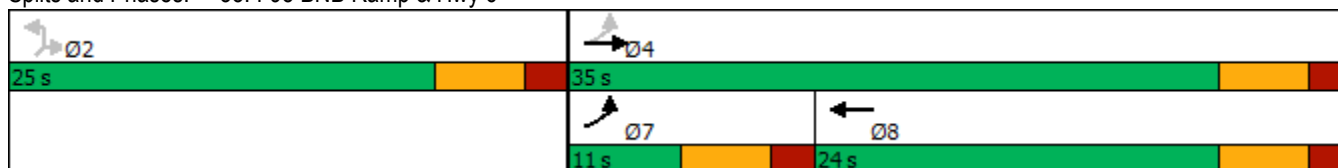
Lanes, Volumes, Timings

33: I-95 BNB Ramp & Hwy 6

08/09/2023


















95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 33: I-95 BNB Ramp & Hwy 6























Lanes, Volumes, Timings
36: Britain & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	267	4	9	323	19	0	0	9	11	1	18
Future Volume (vph)	21	267	4	9	323	19	0	0	9	11	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992			0.865				0.918
Flt Protected		0.996		0.950								0.982
Satd. Flow (prot)	0	1816	0	1736	1812	0	0	1580	0	0	1647	0
Flt Permitted		0.996		0.950								0.982
Satd. Flow (perm)	0	1816	0	1736	1812	0	0	1580	0	0	1647	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	29	366	5	12	443	26	0	0	12	15	1	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	400	0	12	469	0	0	12	0	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	54.1%					ICU Level of Service A						
Analysis Period (min)	15											


















Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	50	2	8	0	2	0	6	67	3	7
Future Volume (vph)	4	4	50	2	8	0	2	0	6	67	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.887			0.897	
Flt Protected		0.976			0.991			0.988		0.950		
Satd. Flow (prot)	0	1686	1468	0	1712	0	0	2876	0	1641	2944	0
Flt Permitted		0.976			0.991			0.988		0.950		
Satd. Flow (perm)	0	1686	1468	0	1712	0	0	2876	0	1641	2944	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			211			822			934	
Travel Time (s)		9.5			4.8			18.7			21.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	6	6	78	3	13	0	3	0	9	105	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	78	0	16	0	0	12	0	105	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	21.2%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 									 	
Traffic Volume (vph)	54	49	0	0	8	76	0	0	0	3	1	3
Future Volume (vph)	54	49	0	0	8	76	0	0	0	3	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.878						0.944	
Fl _t Protected		0.975									0.980	
Satd. Flow (prot)	0	3200	0	0	1517	0	0	0	0	0	1598	0
Fl _t Permitted		0.975									0.980	
Satd. Flow (perm)	0	3200	0	0	1517	0	0	0	0	0	1598	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	75	0	0	12	116	0	0	0	5	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	128	0	0	0	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.3%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	14	48	49	19	11	6
Future Volume (vph)	14	48	49	19	11	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.962			
Flt Protected	0.989					0.968
Satd. Flow (prot)	1588	0	1724	0	0	1735
Flt Permitted	0.989					0.968
Satd. Flow (perm)	1588	0	1724	0	0	1735
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	22	75	77	30	17	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	107	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.0% ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023




















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	14	20	0	0	50
Future Volume (vph)	13	14	20	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.931			0.865		
Flt Protected	0.976			0.950		
Satd. Flow (prot)	1629	0	0	1703	1550	0
Flt Permitted	0.976			0.950		
Satd. Flow (perm)	1629	0	0	1703	1550	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	20	21	30	0	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	30	75	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	0	79	19	6	2	1	30	8	85	43	1
Future Volume (vph)	3	0	79	19	6	2	1	30	8	85	43	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.988			0.972				0.999
Fl _t Protected		0.950			0.967			0.999				0.968
Satd. Flow (prot)	0	1556	1392	0	1565	0	0	1590	0	0	1584	0
Fl _t Permitted		0.950			0.967			0.999				0.968
Satd. Flow (perm)	0	1556	1392	0	1565	0	0	1590	0	0	1584	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		3372			202			760				626
Travel Time (s)		76.6			4.6			17.3				14.2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	4	0	99	24	8	3	1	38	10	107	54	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	99	0	35	0	0	49	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.4%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

















55: Buff Blvd

08/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1	19	0	0	0	0	78	19	64	35	0
Future Volume (vph)	112	1	19	0	0	0	0	78	19	64	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981						0.974				
Flt Protected		0.959								0.950		
Satd. Flow (prot)	0	1515	0	0	0	0	0	1568	0	1530	1610	0
Flt Permitted		0.959								0.950		
Satd. Flow (perm)	0	1515	0	0	0	0	0	1568	0	1530	1610	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	18%	18%	18%	2%	2%	2%	18%	18%	18%	18%	18%	18%
Adj. Flow (vph)	149	1	25	0	0	0	0	103	25	85	46	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	0	0	0	128	0	85	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	26.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	0	87	32	156	0	0	94	158
Future Volume (vph)	0	0	0	3	0	87	32	156	0	0	94	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.869						0.906	
Flt Protected					0.998			0.992				
Satd. Flow (prot)	0	0	0	0	1340	0	0	2911	0	0	2659	0
Flt Permitted					0.998			0.992				
Satd. Flow (perm)	0	0	0	0	1340	0	0	2911	0	0	2659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Adj. Flow (vph)	0	0	0	4	0	123	45	221	0	0	133	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	127	0	0	266	0	0	357	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	1	1	5	4	30	29	15	1	3	37	4
Future Volume (vph)	2	1	1	5	4	30	29	15	1	3	37	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.961			0.896			0.996			0.987	
Fl _t Protected		0.979			0.994			0.969			0.997	
Satd. Flow (prot)	0	1568	0	0	1484	0	0	1609	0	0	1640	0
Fl _t Permitted		0.979			0.994			0.969			0.997	
Satd. Flow (perm)	0	1568	0	0	1484	0	0	1609	0	0	1640	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Adj. Flow (vph)	3	2	2	8	7	50	48	25	2	5	62	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	65	0	0	75	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.7%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↖	↗			↕			↕	
Traffic Volume (vph)	27	242	14	1	259	22	4	0	2	7	0	42
Future Volume (vph)	27	242	14	1	259	22	4	0	2	7	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.988			0.949			0.884	
Flt Protected		0.995		0.950				0.970			0.993	
Satd. Flow (prot)	0	1823	0	1752	1823	0	0	1698	0	0	1619	0
Flt Permitted		0.995		0.950				0.970			0.993	
Satd. Flow (perm)	0	1823	0	1752	1823	0	0	1698	0	0	1619	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	36	324	19	1	347	29	5	0	3	9	0	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	379	0	1	376	0	0	8	0	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.2%
ICU Level of Service	A
Analysis Period (min)	15

Year 2045 Midday

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1549	99
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.952
Flow Rate (vi), pc/h	1995	111
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.42	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1995	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.4

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1549	161
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.952
Flow Rate (vi), pc/h	1995	180
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.45	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.283
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1995	Ramp Junction Speed (S), mi/h	62.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	2175	Average Density (D), pc/mi/ln	17.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.4

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1603	107
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.877
Flow Rate (vi), pc/h	2065	130
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.43	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.310
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	2065	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	20.0

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1603	107
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.877
Flow Rate (vi), pc/h	2065	130
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.46	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.284
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	2065	Ramp Junction Speed (S), mi/h	62.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	2195	Average Density (D), pc/mi/ln	17.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.6

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1615	95
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.935
Flow Rate (vi), pc/h	2080	108
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.43	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	2080	Ramp Junction Speed (S), mi/h	61.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.1

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1615	16
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.935
Flow Rate (vi), pc/h	2080	18
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.44	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.281
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	2080	Ramp Junction Speed (S), mi/h	62.5

Flow Entering Ramp-Infl. Area (vR12), pc/h	2098	Average Density (D), pc/mi/ln	16.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.9

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	16.8	16.3	10.7	10.5	7.8	7.7	4.9	4.8
LOS	B	B	B	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1490	141
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.813
Flow Rate (vi), pc/h	1919	185
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.40	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.315
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1919	Ramp Junction Speed (S), mi/h	61.5

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.7

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1490	80
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	23.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.813
Flow Rate (vi), pc/h	1919	105
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.42	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.279
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1919	Ramp Junction Speed (S), mi/h	62.5

Flow Entering Ramp-Infl. Area (vR12), pc/h	2024	Average Density (D), pc/mi/ln	16.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.3

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	16.2	15.7	10.3	10.1	7.6	7.5	4.8	4.7
LOS	B	B	B	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1574	104
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	27.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.787
Flow Rate (vi), pc/h	2010	141
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.42	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	2010	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1574	141
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	27.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.787
Flow Rate (vi), pc/h	2010	191
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.46	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.284
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	2010	Ramp Junction Speed (S), mi/h	62.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	2201	Average Density (D), pc/mi/ln	17.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.6

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	17.6	17.1	11.3	11.0	8.2	8.1	5.3	5.2
LOS	B	B	B	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1703	12
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.901
Flow Rate (vi), pc/h	2175	14
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.45	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.299
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	2175	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.5
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1703	117
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.901
Flow Rate (vi), pc/h	2175	138
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.48	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.288
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	2175	Ramp Junction Speed (S), mi/h	62.3

Flow Entering Ramp-Infl. Area (vR12), pc/h	2313	Average Density (D), pc/mi/ln	18.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.5

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	18.6	18.0	11.8	11.6	8.7	8.5	5.5	5.4
LOS	B	B	B	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1696	124
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.943
Flow Rate (vi), pc/h	2166	140
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.45	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	2166	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.9

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1696	124	0	203
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	20.00	5.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.952	1.000	0.943
Flow Rate (vi), pc/h	2166	139	0	229
Weaving Flow Rate (vw), pc/h	368	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2166	Density-Based Capacity (ciWL × N × fHV), veh/h		5492
Total Flow Rate (v), pc/h	2534	Demand Flow-Based Capacity (ciW × fHV), veh/h		14060
Volume Ratio (VR)	0.145	Weaving Area Capacity (cw), veh/h		5492
Minimum Lane Change Rate (LCMIN), lc/h	368	Adjusted Weaving Area Capacity (cWA), veh/h		5492
Maximum Weaving Length (LMAX), ft	3982	Demand-to-Capacity Ratio (v/c)		0.39

Speed and Density

Non-Weaving Vehicle Index (INW)	134	Average Weaving Speed (SW), mi/h	64.2
Non-Weaving Lane Change Rate (LCNW), lc/h	288	Average Non-Weaving Speed (SNW), mi/h	68.7
Weaving Lane Change Rate (LCW), lc/h	490	Average Speed (S), mi/h	68.0
Weaving Lane Change Rate (LCAII), lc/h	778	Density (D), pc/mi/ln	12.4
Weaving Intensity Factor (W)	0.227	Level of Service (LOS)	B

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design 2045
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1617	120
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.943
Flow Rate (vi), pc/h	2065	135
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.46	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.284
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	2065	Ramp Junction Speed (S), mi/h	62.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	2200	Average Density (D), pc/mi/ln	17.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.6

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1648	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1245
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1710	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1292
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1631	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1232
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1570	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1186
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1678	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1250
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1715	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1278
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1820	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1356
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1737	Heavy Vehicle Adjustment Factor (fhv)	0.714
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1294
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↗		↖	↗				↖		↗
Traffic Volume (vph)	0	337	57	41	302	0	0	0	59	0	107
Future Volume (vph)	0	337	57	41	302	0	0	0	59	0	107
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1757	0	1703	1792	0	0	0	1703	0	1524
Flt Permitted				0.161					0.950		
Satd. Flow (perm)	0	1757	0	289	1792	0	0	0	1703	0	1524
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		15									374
Link Speed (mph)		30			30			30			30
Link Distance (ft)		221			1070			658			713
Travel Time (s)		5.0			24.3			15.0			16.2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	462	78	56	414	0	0	0	81	0	147
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	540	0	56	414	0	0	0	81	0	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12
Link Offset(ft)		0			0			0			0
Crosswalk Width(ft)		16			16			16			16
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Protected Phases		4		3	8						
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		25.0		11.0	36.0				24.0		24.0
Total Split (%)		41.7%		18.3%	60.0%				40.0%		40.0%
Maximum Green (s)		19.0		5.0	30.0				18.0		18.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		18.8		24.9	24.9				18.2		18.2
Actuated g/C Ratio		0.34		0.45	0.45				0.33		0.33
v/c Ratio		0.89		0.22	0.51				0.14		0.20
Control Delay		39.1		10.0	13.0				15.9		0.6
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		39.1		10.0	13.0				15.9		0.6
LOS		D		A	B				B		A
Approach Delay		39.1			12.7					6.0	
Approach LOS		D			B					A	
Queue Length 50th (ft)		183		10	90				21		0
Queue Length 95th (ft)		#359		24	150				48		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		620		259	984				561		753
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		0.87		0.22	0.42				0.14		0.20

Intersection Summary

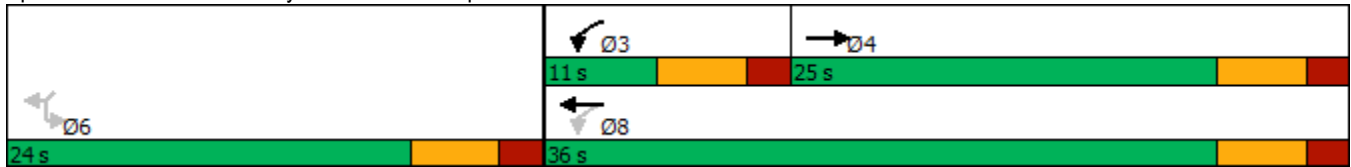
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	23.0
Intersection LOS:	C
Intersection Capacity Utilization:	40.0%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	131	69	160	136	30	64	31	172	31	34	7
Future Volume (vph)	4	131	69	160	136	30	64	31	172	31	34	7
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.973			0.873			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1715	0	1719	1761	0	1719	1580	0	1752	1764	0
Flt Permitted	0.623			0.542			0.577			0.598		
Satd. Flow (perm)	1127	1715	0	981	1761	0	1044	1580	0	1103	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			19			221			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	3%	5%	5%
Adj. Flow (vph)	5	168	89	205	175	39	82	40	221	40	44	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	257	0	205	214	0	82	261	0	40	53	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	

Lanes, Volumes, Timings

27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	15.0	15.0		15.0	15.0		30.1	30.1		23.8	23.8	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.53	0.53		0.42	0.42	
v/c Ratio	0.02	0.53		0.80	0.45		0.13	0.28		0.09	0.07	
Control Delay	15.0	18.9		44.0	19.0		8.3	3.0		14.9	12.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.0	18.9		44.0	19.0		8.3	3.0		14.9	12.6	
LOS	B	B		D	B		A	A		B	B	
Approach Delay		18.8			31.2			4.3			13.6	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	1	61		65	55		14	7		10	11	
Queue Length 95th (ft)	8	120		#156	106		33	38		29	32	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	356	572		310	569		609	936		459	739	
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	0.01	0.45		0.66	0.38		0.13	0.28		0.09	0.07	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	57.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	18.6
Intersection LOS:	B
Intersection Capacity Utilization:	63.5%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings

27: Bass Dr & Hwy 6

08/09/2023






















95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	359	11	41	352	1	12	0	33	1	0	3
Future Volume (vph)	2	359	11	41	352	1	12	0	33	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850		0.892	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1685	1800	0	1719	1810	0	1719	1810	1538	0	1598	0
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1685	1800	0	1719	1810	0	1719	1810	1538	0	1598	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			385			504			268	
Travel Time (s)		11.8			8.8			11.5			6.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	5	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	3	481	15	55	472	1	16	0	44	1	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	496	0	55	473	0	16	0	44	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 40.5% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	56	307	0	0	308	76	0	0	36	0	45
Future Volume (vph)	56	307	0	0	308	76	0	0	36	0	45
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1719	1810	0	0	1761	0	0	0	1719	0	1538
Flt Permitted	0.170								0.950		
Satd. Flow (perm)	308	1810	0	0	1761	0	0	0	1719	0	1538
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					21						376
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	73	398	0	0	400	99	0	0	47	0	58
Shared Lane Traffic (%)											
Lane Group Flow (vph)	73	398	0	0	499	0	0	0	47	0	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Protected Phases	7	4			8						
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	23.6	23.6			17.5				19.3		19.3
Actuated g/C Ratio	0.43	0.43			0.32				0.35		0.35
v/c Ratio	0.28	0.51			0.87				0.08		0.07
Control Delay	11.4	13.7			37.6				14.7		0.2
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	11.4	13.7			37.6				14.7		0.2
LOS	B	B			D				B		A
Approach Delay		13.3			37.6					6.7	
Approach LOS		B			D					A	
Queue Length 50th (ft)	13	89			166				12		0
Queue Length 95th (ft)	32	151			#337				32		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	262	967			598				602		782
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	0.28	0.41			0.83				0.08		0.07

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	24.0
Intersection LOS:	C
Intersection Capacity Utilization:	40.0%
ICU Level of Service:	A
Analysis Period (min):	15

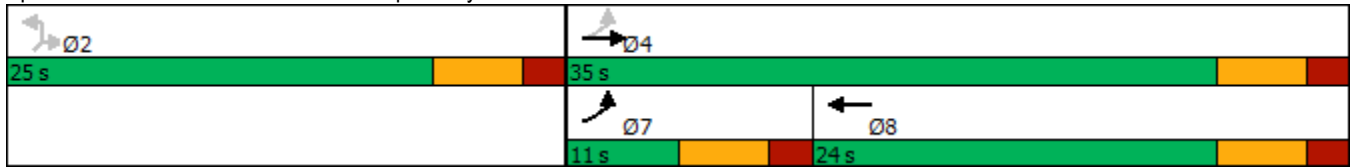
Lanes, Volumes, Timings

33: I-95 BNB Ramp & Hwy 6

08/09/2023

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings

36: Britain & Hwy 6

08/09/2023























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	362	10	12	382	17	7	1	19	15	0	18
Future Volume (vph)	20	362	10	12	382	17	7	1	19	15	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.994			0.904				0.926
Flt Protected	0.950			0.950				0.987				0.978
Satd. Flow (prot)	1719	1802	0	1719	1799	0	0	1615	0	0	1639	0
Flt Permitted	0.950			0.950				0.987				0.978
Satd. Flow (perm)	1719	1802	0	1719	1799	0	0	1615	0	0	1639	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	0	0
Adj. Flow (vph)	27	485	13	16	512	23	9	1	25	20	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	498	0	16	535	0	0	35	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023


















												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	8	48	2	9	12	0	1	5	50	0	11
Future Volume (vph)	2	8	48	2	9	12	0	1	5	50	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.930			0.869			0.850	
Flt Protected		0.989			0.995					0.950		
Satd. Flow (prot)	0	1634	1404	0	1529	0	0	2728	0	1570	2668	0
Flt Permitted		0.989			0.995					0.950		
Satd. Flow (perm)	0	1634	1404	0	1529	0	0	2728	0	1570	2668	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			204			822			934	
Travel Time (s)		9.5			4.6			18.7			21.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	3	10	63	3	12	16	0	1	7	66	0	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	63	0	31	0	0	8	0	66	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 									 	
Traffic Volume (vph)	45	54	0	0	14	50	0	0	0	8	1	14
Future Volume (vph)	45	54	0	0	14	50	0	0	0	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t						0.895						0.916
Fl _t Protected	0.978											0.983
Satd. Flow (prot)	0	3181	0	0	1532	0	0	0	0	0	1541	0
Fl _t Permitted	0.978											0.983
Satd. Flow (perm)	0	3181	0	0	1532	0	0	0	0	0	1541	0
Link Speed (mph)					30					30		
Link Distance (ft)					341					420		
Travel Time (s)					7.8					9.5		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Adj. Flow (vph)	63	76	0	0	20	70	0	0	0	11	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	90	0	0	0	0	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											0
Link Offset(ft)	0											0
Crosswalk Width(ft)	16											16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free		Free				Stop				Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	58	43	35	16	6
Future Volume (vph)	7	58	43	35	16	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.879		0.940			
Flt Protected	0.995					0.965
Satd. Flow (prot)	1553	0	1669	0	0	1714
Flt Permitted	0.995					0.965
Satd. Flow (perm)	1553	0	1669	0	0	1714
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	9	79	58	47	22	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	105	0	0	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	19	25	2	2	33
Future Volume (vph)	38	19	25	2	2	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955			0.872		
Flt Protected	0.968			0.956		
Satd. Flow (prot)	1722	0	0	1781	1624	0
Flt Permitted	0.968			0.956		
Satd. Flow (perm)	1722	0	0	1781	1624	0
Link Speed (mph)	30			30		
Link Distance (ft)	708			417		
Travel Time (s)	16.1			9.5		
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Growth Factor	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	61	31	40	3	3	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	43	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free		Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

















08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	1	81	6	5	2	0	36	5	85	35	1
Future Volume (vph)	10	1	81	6	5	2	0	36	5	85	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.979			0.984			0.999	
Fl _t Protected		0.955			0.977						0.966	
Satd. Flow (prot)	0	1665	1482	0	1667	0	0	1715	0	0	1682	0
Fl _t Permitted		0.955			0.977						0.966	
Satd. Flow (perm)	0	1665	1482	0	1667	0	0	1715	0	0	1682	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3372			202			760			626	
Travel Time (s)		76.6			4.6			17.3			14.2	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	15	1	118	9	7	3	0	52	7	123	51	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	118	0	19	0	0	59	0	0	175	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.5%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

55: Buff Blvd

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	0	20	0	0	0	0	50	12	53	47	0
Future Volume (vph)	96	0	20	0	0	0	0	50	12	53	47	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977						0.974				
Flt Protected		0.960								0.950		
Satd. Flow (prot)	0	1449	0	0	0	0	0	1505	0	1467	1545	0
Flt Permitted		0.960								0.950		
Satd. Flow (perm)	0	1449	0	0	0	0	0	1505	0	1467	1545	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Adj. Flow (vph)	135	0	28	0	0	0	0	70	17	74	66	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	0	0	0	87	0	74	66	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.9%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	15	1	70	16	131	0	0	86	99
Future Volume (vph)	0	0	0	15	1	70	16	131	0	0	86	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.889						0.920	
Flt Protected					0.991			0.995				
Satd. Flow (prot)	0	0	0	0	1318	0	0	2828	0	0	2615	0
Flt Permitted					0.991			0.995				
Satd. Flow (perm)	0	0	0	0	1318	0	0	2828	0	0	2615	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%
Adj. Flow (vph)	0	0	0	20	1	95	22	178	0	0	117	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	116	0	0	200	0	0	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

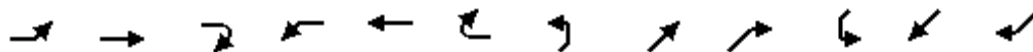
08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	2	2	6	1	26	16	23	2	3	28	6
Future Volume (vph)	1	2	2	6	1	26	16	23	2	3	28	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.942			0.894			0.993			0.977	
Fl _t Protected		0.993			0.991			0.981			0.996	
Satd. Flow (prot)	0	1532	0	0	1451	0	0	1596	0	0	1594	0
Fl _t Permitted		0.993			0.991			0.981			0.996	
Satd. Flow (perm)	0	1532	0	0	1451	0	0	1596	0	0	1594	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	1	3	3	9	1	37	23	33	3	4	40	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	47	0	0	59	0	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.0%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↑			↕			↕	
Traffic Volume (vph)	29	291	4	1	344	10	12	0	1	12	0	26
Future Volume (vph)	29	291	4	1	344	10	12	0	1	12	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.992			0.907	
Fl _t Protected		0.996		0.950				0.955			0.985	
Satd. Flow (prot)	0	1816	0	1736	1820	0	0	1731	0	0	1632	0
Fl _t Permitted		0.996		0.950				0.955			0.985	
Satd. Flow (perm)	0	1816	0	1736	1820	0	0	1731	0	0	1632	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	39	390	5	1	461	13	16	0	1	16	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	434	0	1	474	0	0	17	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Year 2045 PM

TRANSYSTEMS

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1470	155
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.971
Flow Rate (vi), pc/h	1893	170
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.39	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.313
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1893	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	955	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1470	250
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.971
Flow Rate (vi), pc/h	1893	274
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.45	0.13

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.283
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1893	Ramp Junction Speed (S), mi/h	62.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	2167	Average Density (D), pc/mi/ln	17.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.3

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), In	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	955	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1650	70
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.847
Flow Rate (vi), pc/h	2125	88
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.44	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), In	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.306
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	2125	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 NB On Ramp from NB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1650	70
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.847
Flow Rate (vi), pc/h	2125	88
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.46	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.285
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	2125	Ramp Junction Speed (S), mi/h	62.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	2213	Average Density (D), pc/mi/ln	17.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.8

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1505	215
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	8.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.926
Flow Rate (vi), pc/h	1938	247
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.40	0.12

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.320
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1938	Ramp Junction Speed (S), mi/h	61.4

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.9

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1505	17
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	8.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.926
Flow Rate (vi), pc/h	1938	20
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.41	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.277
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1938	Ramp Junction Speed (S), mi/h	62.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	1958	Average Density (D), pc/mi/ln	15.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	15.6	15.2	10.0	9.8	7.3	7.2	4.6	4.5
LOS	B	B	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1286	236
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.855
Flow Rate (vi), pc/h	1656	294
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.35	0.14

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.324
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1656	Ramp Junction Speed (S), mi/h	61.3

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1286	91
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.826	0.855
Flow Rate (vi), pc/h	1656	113
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.37	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.272
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1656	Ramp Junction Speed (S), mi/h	62.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	1769	Average Density (D), pc/mi/ln	14.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	14.1	13.7	9.0	8.8	6.6	6.5	4.2	4.1
LOS	B	A	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Exit to Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1239	102
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	30.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.769
Flow Rate (vi), pc/h	1556	141
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.32	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1556	Ramp Junction Speed (S), mi/h	61.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.6

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from Buff Blvd	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1239	191
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	20.00	30.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.833	0.769
Flow Rate (vi), pc/h	1582	264
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.38	0.13

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.274
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1582	Ramp Junction Speed (S), mi/h	62.7

Flow Entering Ramp-Infl. Area (vR12), pc/h	1846	Average Density (D), pc/mi/ln	14.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	14.7	14.3	9.4	9.2	6.9	6.8	4.5	4.4
LOS	B	B	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Desiogn (2045)
Jurisdiction		Time Analyzed	Mid
Project Description	I-95 SB Exit to US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1408	22
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.943
Flow Rate (vi), pc/h	1768	25
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.37	0.01

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.300
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1768	Ramp Junction Speed (S), mi/h	62.0

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	14.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.4

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from US 15	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1408	142
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.943
Flow Rate (vi), pc/h	1768	160
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.40	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.276
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1768	Ramp Junction Speed (S), mi/h	62.6

Flow Entering Ramp-Infl. Area (vR12), pc/h	1928	Average Density (D), pc/mi/ln	15.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.5

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	15.4	15.0	9.8	9.6	7.2	7.1	4.6	4.5
LOS	B	B	A	A	A	A	A	A

HCS Freeway Diverge Report

Project Information

Analyst	Transystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Exit to SB Rest Stop	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	225
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAFCAV	1.000	-

Demand and Capacity

Demand Volume (Vi), veh/h	1488	62
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.877
Flow Rate (vi), pc/h	1869	75
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.39	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	77.3
Flow in Lanes 1 and 2 (v12), pc/h	1869	Ramp Junction Speed (S), mi/h	61.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.3

HCS Freeway Weaving Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB Weave bt SB Rest Stop and Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	775	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor for CAVs, CAFCAV	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1488	62	0	253
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	18.00	14.00	0.00	3.00
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.877	1.000	0.971
Flow Rate (vi), pc/h	1869	75	0	277
Weaving Flow Rate (vw), pc/h	352	Ideal Conditions Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	1869	Density-Based Capacity (ciWL × N × fHV), veh/h		5557
Total Flow Rate (v), pc/h	2221	Demand Flow-Based Capacity (ciW × fHV), veh/h		13116
Volume Ratio (VR)	0.158	Weaving Area Capacity (cw), veh/h		5557
Minimum Lane Change Rate (LCMIN), lc/h	352	Adjusted Weaving Area Capacity (cWA), veh/h		5557
Maximum Weaving Length (LMAX), ft	4111	Demand-to-Capacity Ratio (v/c)		0.35

Speed and Density

Non-Weaving Vehicle Index (INW)	116	Average Weaving Speed (SW), mi/h	65.0
Non-Weaving Lane Change Rate (LCNW), lc/h	227	Average Non-Weaving Speed (SNW), mi/h	69.3
Weaving Lane Change Rate (LCW), lc/h	474	Average Speed (S), mi/h	68.6
Weaving Lane Change Rate (LCAII), lc/h	701	Density (D), pc/mi/ln	10.8
Weaving Intensity Factor (W)	0.209	Level of Service (LOS)	B

HCS Freeway Merge Report

Project Information

Analyst	TranSystems	Date	8/10/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB On Ramp from Hwy 6	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.5	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAFCAV	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	1297	102
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	18.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.971
Flow Rate (vi), pc/h	1629	112
Capacity (cmd), pc/h	4800	2100
Adjusted Capacity (cmd), pc/h	4800	2100
Volume-to-Capacity Ratio (v/c)	0.36	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.271
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	1629	Ramp Junction Speed (S), mi/h	62.8

Flow Entering Ramp-Infl. Area (vR12), pc/h	1741	Average Density (D), pc/mi/ln	13.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.1

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1625	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1228
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1720	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1300
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1522	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1150
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 NB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1377	Heavy Vehicle Adjustment Factor (fhv)	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1040
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB north of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1341	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	970
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of Buff Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1430	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1035
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of US 15	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1550	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1122
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

HCS Basic Freeway Report

Project Information

Analyst	Transystems	Date	8/9/2023
Agency	SCDOT	Analysis Year	Design (2045)
Jurisdiction		Time Analyzed	PM
Project Description	I-95 SB south of Hwy 6	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAFCAV	1.000

Demand and Capacity

Demand Volume (V), veh/h	1399	Heavy Vehicle Adjustment Factor (fhv)	0.735
Peak Hour Factor (PHF)	0.94	Flow Rate (vp), pc/h/ln	1012
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	3.00		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.5		

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↗		↖	↖				↖		↖
Traffic Volume (vph)	0	452	50	34	328	0	0	0	91	0	116
Future Volume (vph)	0	452	50	34	328	0	0	0	91	0	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	175		0	0	0		0	150
Storage Lanes	0		0	1		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986									0.850
Flt Protected				0.950					0.950		
Satd. Flow (prot)	0	1819	0	1752	1845	0	0	0	1752	0	1568
Flt Permitted				0.159					0.950		
Satd. Flow (perm)	0	1819	0	293	1845	0	0	0	1752	0	1568
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)		10									371
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		221			1070		658			713	
Travel Time (s)		5.0			24.3		15.0			16.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	574	64	43	417	0	0	0	116	0	147
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	638	0	43	417	0	0	0	116	0	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2		1	2				1		1
Detector Template		Thru		Left	Thru				Left		Right
Leading Detector (ft)		100		20	100				20		20
Trailing Detector (ft)		0		0	0				0		0
Detector 1 Position(ft)		0		0	0				0		0
Detector 1 Size(ft)		6		20	6				20		20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type		NA		pm+pt	NA				Perm		Perm

Lanes, Volumes, Timings
24: Hwy 6 & I-95 SB Ramp

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Protected Phases		4		3	8						
Permitted Phases				8					6		6
Detector Phase		4		3	8				6		6
Switch Phase											
Minimum Initial (s)		5.0		5.0	5.0				5.0		5.0
Minimum Split (s)		24.0		11.0	24.0				24.0		24.0
Total Split (s)		25.0		11.0	36.0				24.0		24.0
Total Split (%)		41.7%		18.3%	60.0%				40.0%		40.0%
Maximum Green (s)		19.0		5.0	30.0				18.0		18.0
Yellow Time (s)		4.0		4.0	4.0				4.0		4.0
All-Red Time (s)		2.0		2.0	2.0				2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0		6.0
Lead/Lag		Lag		Lead							
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)		3.0		3.0	3.0				3.0		3.0
Recall Mode		None		None	None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)		19.2		23.1	23.1				18.2		18.2
Actuated g/C Ratio		0.36		0.43	0.43				0.34		0.34
v/c Ratio		0.97		0.16	0.52				0.19		0.19
Control Delay		50.4		9.6	13.5				15.3		0.5
Queue Delay		0.0		0.0	0.0				0.0		0.0
Total Delay		50.4		9.6	13.5				15.3		0.5
LOS		D		A	B				B		A
Approach Delay		50.4			13.1					7.0	
Approach LOS		D			B					A	
Queue Length 50th (ft)		161		7	90				22		0
Queue Length 95th (ft)		#451		20	152				65		0
Internal Link Dist (ft)		141			990		578			633	
Turn Bay Length (ft)				175							150
Base Capacity (vph)		659		264	1046				596		778
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		0.97		0.16	0.40				0.19		0.19

Intersection Summary

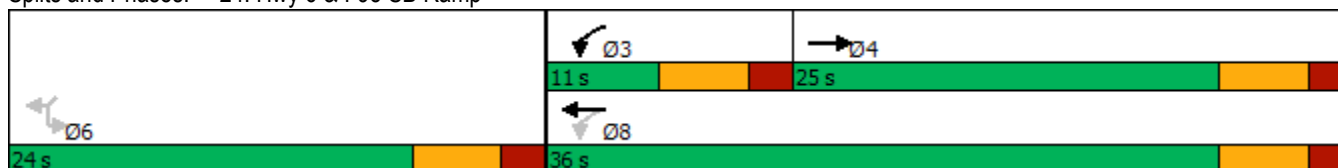
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	29.4
Intersection LOS:	C
Intersection Capacity Utilization:	46.9%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 24: Hwy 6 & I-95 SB Ramp

08/09/2023

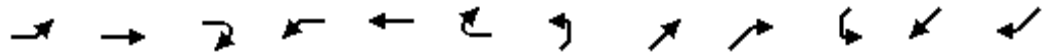
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 24: Hwy 6 & I-95 SB Ramp



Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

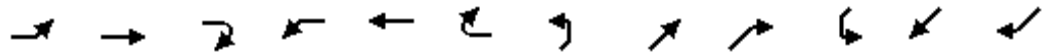
08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	178	55	163	158	15	70	38	216	34	32	6
Future Volume (vph)	9	178	55	163	158	15	70	38	216	34	32	6
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	170		0	175		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.987			0.873			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1778	0	1752	1821	0	1752	1610	0	1752	1800	0
Flt Permitted	0.616			0.480			0.567			0.563		
Satd. Flow (perm)	1136	1778	0	885	1821	0	1046	1610	0	1039	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			8			277			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			518			530			613	
Travel Time (s)		14.5			11.8			12.0			13.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	12	229	71	209	203	19	90	49	277	44	41	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	300	0	209	222	0	90	326	0	44	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	

Lanes, Volumes, Timings
27: Bass Dr & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0		24.0	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	36.0		25.0	25.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		18.3%	60.0%		41.7%	41.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	30.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	16.0	16.0		16.0	16.0		30.1	30.1		21.5	21.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.52	0.52		0.37	0.37	
v/c Ratio	0.04	0.59		0.86	0.44		0.15	0.34		0.11	0.07	
Control Delay	15.4	21.7		54.4	19.6		8.6	3.1		15.7	13.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	21.7		54.4	19.6		8.6	3.1		15.7	13.1	
LOS	B	C		D	B		A	A		B	B	
Approach Delay		21.5			36.4			4.3			14.3	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	3	81		68	61		16	8		11	10	
Queue Length 95th (ft)	13	149		#172	114		36	43		32	30	
Internal Link Dist (ft)		558			438			450			533	
Turn Bay Length (ft)	120			170			175			120		
Base Capacity (vph)	353	571		275	571		602	967		384	671	
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	0.03	0.53		0.76	0.39		0.15	0.34		0.11	0.07	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	58.1
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	20.4
Intersection LOS:	C
Intersection Capacity Utilization:	69.4%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings

27: Bass Dr & Hwy 6

08/09/2023






















95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 27: Bass Dr & Hwy 6



Lanes, Volumes, Timings
30: Bradford & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	449	8	38	361	1	14	0	9	0	0	2
Future Volume (vph)	1	449	8	38	361	1	14	0	9	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850		0.865	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1839	0	1752	1845	0	1752	1845	1568	0	1596	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1752	1839	0	1752	1845	0	1752	1845	1568	0	1596	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			385			504			268	
Travel Time (s)		11.8			8.8			11.5			6.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	1	565	10	48	454	1	18	0	11	0	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	575	0	48	455	0	18	0	11	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Traffic Volume (vph)	114	426	0	0	320	91	0	0	51	0	76
Future Volume (vph)	114	426	0	0	320	91	0	0	51	0	76
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0	0		0	0
Storage Lanes	1		0	0		0	0	0		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.970						0.850
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1752	1845	0	0	1789	0	0	0	1752	0	1568
Flt Permitted	0.167								0.950		
Satd. Flow (perm)	308	1845	0	0	1789	0	0	0	1752	0	1568
Right Turn on Red			Yes			Yes					Yes
Satd. Flow (RTOR)					24						249
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		1070			197		602			707	
Travel Time (s)		24.3			4.5		13.7			16.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	146	547	0	0	411	117	0	0	65	0	98
Shared Lane Traffic (%)											
Lane Group Flow (vph)	146	547	0	0	528	0	0	0	65	0	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		12			12		0			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors	1	2			2				1		1
Detector Template	Left	Thru			Thru				Left		Right
Leading Detector (ft)	20	100			100				20		20
Trailing Detector (ft)	0	0			0				0		0
Detector 1 Position(ft)	0	0			0				0		0
Detector 1 Size(ft)	20	6			6				20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex				Cl+Ex		Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0				0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0		0.0
Detector 2 Position(ft)		94			94						
Detector 2 Size(ft)		6			6						
Detector 2 Type		Cl+Ex			Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0						
Turn Type	pm+pt	NA			NA				Perm		Perm

Lanes, Volumes, Timings
33: I-95 BNB Ramp & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Protected Phases	7	4			8						
Permitted Phases	4								2		2
Detector Phase	7	4			8				2		2
Switch Phase											
Minimum Initial (s)	5.0	5.0			5.0				5.0		5.0
Minimum Split (s)	11.0	24.0			24.0				24.0		24.0
Total Split (s)	11.0	35.0			24.0				25.0		25.0
Total Split (%)	18.3%	58.3%			40.0%				41.7%		41.7%
Maximum Green (s)	5.0	29.0			18.0				19.0		19.0
Yellow Time (s)	4.0	4.0			4.0				4.0		4.0
All-Red Time (s)	2.0	2.0			2.0				2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0				6.0		6.0
Lead/Lag	Lead				Lag						
Lead-Lag Optimize?	Yes				Yes						
Vehicle Extension (s)	3.0	3.0			3.0				3.0		3.0
Recall Mode	None	None			None				Max		Max
Walk Time (s)		7.0			7.0				7.0		7.0
Flash Dont Walk (s)		11.0			11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0				0		0
Act Effct Green (s)	26.3	26.3			17.9				19.2		19.2
Actuated g/C Ratio	0.46	0.46			0.31				0.33		0.33
v/c Ratio	0.55	0.65			0.92				0.11		0.14
Control Delay	17.1	16.1			45.8				15.3		0.4
Queue Delay	0.0	0.0			0.0				0.0		0.0
Total Delay	17.1	16.1			45.8				15.3		0.4
LOS	B	B			D				B		A
Approach Delay		16.3			45.8					6.3	
Approach LOS		B			D					A	
Queue Length 50th (ft)	28	135			177				16		0
Queue Length 95th (ft)	#56	225			#358				40		0
Internal Link Dist (ft)		990			117		522			627	
Turn Bay Length (ft)	200										
Base Capacity (vph)	267	937			580				582		687
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	0.55	0.58			0.91				0.11		0.14

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	57.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	26.4
Intersection LOS:	C
Intersection Capacity Utilization:	46.9%
ICU Level of Service:	A
Analysis Period (min):	15

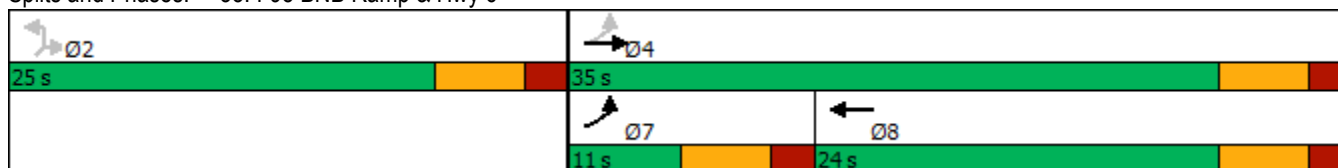
Lanes, Volumes, Timings

33: I-95 BNB Ramp & Hwy 6

08/09/2023

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



















Splits and Phases: 33: I-95 BNB Ramp & Hwy 6



Lanes, Volumes, Timings



















36: Britain & Hwy 6

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	457	10	21	396	26	2	0	20	26	0	20
Future Volume (vph)	28	457	10	21	396	26	2	0	20	26	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.991			0.879				0.942
Flt Protected	0.950			0.950				0.995				0.972
Satd. Flow (prot)	1752	1839	0	1752	1812	0	0	1613	0	0	1689	0
Flt Permitted	0.950			0.950				0.995				0.972
Satd. Flow (perm)	1752	1839	0	1752	1812	0	0	1613	0	0	1689	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			221			341				104
Travel Time (s)		8.8			5.0			7.8				2.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	3%	3%	3%	3%	4%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	36	581	13	27	503	33	3	0	25	33	0	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	594	0	27	536	0	0	28	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
42: St Paul Rd & US 301/Gas Station

08/09/2023
















												
Lane Group	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	11	15	106	7	16	1	0	1	1	3	55	2
Future Volume (vph)	11	15	106	7	16	1	0	1	1	3	55	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt			0.850						0.900			0.885
Flt Protected		0.980				0.954			0.992		0.950	
Satd. Flow (prot)	0	1757	1524	0	0	1710	0	0	3041	0	1703	2929
Flt Permitted		0.980				0.954			0.992		0.950	
Satd. Flow (perm)	0	1757	1524	0	0	1710	0	0	3041	0	1703	2929
Link Speed (mph)		30				30			30			30
Link Distance (ft)		420				197			822			934
Travel Time (s)		9.5				4.5			18.7			21.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	6	0	0	0	0	0	0	0	0
Adj. Flow (vph)	15	21	149	10	22	1	0	1	1	4	77	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	149	0	0	33	0	0	6	0	77	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		0				0			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Sign Control		Stop				Stop			Free			Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.3%						ICU Level of Service A					
Analysis Period (min)	15											



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.87
Growth Factor	122%
Heavy Vehicles (%)	10%
Bus Blockages (#/hr)	0
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
44: US 301 & I-95 SB Ramp

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	54	127	0	0	12	62	0	0	0	12	0	6
Future Volume (vph)	54	127	0	0	12	62	0	0	0	12	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.887						0.953	
Fl _t Protected		0.985									0.968	
Satd. Flow (prot)	0	3355	0	0	1590	0	0	0	0	0	1654	0
Fl _t Permitted		0.985									0.968	
Satd. Flow (perm)	0	3355	0	0	1590	0	0	0	0	0	1654	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			420			593			580	
Travel Time (s)		7.8			9.5			13.5			13.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	77	180	0	0	17	88	0	0	0	17	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	105	0	0	0	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.3%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
 47: I-95 NB Ramp/US 301 & S-14-400

08/09/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	55	94	82	25	8
Future Volume (vph)	6	55	94	82	25	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878		0.937			
Flt Protected	0.995					0.964
Satd. Flow (prot)	1537	0	1648	0	0	1696
Flt Permitted	0.995					0.964
Satd. Flow (perm)	1537	0	1648	0	0	1696
Link Speed (mph)	30		30			30
Link Distance (ft)	708		346			378
Travel Time (s)	16.1		7.9			8.6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	9	81	138	121	37	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	259	0	0	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
49: Gordon Rd & S-14-400

08/09/2023




















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	26	23	3	2	26
Future Volume (vph)	63	26	23	3	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.961			0.875		
Fl _t Protected	0.966			0.957		
Satd. Flow (prot)	1696	0	0	1748	1599	0
Fl _t Permitted	0.966			0.957		
Satd. Flow (perm)	1696	0	0	1748	1599	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			417	425	
Travel Time (s)	16.1			9.5	9.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	90	37	33	4	3	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	0	37	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.3%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
54: US 301 & Buff Blvd/Hotel

















08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	1	125	11	3	1	0	58	9	113	51	3
Future Volume (vph)	4	1	125	11	3	1	0	58	9	113	51	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.994			0.982			0.998	
Fl _t Protected		0.959			0.963						0.967	
Satd. Flow (prot)	0	1752	1553	0	1749	0	0	1794	0	0	1763	0
Fl _t Permitted		0.959			0.963						0.967	
Satd. Flow (perm)	0	1752	1553	0	1749	0	0	1794	0	0	1763	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3372			202			760			626	
Travel Time (s)		76.6			4.6			17.3			14.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	6	1	179	16	4	1	0	83	13	162	73	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	179	0	21	0	0	96	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	32.1%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

















55: Buff Blvd

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	2	55	0	0	0	0	57	10	63	55	0
Future Volume (vph)	137	2	55	0	0	0	0	57	10	63	55	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962						0.980				
Flt Protected		0.966								0.950		
Satd. Flow (prot)	0	1509	0	0	0	0	0	1591	0	1543	1624	0
Flt Permitted		0.966								0.950		
Satd. Flow (perm)	0	1509	0	0	0	0	0	1591	0	1543	1624	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		596			536			930			1070	
Travel Time (s)		13.5			12.2			21.1			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
Adj. Flow (vph)	192	3	77	0	0	0	0	80	14	88	77	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	0	0	0	0	0	94	0	88	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.1%						ICU Level of Service A					
Analysis Period (min)	15											

















Lanes, Volumes, Timings
58: Buff Blvd & I-95 SB Ramp

08/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	74	24	139	0	0	114	133
Future Volume (vph)	0	0	0	10	0	74	24	139	0	0	114	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.881						0.919	
Flt Protected					0.994			0.993				
Satd. Flow (prot)	0	0	0	0	1280	0	0	2757	0	0	2552	0
Flt Permitted					0.994			0.993				
Satd. Flow (perm)	0	0	0	0	1280	0	0	2757	0	0	2552	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			820			1070			3372	
Travel Time (s)		16.4			18.6			24.3			76.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Adj. Flow (vph)	0	0	0	13	0	99	32	186	0	0	153	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	112	0	0	218	0	0	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.9%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
66: US 301 & Liberty Hill

08/09/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	3	2	4	4	30	50	50	2	4	28	5
Future Volume (vph)	0	3	2	4	4	30	50	50	2	4	28	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.942			0.895			0.997			0.982	
Fl _t Protected					0.994			0.976			0.994	
Satd. Flow (prot)	0	1673	0	0	1580	0	0	1728	0	0	1733	0
Fl _t Permitted					0.994			0.976			0.994	
Satd. Flow (perm)	0	1673	0	0	1580	0	0	1728	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			491			738			807	
Travel Time (s)		16.3			11.2			16.8			18.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	0	4	3	6	6	42	69	69	3	6	39	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	54	0	0	141	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.2%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

71: Mall St & Hwy 6

08/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↙	↗			↕			↕	
Traffic Volume (vph)	19	478	9	1	355	9	11	1	3	14	0	39
Future Volume (vph)	19	478	9	1	355	9	11	1	3	14	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.996			0.972			0.901	
Flt Protected		0.998		0.950				0.964			0.987	
Satd. Flow (prot)	0	1855	0	1770	1855	0	0	1745	0	0	1657	0
Flt Permitted		0.998		0.950				0.964			0.987	
Satd. Flow (perm)	0	1855	0	1770	1855	0	0	1745	0	0	1657	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		197			931			214			176	
Travel Time (s)		4.5			21.2			4.9			4.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	24	607	11	1	451	11	14	1	4	18	0	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	0	1	462	0	0	19	0	0	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.6%
ICU Level of Service	B
Analysis Period (min)	15

Appendix E

Traffic Growth Historical Analysis (Year 2020 Removed)

Study Area	Roadway Type	Roadway	County	Count Station	2015	2016	2017	2018	2019	2021	2022	Traffic Growth Projection
I-95 Mainline	Interstate	I-95	Clarendon	14-2395	31900	33600	34100	33500	34300	36700	37600	2.113%
	Interstate	I-95	Clarendon	14-2393	33900	35600	36900	35700	36600	38900	40100	2.092%
	Interstate	I-95	Orangeburg	38-2393	33900	35400	36900	35700	36600	38900	38800	1.809%
	Interstate	I-95	Orangeburg	38-2391	33900	35600	34900	34000	35200	37700	40100	2.021%
Clarendon Surface Streets/Ramps	Surface Street/Ramps	I-95 NB Exit Ramp (Exit 108)	Clarendon	14-8736						2600	2900	11.538%
	Surface Street/Ramps	I-95 NB Entrance Ramp (Exit 108)	Clarendon	14-8737						1700	2000	17.647%
	Surface Street/Ramps	I-95 SB Exit Ramp (Exit 108)	Clarendon	14-8738						1700	1850	8.824%
	Surface Street/Ramps	I-95 SB Entrance Ramp (Exit 108)	Clarendon	14-8739						2900	3100	6.897%
	Surface Street/Ramps	S- 127 (BILL DAVIS RD) TO I- 95 (INTERSTATE 95)	Clarendon	14-0445	1050	1200	1200	1200	1200	1400	1400	3.693%
	Surface Street/Ramps	S-102 : I- 95 (INTERSTATE 95) TO US 15 (S CHURCH ST	Clarendon	14-0447	2800	3200	3400	3400	2400	2300	2300	-4.910%
	Surface Street/Ramps	S- 102 (BUFF BLVD), I- 431 TO S- 31 (BURGESS ST)	Clarendon	14-0107	4100	4400	4100	4100	3900	4300	4400	0.494%
	Surface Street/Ramps	US15 : S- 373 (LIBERTY HILL RD) TO S- 102 (BUFF BLVD)	Clarendon	14-0105	1450	1550	1500	1550	1200	1150	1150	-4.560%
	Surface Street/Ramps	US15 : I- 95 (INTERSTATE 95), S- 400 TO S- 373 (LIBERTY HILL RD)	Clarendon	14-103	1550	1600	1750	1800	1400	1200	1200	-4.920%
	Surface Street/Ramps	I-95 NB Exit Ramp (Exit 102)	Clarendon	14-8733						1500	1700	13.333%
	Surface Street/Ramps	I-95 NB Entrance Ramp (Exit 102)	Clarendon	14-8732						275	250	-9.091%
	Surface Street/Ramps	I-95 SB Exit Ramp (Exit 102)	Clarendon	14-8734						275	250	-9.091%
	Surface Street/Ramps	I-95 SB Entrance Ramp (Exit 102)	Clarendon	14-8735						1450	1500	3.448%
	Orangeburg Surface Streets/Ramps	Surface Street/Ramps	I-95 NB Exit Ramp (Exit 98)	Clarendon	38-8728						1850	2100
Surface Street/Ramps		I-95 NB Entrance Ramp (Exit 98)	Clarendon	38-8729						3100	3100	0.000%
Surface Street/Ramps		I-95 SB Exit Ramp (Exit 98)	Clarendon	38-8730						2700	2700	0.000%
Surface Street/Ramps		I-95 SB Entrance Ramp (Exit 98)	Clarendon	38-8731						1600	1600	0.000%
Surface Street/Ramps		SC6 : I- 95 (INTERSTATE 95) TO S- 1394 (LAREDO ST)	Clarendon	38-0331	6900	7500	7700	6500	6600	6400	6400	-2.083%
Surface Street/Ramps		SC6 : US 15 CON (BASS DR), S- 430 TO I- 95 (INTERSTATE 95)		38-0330	10900	11300	10700	12300	12500	11300	10600	-0.003%

Traffic Growth Historical Analysis (Year 2020 Removed - Count Stations with Full Historical Data Only)

Study Area	Roadway Type	Roadway	County	Count Station	2015	2016	2017	2018	2019	2021	2022	
I-95 Mainline	Interstate	I-95	Clarendon	14-2395	31900	33600	34100	33500	34300	36700	37600	2.113%
	Interstate	I-95	Clarendon	14-2393	33900	35600	36900	35700	36600	38900	40100	2.092%
	Interstate	I-95	Orangeburg	38-2393	33900	35400	36900	35700	36600	38900	38800	1.809%
	Interstate	I-95	Orangeburg	38-2391	33900	35600	34900	34000	35200	37700	40100	2.021%
	TOTAL				133600	140200	142800	138900	142700	152200	156600	2.008%
Surface Streets and Ramps	Surface Street/Ramps	S- 127 (BILL DAVIS RD) TO I- 95 (INTERSTATE 95)	Clarendon	14-0445	1050	1200	1200	1200	1200	1400	1400	3.693%
	Surface Street/Ramps	S-102 : I- 95 (INTERSTATE 95) TO US 15 (S CHURCH ST)	Clarendon	14-0447	2800	3200	3400	3400	2400	2300	2300	-4.910%
	Surface Street/Ramps	S- 102 (BUFF BLVD), L- 431 TO S- 31 (BURGESS ST)	Clarendon	14-0107	4100	4400	4100	4100	3900	4300	4400	0.494%
	Surface Street/Ramps	US15 : S- 373 (LIBERTY HILL RD) TO S- 102 (BUFF BLVD)	Clarendon	14-0105	1450	1550	1500	1550	1200	1150	1150	-4.560%
	Surface Street/Ramps	US15 : I- 95 (INTERSTATE 95), S- 400 TO S- 373 (LIBERTY HILL RD)	Clarendon	14-103	1550	1600	1750	1800	1400	1200	1200	-4.920%
	Surface Street/Ramps	SC6 : I- 95 (INTERSTATE 95) TO S- 1394 (LAREDO ST)	Clarendon	38-0331	6900	7500	7700	6500	6600	6400	6400	-2.083%
	Surface Street/Ramps	SC6 : US 15 CON (BASS DR), S- 430 TO I- 95 (INTERSTATE 95)		38-0330	10900	11300	10700	12300	12500	11300	10600	-0.003%
					28750	30750	30350	30850	29200	28050	27450	-1.188%
									Assume positive growth:			1.00%



TRANSYSTEMS

transystems.com