



**I-26 at I-95 System Interchange Improvement**

# **Interstate Modification Report (IMR)**

**Updated May 2023**

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## EXECUTIVE SUMMARY

The South Carolina Department of Transportation (SCDOT) proposes to improve the I-26 at I-95 system interchange in Orangeburg County, South Carolina. The interchange currently experiences congestion issues that are expected to worsen with anticipated traffic growth. This project will be a full interchange improvement to address the operational deficiencies of the current full cloverleaf configuration. Key elements include removal of the four existing weaving sections (two on I-26 and two on I-95), providing directional ramps for key movements, and improving overall operations.

This Interchange Modification Report (IMR) summarizes the traffic operations and safety analyses performed for the proposed interchange alternatives, resulting in Alternative 1 or 2 being equally viable as the preferred Alternative from a traffic analysis perspective. Nevertheless, Alternative 2 was selected as the Preferred Alternative based on other factors including but not limited to environmental impacts, engineering requirements and construction costs.

Discussion of the two key FHWA policy points for modifying access to an existing interstate interchange follows the analysis.

### **Analysis Assumptions, Methodology & Findings**

As part of this review, multiple assumptions and analysis step were required as documented in this report. Three of the critical analysis steps were a crash analysis of the study area and key interchange, the development of traffic forecasts for 2030 and 2050, and the capacity analysis to compare alternatives and identify key design requirements.

### **Crash and Safety Analysis**

A crash analysis of the study area is summarized in Chapter 3. Key findings include:

- The total crash rate and the injury crash rate on both I-26 and I-95 are below the statewide average for similar rural interstate facilities.
- On I-26, however, it was noted that both the serious injury and fatal crash rate exceed the statewide average crash rates.
- The crash patterns at the existing I-26 at I-95 interchange were examined and five high frequency crash locations were identified including the southbound I-95 major merge and each of the four existing weaves formed by the four existing loop ramps.



## Traffic Forecast

Traffic forecasts were developed for the project based on multiple sources of data and analysis steps. Baseline traffic data were analyzed, and growth factors were applied to identify 2030 and 2050 traffic volumes for I-26, I-95 and study area interchanges. Some key elements of the analysis included:

- In determining the K-factors for I-26 and I-95, a review of the highest hourly volume data was conducted, focused on identifying the “knee of the curve.”
  - On I-26, a K-factor of 10.5 percent was selected reflecting the 78<sup>th</sup> Highest Hourly Volume (HHV).
  - On I-95, a K-factor of 10.5 percent was also selected reflecting the 98<sup>th</sup> HHV on I-95 (although the I-95 HHV is likely closer to the 150<sup>th</sup> HHV if all holiday data for 2019 were available).
- This forecast has been developed assuming a single mid-day peak period (approximately 3 PM to 4 PM) with peak flows in both directions on I-95 and I-26.
- Although there is variation in actual counts, the design period reasonably approximates a typical Friday afternoon in the spring for both I-26 and I-95.

The estimated peak hour volumes developed for this study are presented in Figure 4.2 (2022 Base Year), Figure 4.3 (2030), and Figure 4.4 (2050). The details of the traffic forecasting assumptions and methodologies is detailed in the Appendix D Traffic Forecast Technical Memorandum.

## Initial Capacity Analysis & Comparison of Alternatives

A series of capacity analyses were conducted using multiple software and methods for 2030 and 2050 No Build and three Build alternatives. This analysis was conducted and summarized in Chapters 5, 6 and 7. Key assumptions and findings include:

- Through discussions with SCDOT it was agreed that LOS D will be viewed as an acceptable minimum level of service (LOS) for the 2050 design period.
- The initial Highway Capacity Software (Section 6.2) and TransModeler (Section 6.3) corridor analysis was conducted to identify key constraints or updates that would be needed for the three initially proposed concepts.
- A more detailed comparison of interchange alternatives was conducted and documented in Chapter 7 using TransModeler. This analysis included an assumed widening of I-95 to the south to identify the demand requirements of the interchange ramps and key merge and diverge points.
- Additional analysis was conducted of the key merge constraints for I-26 westbound and I-95 southbound as summarized in Chapter 8. This analysis included a year of failure analysis and identified suggested interim merge lengths.



## Capacity Constraints on I-95 Southbound and I-26 Westbound Two-Lane Merges

Another key issue examined was operations on the I-95 southbound merge as well as the westbound I-26 merge as analyzed in Chapter 8. In both cases, a two-lane ramp must merge with the interstate. The 2050 TransModeler analysis shows LOS F in the 2050 design year with queuing on both the interstate and merging ramps.

On I-95 south of I-26, simulation analyses showed queues extending back into the I-26 at I-95 interchange on I-95 southbound. The queues observed in the simulation model originate at the merge of the proposed two-lane Ramp 1 (which serves I-26 eastbound to I-95 southbound traffic) with I-95 southbound. This queue will back onto I-26 eastbound during peak 2050 conditions as shown in Figure 9.4.

An analysis was conducted of potential alternate merge treatments to reduce queuing at this merge (see Section 8.3) until the I-95 mainline can be widened south of I-26. The key findings at the I-95 southbound merge include:

- A 5,000-foot southbound merge onto I-95 (2 + 2 lanes = 4 lanes) is recommended to minimize queuing back into the proposed interchange. The merge would be evenly divided into two 2,500-foot merges for each merge lane. This recommendation is despite the observation that there is queuing on I-95 southbound and the merging ramp in 2050 with LOS F operations. This merge treatment recommendation is examined in Chapter 8. The proposed length was based on observations from TransModeler analysis and guidance from the Institute of Transportation Engineers (ITE) *Freeway and Interchange Geometric Design Handbook* discussed in Section 8.3.2.
- A similar merge issue was noted on I-26 westbound where the two-lane flyover Ramp 6 (which replaces loop Ramp 6) merges onto I-26 westbound. In this case, however, I-26 has three lanes westbound which helps disperse the traffic at the merge. Regardless, a series of model runs were indicated that a 4,000-foot westbound merge of the two-lane ramp would be needed to minimize potential queuing back into the interchange area in 2050.
- This analysis was done assuming that all ramp traffic from I-95 northbound would be accommodated by flyover Ramp 6. To do this, the TransModeler network assumed an additional I-95 northbound lane. Since an additional lane on I-95 is not planned, the traffic demand may be metered during the highest periods of congestion, reducing the ramp movement and subsequent merge movement that was analyzed to determine the 4,000-foot merge length.

Note that the I-26 westbound merge is less critical than the I-95 southbound merge despite a freeway volume that is 10 percent lower on I-95 than I-26. The key reason is that the lower volume is more than offset by a 50 percent increase in capacity for a three lane I-26 freeway segment compared with a two-lane I-95 freeway segment.

### **Comparison of Build Alternatives & Selection of Preferred Alternative**

Based on the Chapter 6 comparison of alternatives, the following observations were made:

- All three alternatives operate substantially better than the existing interchange under 2030 and 2050 conditions.
  - The primary improvement is the removal of four weave segments impacting I-95 and I-26 in both directions. In addition to capacity constraints, the elimination of weave segments will also provide safety benefits since the four weave segments are currently the 2<sup>nd</sup> – 5<sup>th</sup> highest frequency crash segments in the study area.
  - The other key improvement is the provision of two lanes on the I-26 eastbound to I-95 southbound ramp (Ramp 1 in the report) and the I-95 northbound to I-26 westbound flyover (Ramp 6) replacing the loop in the northeast quadrant.
- Alternatives 1 and 2 effectively operate the same from traffic operations perspective. Both can successfully meet LOS D or better operations in 2050. There is a slight difference in travel times, but this is related to the longer length on the flyovers in Alternative 2 (albeit partially offset by a higher design speed). Nevertheless, from a traffic engineering perspective, there is no key difference.
- Alternative 3 does not meet the LOS D operational goal of the entire interchange through 2030 or 2050. Specifically, the third flyover requires incorporation of a fifth shared ramp segment combining two ramps from I-26 westbound. As currently designed, this single lane shared ramp segment does not provide LOS D operations.
- The preferred alternative from a traffic perspective is either Alternative 1 or 2. After additional analysis related to the environmental impacts, design requirements, and construction costs, Alternative 2 was selected as the Preferred Alternative. For this traffic analysis, however, Alternative 1 and 2 traffic analysis are effectively the same.

### **Analysis of Preferred Alternative & Two-Lane Merge Operations**

Based upon this analysis, a refined TransModeler analysis was conducted of the No Build and Preferred Alternative in 2030 and 2050. This analysis is detailed in Chapter 8. The key conclusions were:

- The LOS findings are illustrated in Figure 9.1 through Figure 9.4 for both the No Build and preferred alternative scenarios. These illustrations use color coding to illustrate levels of congestion based on density/LOS thresholds.
- The preferred alternative would include a 5,000-foot merge on I-95 southbound mainline merge with the two-lane ramp from I-26 eastbound. Although this

treatment still operates at LOS F in 2050, it improves operations and minimizes queuing as compared with a shorter merge and is supported for application of ITE guidance for two-lane merges.

- The preferred alternative will also include a 4,000-foot merge on I-26 westbound with the merge of the proposed I-95 northbound to I-26 westbound flyover. This merge is anticipated to operate at LOS F in 2050. Nevertheless, the provision of a 4,000-foot merge is sufficient to prevent queuing back onto the proposed flyover ramp.

Using these assumptions for the preferred alternative, the Alternative 2 model was updated to reflect the final preferred alternative for analysis in TransModeler and comparison with No Build operations. Key observations from this comparison are summarized in Chapter 8.

### **Interchange Modification Report Requirements**

This IMR is required by FHWA for modifications or changes to existing interchanges on the interstate network. In addition to the capacity analysis, the IMR requires some additional elements be provided in reviewing the document for approval. These elements include:

- Design exceptions are typically identified as part of the IMR. For this project, however, there are no anticipated design exceptions.
- Analysis confirms that all Build Alternatives considered improve operations as compared with the No Build. Key improvements include widening of two key ramps, elimination of four weave sections impacting I-26 and I-95 in all four directions, and improvement of major merge, particularly on I-95 south of the interchange and I-26 west of the interchange.
- There are some operational exceptions, however, to the identified congestion threshold of minimum acceptable LOS D operations in 2050. Detailed analysis of the two-lane merges is included in Section 8.3.2 and addressed as part of this summary. Specifically:
  - The existing four-lane segment of I-95 south of I-26 is expected to exceed capacity and operate at LOS F in the 2050 design year. No widening or capacity improvements are currently identified for the I-95 corridor in SCDOT's 2021-2027 Statewide Transportation Improvement Program. Improvement of the I-95 mainline is beyond the scope of the current I-26 at I-95 interchange improvements.
  - The proposed 5,000-foot southbound merge of I-95 and the two-lane ramp from I-26 eastbound will operate at LOS F in 2050. Queuing will extend onto the ramp and I-95 southbound approaches to the merge.

- The proposed 4,000-foot westbound merge of I-26 and the proposed two-lane flyover from I-95 northbound will operate at LOS F in 2050 (even with the assumed widening of I-26 to six lanes in the No Build). Queuing is expected in the merging section but is not anticipated to back up onto the flyover ramp in 2050.
- Additional traffic analysis was conducted to examine operations in five-year increments between 2030 and 2050 for the two high volume merges. This analysis is included in Section 9.2.5.

### **FHWA Policy Points**

FHWA policy requires that all requests for new or revised access to an interstate facility must provide sufficient supporting information to allow FHWA to independently evaluate the request. The FHWA decision to approve a request requires documentation of two key policy points as included in the following table.

#### ***Policy Point 1 – Operations & Safety***

***“An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections.”***

The proposed modifications to the existing I-26 at I-95 interchange will have a positive impact on both traffic safety and the operations of I-26, I-95 and the I-26 at I-95 interchange overall. Key improvements in the preferred alternative include:

#### **Widening of Key Ramps**

The two highest volume movements within the interchange are between I-26 to the west toward Columbia and I-95 to the south toward Georgia with approximately 4,400 vph (both directions combined) in the 2050 peak period. This movement is currently served by a single lane ramp in the eastbound to southbound direction and a single lane loop ramp in the returning direction. The preferred alternative replaces the existing ramps with a two-lane ramp in the eastbound to southbound direction and a two-lane flyover for northbound to westbound traffic. In addition, the diverge and merge areas for these widened ramps are converted to two lanes at each of the ramp tie-ins to I-26 and I-95. These changes improve traffic operations to an acceptable LOS D from LOS F and improve traffic flow (particularly related to elimination of the existing loop in the northeast quadrant).

#### **Elimination of Weaves on I-26 and I-95**

The current interchange configuration is a full cloverleaf with loops in all four quadrants. This type of interchange allows for free flow for all movements in the interstate-to-interstate system interchange. By 2050, however, the weave areas

between loop ramps will degrade, resulting in queuing and delays on the freeway segments. The issue affects each of the weave areas in the main interchange, in particular the weave along I-95 northbound which operates at LOS F in 2030. The four weave areas were identified in the crash analysis as having a high frequency of crashes. The elimination of the four weaves is expected to improve operations and safety for both ramp traffic and through vehicles on I-26 and I-95.

### **Improvement of Major Merge Areas**

Two major weave areas are proposed to be widened from a single lane merge to dual lane merges on I-26 westbound and I-95 southbound. The capacity improvements are key to improving flow in the future, but it is still anticipated that there will be queuing and operational issues by 2050, particularly for the I-95 southbound merge. In addition to the 2030 and 2050 analysis, interim year operations were examined in 5-year increments. The primary reason for the operational issues at the merge is the future need to widen I-95 south of I-26.

To minimize the future impact of these flow issues, the merge areas have been lengthened in accordance with recommendations from the *ITE Freeway and Interchange Geometric Design Handbook* as discussed in Section 8.3.2. Even with these caveats, the proposed ramp improvements substantially improve traffic operations as compared with the No Build interchange.

Safety is improved at the major merge areas being improved. The I-95 southbound merge is the highest frequency crash location in the study area as shown in Table 3.10 primarily due to rear end crashes likely resulting from queues at the merge congestion point onto I-95. The location of the I-26 westbound merge improvements is also identified as a crash hot spot in Figure 3.2.

### **Other Safety Recommendations**

As part of the safety analysis in Chapter 3, three safety recommendations were identified. These included elimination of the weave areas as well as improvements at high volume merge areas (especially at the I-95 southbound merge due to capacity constraints on I-95) that are noted above.

In addition, the analysis of fatal crashes indicated that approximately 70 percent of fatal crashes on I-26 in the study area ultimately involved a vehicle striking a tree off the edge of the road. To minimize this, the proposed design should consider the elimination of trees in the clear zones on both the outer and inner (i.e., the median) sides of I-26 in both directions.

**Policy Point 1 (continued) – Adjacent Interchanges**

***“The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f).”***

The study area and network limits examined in this analysis include four adjacent interchanges on each approach to the system interchange. Despite the interchange being located in a rural area, the adjacent interchanges were included in recognition of the key regional importance and high volumes along both I-26 and I-95. Each of these interchanges are spaced more than two miles from the system interchange, as noted below. The four interchanges are detailed in Section 1.3.3 and include:

- I-95 at U.S. 176 Old State Road (Exit 90): 4 miles to the north
- I-95 U.S. 178 Charleston Highway (Exit 82): 2.9 miles to the south
- I-26 at S.C. 210 Vance Road (Exit 165): 3.2 miles to the west
- I-26 at U.S. 15 (Exit 172): 2.4 miles to the east

The HCS analysis in Section 6.2 included freeway operations analysis for each of the four interchanges. As part of the traffic forecasting, however, all four interchanges were identified as serving relatively low volume facilities (maximum 2021 AADT of 3,000 vpd was noted) and low historical and forecasted annual growth rates.

Based on the analysis, it was concluded that the adjacent interchanges are not adversely impacted by the proposed improvements at the I-26 at I-95 interchange. Key observations included:

- The freeway operations analysis indicated that ramp operations were not critical in either 2030 or 2050.
- It was noted that I-95 requires future widening south of I-26 (LOS F in 2050) which would address any merge or diverge improvement needs. Similarly, some LOS E operations were noted on I-26 west of I-95 in 2050 even with a six-lane segment. To address potential modeling issues associated with downstream bottlenecks impacting flows into the key interchange with the TransModeler network, theoretical widening assumptions were applied as detailed in Chapter 8.

Since the operations at the four interchanges do not require future capacity improvements and are spaced more than two miles on all approaches to the I-26 at I-95 interchange, the specific operations are not critical to this IMR. All four adjacent interchanges were included in the TransModeler simulation models to provide proper flow patterns into the interchange.

**Policy Point 1 (continued) – Crossroads & Local Street Network**

***"The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d))."***

The local road network at each of the four adjacent interchanges was examined as part of the traffic forecasting process discussed in Chapter 4 and detailed in Appendix D. Key observations included:

- All four interchanges have low AADT volumes based on 2021 AADT data (3,000 vpd or less).
- Growth rates are low at the three diamond interchanges (SC 210, U.S. 176 and U.S. 178) which is reflected by the historical trends noted in both historical AADT volumes and land use patterns for Orangeburg County. In addition, at each of the three diamond interchanges, no traffic signals are currently in place and are not anticipated in the future based on the anticipated traffic growth rates and volumes.
- For the existing full cloverleaf interchange at U.S. 15, a higher growth rate was noted. Nevertheless, the increase in volumes was minimal due to the low existing volumes. The HCS freeway operations capacity analysis confirmed the adequacy of the weaves (LOS C in 2050) on I-26.

Based on these observations, a formal capacity analysis of the local road network and intersection operations was not conducted since it would not impact traffic flows or design requirements at the I-26 at I-95 interchange. The adjacent interchanges were included in the TransModeler network, however, to better reflect flows loading into the study interchange.



**Policy Point 1 (continued) – Conceptual Signing Plan**

***“Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).”***

A conceptual signing plan is provided for the proposed interchange layout and is attached in Appendix S. The conceptual plan focuses on guide signs on the approaches to the interchange as well as guide signs at various ramp exits and splits.

**Policy Point 2 – Provision of All Movements & Public Road Access**

***“The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.”***

The I-26 at I-95 interchange is a system interchange with all movements allowed in a full cloverleaf configuration. The preferred alternative (Alternative 2) maintains and improves all movements including the provision of flyover ramps to replace some loop ramps. All new ramps (including two loops) will be reconstructed and will meet or exceed current design standards. Each of these movements are between I-26 and I-95, which are both public roads serving key national, regional, state and local network connections.



# 1. INTRODUCTION

## 1.1 Project Background

The South Carolina Department of Transportation (SCDOT) proposes to improve the I-26 at I-95 system interchange in Orangeburg County, South Carolina. The purpose of this project is to improve mobility and operations at the system interchange of I-26 and I-95. The need for the improvements stems from operational issues including weaving movements from on and off loop ramps resulting in rear-end and sideswipe crashes and travel delays due to weaving and merging. Alternative interchange designs were analyzed at the I-26 at I-95 system interchange to mitigate the effects of future traffic projections, in conjunction with analysis of the I-26 and I-95 mainlines.

## 1.2 Study Area

The study area for this widening project is shown in **Figure 1.1**. The study area is focused on the I-26 at I-95 system interchange and four adjacent interchanges including:

- U.S. 176 (Old State Road) at I-95 to the north
- U.S. 178 (Charleston Highway) at I-95 to the south
- S.C. 210 (Vance Road) at I-26 to the west
- U.S. 15 at I-26 to the east

## 1.3 Existing Roadway Conditions

### 1.3.1 Study Corridors

#### I-95

I-95 is a north-south interstate on the east coast that extends from the United States – Canada border in the north to Miami, Florida in the south. In the study area, I-95 is a rural interstate with a speed limit of 70 mph that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic along the east coast. In South Carolina, I-95 links Florence in the north to Savannah, Georgia in the south in addition to providing access to multiple municipalities. The following interchanges are present within the study area limits on I-95:

- U.S. 176 Old State Road (Exit 90)
- I-26 (Exit 86)
- U.S. 178 Charleston Highway (Exit 82)

Figure 1.1: Study Area Location Map



Source: Google Earth Pro Image, 03/2022, Project Study Area

### **I-26**

I-26 is an east-west interstate that extends southeast from I-81 in Kingsport, Tennessee to Charleston, South Carolina. In the study area, I-26 is a four-lane divided rural interstate with a speed limit of 70 mph that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic. In South Carolina, I-26 links three major municipalities: Spartanburg in the Upstate, Columbia in the Midlands, and Charleston in the coastal area of the Lowcountry. The following interchanges are present within the study area limits on I-26:

- S.C. 210 Vance Road (Exit 165)
- I-95 (Exit 169)
- U.S. 15 (Exit 172)

### **U.S. 176 Old State Road**

Classified as a rural minor arterial with a speed limit of 45 mph, U.S. 176 is located on I-95 northeast of the I-26 at I-95 System interchange. Within the project area U.S. 176 is a two-lane undivided roadway. The I-95 at U.S. 176 interchange is an unsignalized diamond interchange. At the I-26 northbound ramps at U.S. 176 intersection, traffic is controlled by a stop sign on the I-95 northbound ramp while the east and west approaches remain free. At the I-95 southbound ramps at U.S. 176 intersection, traffic is controlled by a stop sign on the I-95 southbound ramp while the east and west approaches remain free. The 2021 AADT is 3,000 vpd west of I-95 and 2,500 vpd east of I-95.

### **U.S. 178 Charleston Highway**

Classified as a rural minor arterial with a speed limit of 45 mph, U.S. 178 intersects with I-95 southwest of the I-26 at I-95 System interchange. Within the project area U.S. 176 is a two-lane undivided roadway. The I-95 at U.S. 176 interchange is an unsignalized diamond interchange. At the I-95 northbound ramps at U.S. 178 intersection, traffic is controlled by a stop sign on the I-95 northbound ramp while the east and west approaches remain free. At the I-95 southbound ramps at U.S. 178 intersection, traffic is controlled by a stop sign on the I-95 southbound ramp while the east and west approaches remain free. The 2021 AADT is 2,500 vpd east of I-95.

### **S.C. 210 Vance Road**

Classified as a rural major arterial with a speed limit of 45 mph, S.C. 210 intersects with I-26 northwest of the I-26 at I-95 System interchange. Within the project area S.C. 210 is a two-lane undivided roadway. The I-26 at SC 210 interchange is an unsignalized diamond interchange. At the I-26 eastbound ramps at S.C. 210 intersection, traffic is controlled by a stop sign on the I-26 eastbound ramp while the north and south approaches remain free. At the I-26 westbound ramps at S.C. 210 intersection, traffic is controlled by a stop sign at each approach. The 2021 AADT is 1,200 vpd north of I-26.



### ***U.S. 15***

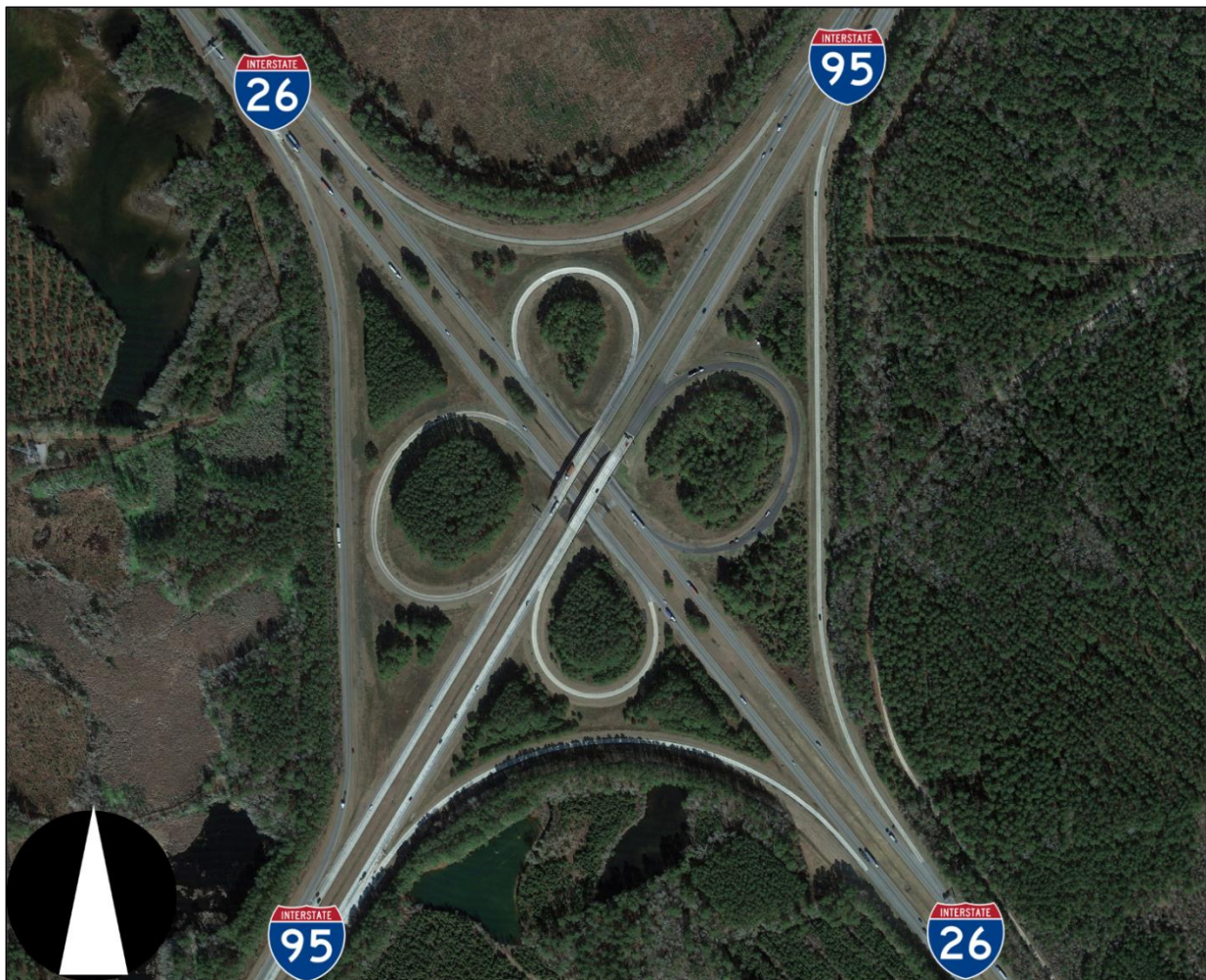
Classified as a rural major arterial with a speed limit of 45 mph, U.S. 15 intersects with I-26 southeast of the I-26 at I-95 System interchange. Within the project area U.S. 15 is a four-lane divided roadway. The I-26 at U.S. 15 interchange is a full cloverleaf interchange with weaves on I-26 and U.S. 15. At the I-26 eastbound and westbound on and off-ramps, movements are free-flow controlled by merging and diverging maneuvers. The 2021 AADT is 2,400 vpd north of I-26.

## **1.3.2 Study Interchange**

### ***I-26 at I-95 System interchange***

The I-26 at I-95 System interchange is a full access cloverleaf interchange where the I-26 mainline runs under the I-95 bridge. No collector-distributor roadway is provided along either I-26 or I-95. Instead, all merges, diverges and weaves occur along the mainline lanes. This interchange will be modified and is the focal point of this analysis. The existing I-26 at I-95 System interchange is shown in **Figure 1.2**.

**Figure 1.2: I-26 at I-95 System interchange**





### 1.3.3 Adjacent Interchanges

#### ***U.S. 176 Old State Road to the north***

Located 4 miles north of the system interchange, the U.S. 176 interchange is a diamond interchange where the arterial runs under the I-95 bridge. Each I-95 ramp intersection is unsignalized. While this interchange is not expected to be modified, it is included in this analysis as it is adjacent to the I-26 at I-95 system interchange. The U.S. 176 interchange is shown in **Figure 1.3**.

**Figure 1.3: U.S. 176 Interchange**





### **U.S. 178 Charleston Highway to the south**

Located 2.9 miles south of the system interchange, the U.S. 178 interchange is a diamond interchange where the arterial runs under the I-95 bridge. Each I-95 ramp intersection is unsignalized. While this interchange is not expected to be modified, it is included in this analysis as it is adjacent to the I-26 at I-95 System interchange. The U.S. 178 interchange is shown in **Figure 1.4**.

**Figure 1.4: U.S. 178 Interchange**

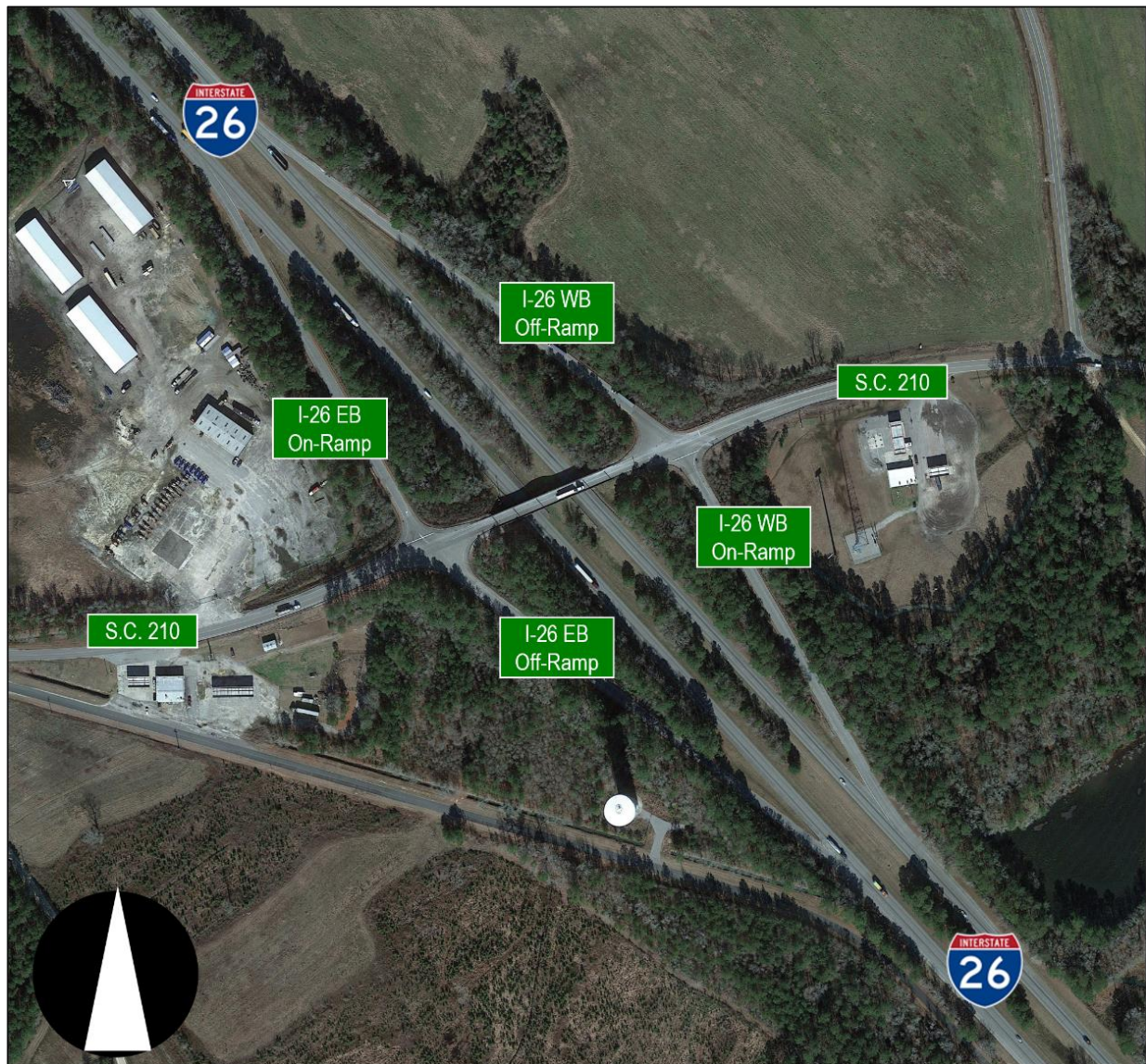




### **S.C. 210 Vance Road to the west**

Located 3.2 miles west of the system interchange, the S.C. 210 interchange is a diamond interchange with a bridge over I-26. Each I-26 ramp intersection is unsignalized. While this interchange is not expected to be modified, it is included in this analysis as it is adjacent to the I-26 at I-95 System interchange. The S.C. 210 interchange is shown in **Figure 1.5**.

**Figure 1.5: S.C. 210 Interchange**





### **U.S. 15 to the east**

Located 2.4 miles from the system interchange, the U.S. 15 interchange is a full cloverleaf interchange with a bridge over I-26. There are four cloverleaf ramps in each quadrant and four slip ramps. No collector distributors are in place along either I-26 or U.S. 15. While this interchange is not expected to be modified, it is included in this analysis as it is adjacent to the I-26 at I-95 System interchange. The U.S. 15 interchange is shown in **Figure 1.6**.

**Figure 1.6: U.S. 15 Interchange**





## 1.4 Proposed Study Area Improvements

SCDOT is currently planning for widening of I-26 to six lanes through the entire study area as part of the widening of I-26 between Columbia and Charleston under multiple projects separate from this study. The section of I-26 through the study area is part of the I-26 widening project between MM 165 to MM 176. The widening of I-26 is therefore incorporated into this analysis as part of the baseline No Build future conditions to accurately assess future traffic operations. The widening on I-26 will expand the existing four lane section to six lanes east and west of I-95 through the study area.

## 1.5 Proposed Design Years

Project design years were developed using the South Carolina Roadway Design Manual (SCRDM) guidelines. The SCRDM recommends a design year 20 years after the date of the completion of the project's plans, specifications and estimates package. For this project, the anticipated opening year was shifted to 2030 to be conservative, which results in a design year of 2050.

Based on the design criteria for rural freeways presented in SCDOT's 2021 Roadway Design Manual, Highway Capacity Manual (HCM) LOS C is the preferred minimum LOS for a rural interstate analysis. Through discussions with SCDOT it was agreed that LOS D will be viewed as an acceptable minimum level of service (LOS) for the 2050 design period.

## 2. DATA COLLECTION

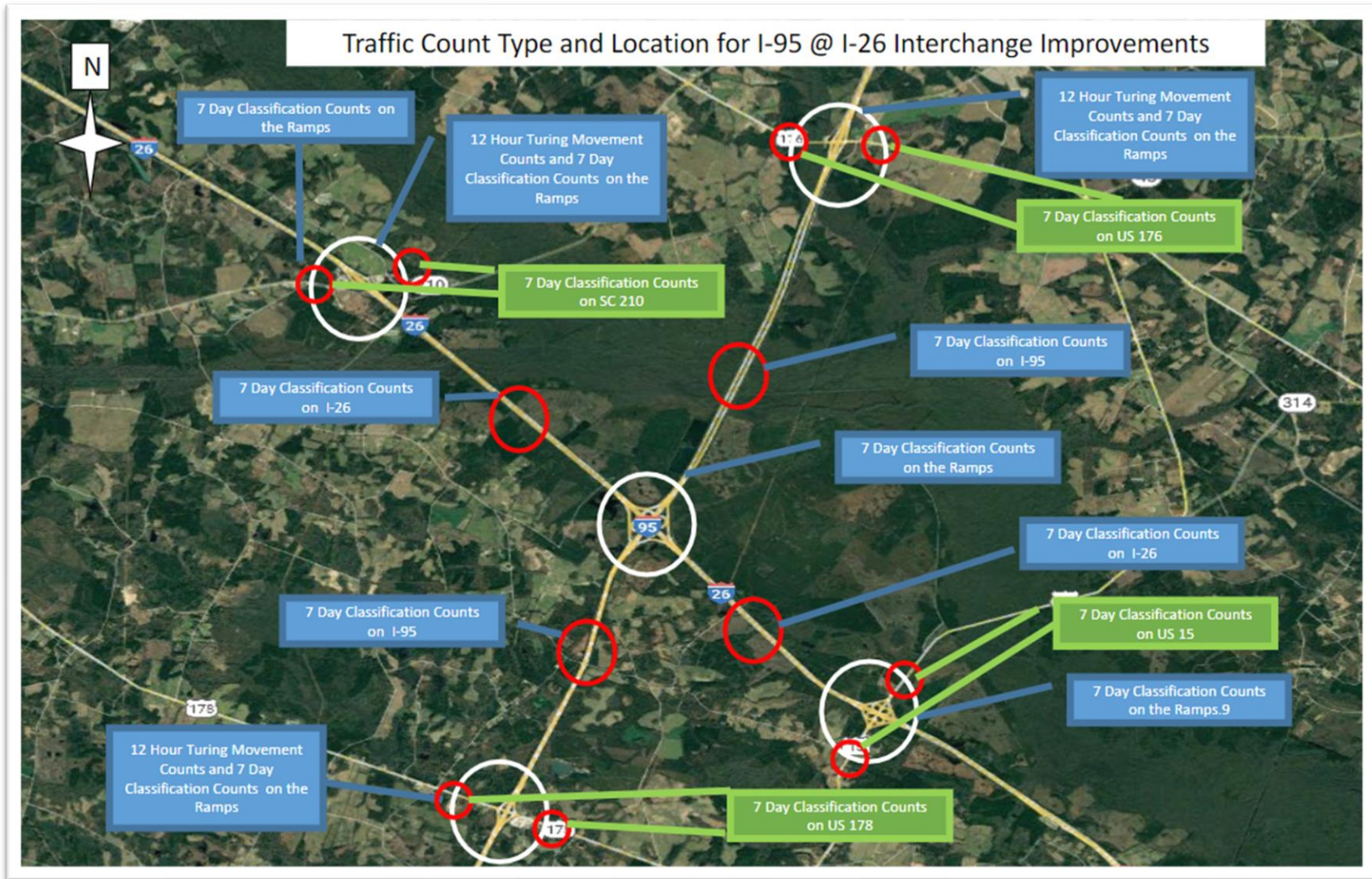
The following section describes the data collection activities performed for this analysis.

### 2.1 Traffic Count Collection

Interstate volumes from SCDOT's Traffic Monitoring Program were obtained via SCDOT's traffic counts website for two permanent ATR count stations: station #0056 on I-95 and station #0020 on I-26. In addition, historic AADT data were utilized for all approaches to the interchanges on I-95 and I-26 as well at the ramps for the I-26 at I-95 System interchange and the four adjacent interchanges.

Bi-directional interstate classification counts were also collected from Friday, March 1 to Thursday, March 7, 2022, on I-95 and I-26. Similar classification counts were taken at the four local roads at adjacent interchanges (U.S. 178, U.S. 176, SC 210 and U.S. 15), and ramps at each of the five interchanges in the study area. These counts identified the percentages of different vehicle types in the traffic stream. In addition, speed profiles were collected and summarized to be used in calibration of a traffic simulation. As part of the field effort, intersection turning movement counts were collected at the study intersections on Friday, March 1, 2022. The reports for these counts are provided in **Appendix A**. An illustration of the count locations is shown in **Figure 2.1**.

Figure 2.1: Count Location Map



Source: Google Earth Pro Image, 03/2022, Project Count Location

## 2.2 Vehicle Classification Data

Vehicle classification data was collected with the interstate traffic volume data and intersection turning movement counts to be used in this analysis. The project counts were compared with SCDOT online data and the Statewide travel demand model to estimate existing and future truck percentages on both I-26 and I-95.

Truck composition exceeds 20 percent on both I-26 and I-95, with I-95 linking freight along the eastern seaboard and I-26 serving a critical link to the SC Port facilities in Charleston. Each of the SCDOT permanent traffic counters on I-26 and I-95 summarizes the truck percentages based on FHWA's breakdown of 13 vehicle types.

The data sets and forecasted truck percentages for 2030 and 2050 are summarized in **Table 2.1**.

**Table 2.1: Truck Percentages for I-26 and I-95**

Location	Site Summary from SCDOT Website	Site Dashboard	Statewide Model	Project Counts	Forecast Truck Percentages	
		(Class 5-13)	2015 & 2045	(3/1-3/7)	2030	2050
I-95 North	12%	23.1%	26.3% 2015 27.5% 2045	35% weekday 29% weekend 33% overall	<b>22%</b>	<b>22%</b>
I-95 South	21%	24.5%	27.7% 2015 29.7% 2045	31% weekday 19% weekend 29% overall	<b>22%</b>	<b>22%</b>
I-26 West	24%	21.0%	30.8% 2015 41.3% 2045	31% weekday 16% weekend 28% overall	<b>22%</b>	<b>28%</b>
I-26 East	21%	21.0%	29.2% 2015 45.6% 2045	23% weekday 17% weekend 22% overall	<b>22%</b>	<b>28%</b>

Note that higher truck percentages are forecast for I-26 in 2050 (28 percent) than 2030 (22 percent). This increase is based on input from the official 2045 Statewide Model Version 4 (SCSWMv4) and existing counts. The Statewide model is used by SCDOT for freight planning purposes and includes anticipated increases in freight volumes related to the SC Ports facilities in Charleston as well as other shipping and truck focused industries along the corridor. Note that the forecasted 28 percent trucks for 2050 is still substantially lower than the more than 40 percent identified by the 2045 Statewide model. The future 28 percent truck percentage for 2050 was based on coordination with SCDOT as a balance between the Statewide model and existing conditions.

## 2.3 Travel Speed Data

Travel speed data was obtained with the collected count data. March 2022 data was analyzed for the calibration of the existing conditions TransModeler model. **Table 2.2** provides the existing conditions travel speeds that were averaged for the week of data collection and used for the TransModeler model calibration purposes. The reports for these travel speeds are provided in **Appendix B**.

**Table 2.2: I-26 at I-95 Project Corridor Collected Travel Speeds**

Location	Average Speed (mph)
I-26 Eastbound	70
I-26 Westbound	70
I-95 Northbound	69
I-95 Southbound	70



### 3. CRASH ANALYSIS

A safety analysis of crashes from January 2015 to December 2019 was conducted for the project study area with crash data provided by the South Carolina Department of Public Safety (SCDPS). Data was analyzed for key roadways within the study area including:

- Within the study area, a total of 1,022 crashes were reported as presented in **Table 3.1**.
- Along I-95, data was analyzed on 9.22 freeway miles from south of the U.S. 178 interchange (MP 81.64) to north of the U.S. 176 interchange (MP 90.86).
- Along I-26, crash data was analyzed on 7.42 miles from west of the SC 210 interchange (MP 164.49) to the east of the U.S. 15 interchange (MP 171.91).
- Ramp crash data at the I-95 at I-26 interchange
- The crossroads at the four adjacent interchanges to the project (U.S. 178, U.S. 176, SC 210 and U.S. 15).

**Table 3.1: Number of Crashes and Crash Severity by Year**

Crash Severity	2015	2016	2017	2018	2019	Total	Proportion
Fatality	2	4	1	4	3	<b>14</b>	1%
Injury	39	43	46	33	50	<b>211</b>	21%
Property Damage Only	141	158	166	169	163	<b>797</b>	78%
<b>Total</b>	<b>182</b>	<b>205</b>	<b>213</b>	<b>206</b>	<b>216</b>	<b>1,022</b>	<b>100%</b>

The following sections discuss these crashes by facility, location, type, and severity.

#### 3.1 Statewide Crash and Fatality Rates

Between 2015 and 2019, there were 534 crashes on I-95 and 488 crashes on I-26. Of these, there were 3 fatal crashes with 5 deaths on I-95 and 11 fatal crashes on I-26 with 12 deaths. In order to better understand the crash issues, crash rates were calculated for both I-95 and I-26 in the study area and compared with statewide average crash rates.

Crash rates are calculated by taking the number of crashes on a certain segment of roadway and dividing it by the exposure rate. The exposure rate is the number of vehicle miles travelled on the segment during the study period. Crash rates are typically reported based on the number of crashes per 100 million vehicle miles traveled which is computed using the following equations.

### Equation 3-1: Segment Crash Rate Calculations

$$\text{Exposure per 100 MVM} = \frac{\text{AADT} \times \text{segment length (miles)} \times 365 \times \text{number of years}}{100,000,000}$$

$$\text{Segment Crash Rate} = \frac{\text{Number of Crashes in the n Year Period}}{\text{Exposure for the n Year period (in 100 MVM)}}$$

Using these formulas, four types of crash rates were computed for both I-95 and I-26. These rates include:

- Total Crash Rate (all crashes including property damage only, injury and fatal)
- Serious Injury Crash Rates (incapacitating injury crashes only)
- Total Injury Crash Rate (all injuries and possible injuries)
- Fatal Crash Rates (fatal crashes only)

These rates are then compared to average crash rates for similar facilities in South Carolina. **Table 3.2** provides a summary of the crash rates on I-95 and I-26 within the study area as well as a comparison to statewide averages. Key observations include:

- The total crash rate on both I-95 (72.46 crashes per 100mvm) and I-26 (79.55 crashes per 100 mvm) are less than half the statewide average total crash rate (167.27 crashes/100mvm) for rural principal arterial interstates.
- I-95 generally has lower crash rates than I-26 in the study area.
- I-26 has a high serious injury crash rate (2.45 serious injury crashes/100 mvm) and fatal crash rate (1.79 fatal crashes per 100mvm) that exceed the statewide averages of 2.08 serious injury crashes per 100mvm and 1.17 fatal crashes per 100mvm.

**Table 3.2: Crash Rate Comparison between I-95, I-26 and Statewide Averages**

Description	Dist (mi.)	AADT (vpd)	Total Crash Rate	Injury Crash Rate	Serious Injury Crash Rate	Fatal Crash Rate
Statewide Average – 2019 Rural Principal Arterial (interstate)	Varies	Varies	<b>167.27</b>	<b>35.20</b>	<b>2.08</b>	<b>1.17</b>
Interstate 95 in study area	9.22	43,800	72.46	13.43	0.81	0.41
Interstate 26 in study area	7.42	45,300	79.55	18.26	<b>2.45</b>	<b>1.79</b>

Notes: Crash rates are shown in terms of the number of crashes per 100 million vehicle miles (crashes per 100Mvm)

Red text identifies crash rates that exceed the statewide average.

Calculations are provided in **Appendix C**. Recommendations for safety improvements are provided at the end of this section.

## 3.2 I-95 Crash Patterns

As identified in Table 3.2, all crash rate types in the study area on I-95 are substantially lower than the statewide average (less than 50 percent in all cases).

### 3.2.1 Crash Severity

**Table 3.3** summarizes I-95 crash severity types by year. Of the 534 crashes, 19 percent involved some level of injury and 1 percent involved a fatality. Using the same table, the number and severity of crashes varied by year, but in general was stable between years reflecting little variation. For this reason, the analysis focuses on total crashes over the five-year period. In addition to the analysis in this section, Section 3.6 examines the fatal crashes in more detail.

**Table 3.3: I-95 Crash Severity**

Crash Severity	2015	2016	2017	2018	2019	Total	Proportion
Fatality	0	1	0	1	1	<b>3</b>	1%
Injury	22	18	23	18	18	<b>99</b>	19%
Property Damage Only	69	91	90	96	86	<b>432</b>	81%
<b>Total</b>	<b>91</b>	<b>110</b>	<b>113</b>	<b>115</b>	<b>105</b>	<b>534</b>	100%

Source: SC Department of Public Safety Crash Reports, 2015-2019

### 3.2.2 Crash Types

The crash types on I-95 are summarized in **Table 3.4**.

**Table 3.4: Type of Crash by Severity on I-95**

Crash Type	Fatality	Injury	Property Damage Only	Total	Percent of All Crashes
Rear End	1	50	195	246	46%
Head On	0	0	0	0	0%
Angle	0	2	23	25	5%
Sideswipe	1	3	55	59	11%
Off Road	0	40	106	146	27%
Rollover	0	2	2	4	1%
Animal	1	1	27	29	5%
Other	0	1	24	25	5%
<b>Total</b>	<b>3</b>	<b>99</b>	<b>432</b>	<b>534</b>	
Percent of All Crashes	<b>0.6%</b>	<b>19%</b>	<b>81%</b>		

Note: Red highlighting used to identify fatal crashes and crash types with high number of injuries. High number of injuries was estimated based on crash type exceeding 12 percent of total injury crashes.

Key observations on total crashes on I-95 by crash type include:

- The most common crash type is rear end crashes (46 percent) which typically occur in areas with extensive queuing or, in the case of a freeway, substantially reduced speeds.



- On a freeway, sideswipe (11 percent) and angle (5 percent) crashes typically involve lane changes and merge, diverge and weaving movements. These account for 16 percent of crashes on I-95.
- Off-road crashes (27 percent) are the second most common crash type. Crashes of this type typically involve higher speed vehicles losing control and exiting the roadway.

Observations regarding crash severity as it varies by crash type include:

- Three fatal crashes occurred on I-95 with all being of different types (rear end, sideswipe and animal)
- Of the 99 injury crashes, 50 percent were rear end crashes and 40 percent were off road crashes.

### 3.2.3 Prime Contributing Factor

Understanding the causes of crashes is important to identifying roadway issues and developing countermeasures. Although there can be multiple contributing causes to a crash, the crash reports identify one key or “prime” contributing factor for each crash. **Table 3.5** provides a summary of the prime contributing factor for crashes on I-95 as it varies by crash severity.

**Table 3.5: Prime Contributing Factor of Crashes on I-95 (Total Number of Crashes and Percent of Crashes by Key Type of Factor and Severity)**

Prime Contributing Factor	Fatality	Injury	Property Damage Only	Total	Percent of All Crashes
<b>Driving Action/Error</b>	<b>0.2%</b>	<b>14.8%</b>	<b>64.6%</b>	<b>425</b>	<b>79.6%</b>
Driving too Fast for Conditions	0	66	237	303	56.7%
Improper Lane use/change	1	9	73	83	15.5%
Following too Closely	0	2	15	17	3.2%
Failure to Yield ROW	0	1	2	3	0.6%
Improper Turn	0	0	2	2	0.4%
Other Improper Action	0	0	7	7	1.3%
Ran off Road	0	0	7	7	1.3%
Swerving to Avoid Object	0	1	1	2	0.4%
Wrong side or Wrong Way	0	0	1	1	0.2%
<b>Driver Condition</b>	<b>0.0%</b>	<b>2.6%</b>	<b>4.7%</b>	<b>39</b>	<b>7.3%</b>
Distracted/Inattention	0	4	17	21	3.9%
Fatigued/Asleep	0	1	2	3	0.6%
Medical Related	0	5	1	6	1.1%
Under the Influence	0	4	5	9	1.7%

Prime Contributing Factor	Fatality	Injury	Property Damage Only	Total	Percent of All Crashes
<b>Road Condition/ Hazard</b>	<b>0.2%</b>	<b>0.2%</b>	<b>6.9%</b>	<b>38</b>	<b>7.1%</b>
Animal in Road	1	1	27	29	5.4%
Debris	0	0	7	7	1.3%
Obstruction in Roadway	0	0	1	1	0.2%
Other (environmental)	0	0	1	1	0.2%
Road Surface Condition	0	0	1	1	0.2%
<b>Vehicle Issues</b>	<b>0.0%</b>	<b>0.9%</b>	<b>2.8%</b>	<b>20</b>	<b>3.7%</b>
Brakes	0	0	1	1	0.2%
Cargo	0	0	2	2	0.4%
Steering	0	0	1	1	0.2%
Tires/Wheel	0	5	11	16	3.0%
<b>Unknown</b>	<b>0.2%</b>	<b>0.0%</b>	<b>1.9%</b>	<b>11</b>	<b>2.1%</b>
Unknown	1	0	10	11	2.1%
<b>Total</b>	<b>3</b>	<b>99</b>	<b>432</b>	<b>534</b>	
	0.6%	18.5%	80.9%		

Note: Red highlighting used to identify fatal crashes and contributing factors with high number of injuries. High number of injuries was estimated based on prime contributing factor exceeding 4 percent of total injury crashes.

Key observations from Table 3.5 on total crashes by prime contributing factor include:

- The prime contributing factor can be looked at in multiple ways. By combining some of the detailed factors, five key types of contributing factors can be identified:
  - Driver Actions or Errors – 79 percent of crashes
  - Driver Condition – 7 percent
  - Road Condition or Hazard – 7 percent
  - Vehicle Issues – 4 percent
  - Other – 2 percent
- On I-95, the majority of crashes have prime contributing factors related to driver actions or errors (79 percent). Of these, two specific factors are noted:
  - Driving too fast for conditions (72 percent of driver action related crashes and 57 percent of total crashes): On the existing I-95, this could be related to either the primary freeway speed (posted 70 mph) or exiting from I-95 at a ramp at too fast of speed.
  - Improper lane use or change (20 percent of driver action related crashes and 16 percent of total crashes): On the existing I-95, this is likely related to lane change crashes related to blind spots in driver mirrors and underestimation of available gaps for lane shifts. In addition, weaving areas at the existing I-95 at I-26 full cloverleaf interchange require traffic to weave

- into and out of the weaving area simultaneously while accelerating or decelerating.
- One observation is that running off the road is only the prime contributing factor in 1 percent of crashes compared with the off road crash type accounting for 27 percent of total crashes. This illustrates that other contributing factors can cause a run off the road crash (such as driving under the influence or an animal in the road).
  - Driver condition is only identified as the primary cause in 7 percent of crashes on I-95. Of these, the majority (54 percent) involve distracted or inattentive drivers.
  - Road conditions are only identified as the primary cause in 7 percent of crashes. Of these, the majority (74 percent) involve animals on the road. Note that of the 7 percent of crashes that were caused by an animal, 5 percent involved hitting the animal and 2 percent involved vehicles impacting a tree, median barrier, guardrail, or other off road hazard.
  - Vehicle issues only account for 4 percent of crashes of which 80 percent of the crashes involve issues with the tires.

A review of crash severity and prime contributing factor was also completed to determine what prime contributing factors resulted in crashes with injuries or fatalities. Key observations include:

- The three fatal crashes that occurred in I-95 all have different prime contributing factors (improper lane use/ change, animal and unknown). The crash with an unknown primary cause was a two-vehicle rear end crash that resulted in hitting a median barrier.
- Of the 99 injury crashes, 67 percent have a primary contributing factor of driving too fast for conditions. The second most common prime contributing factor was also related to driver action/error with 9 percent of injury crashes involving improper lane use/ changes.
- Driver condition accounts for 14 percent of all injury crashes on I-95 with a relatively even distribution of specific driver condition factors.
- Vehicles issues relating to tire/ wheel failures account for 5 percent of injury crashes.

### 3.2.4 Other Crash Findings

The I-95 crash data were examined for multiple other issues to identify trends or unique issues. This included looking at the road surface (wet or dry), lighting condition (day or night), and the time or day of the crash.

#### Weekend Crashes on I-95

As shown in **Table 3.6**, an observation was found regarding crash frequency on the weekends versus weekdays.

**Table 3.6: Comparison of Crashes & Volumes on Weekday versus Weekend on I-95**

Day of Week	Total Crashes	Daily Percentage of Crashes	2019 Daily Average (vpd)	Daily Percentage of Traffic
Monday	71	13%	31,068	14%
Tuesday	41	8%	27,712	12%
Wednesday	35	7%	28,208	12%
Thursday	49	9%	31,477	14%
Friday	100	19%	37,748	16%
Saturday	118	22%	37,024	16%
Sunday	120	22%	35,735	16%
<b>Total</b>	<b>534</b>	<b>100%</b>	<b>228,972</b>	<b>100%</b>
<b>Average M, T, W &amp; H Weekday</b>	49		29,616	
<b>Average F, S &amp; S Weekend</b>	113	<b>130% higher</b>	36,836	<b>24% higher</b>

The key item noted in this review was:

- 63 percent of crashes occur on Friday through Sunday compared with 48 percent of the traffic volume. Looked at in terms of daily frequency of crashes, each Friday, Saturday, and Sunday crash rates have more than double the crashes than occur on each of the other 4 days of the week.
- The 2019 AADT at SCDOT's permanent I-95 count station (#56) was evaluated to determine typical traffic volumes each day of the week. The extended Friday-Saturday-Sunday weekend had an average daily volume of 36,800 vpd. In comparison, the other four days of the week had an average daily volume of 29,600 vpd.
- Typically, crash rates increase proportionately with an increase in volume. I-95, however, has a higher percent of crashes occurring on the weekend (130

percent higher) as compared with the increase in traffic volumes (24 percent higher). The reason for this is unclear, but two potential factors are:

- Weekend traffic could have a higher percentage of less experienced or older drivers that may not be familiar with the area due to long distance travel.
- The higher volumes on the weekend reach a high enough volume that capacity is reached at key junction points or bottlenecks resulting in traffic slowdowns and queuing. This slowing of traffic is not typical of a rural freeway facility and may result in a higher proportion of crashes when these unexpected bottlenecks occur on the weekend.

### **Other Crash Observations**

Other miscellaneous observations of I-95 crashes include:

- Speed cited as issue in less than 10 percent of crashes.
- Crashes involving a single vehicle make up 33 percent of crashes on I-95. 53 percent involve two vehicles, and 12 percent involve three vehicles. Only 2 percent involve greater than three vehicles.
- Of the crashes indicating a motor unit was hit by another vehicle, 34 percent involved a stopped vehicle and 66 percent involved a moving vehicle.
- Trees were the ultimate harmful event in 10 percent of crashes on I-95. Median barriers accounted for 11 percent of the harmful events.
- Crash direction was distributed fairly evenly with 53 percent of crashes in the southbound direction and 47 percent in the northbound direction.

## **3.3 I-26 Crash Patterns**

A similar crash analysis was prepared for I-26 in the study area. As identified in Table 3.6, crash rates on I-26 are slightly higher than I-95. Key observations include:

- I-26 has total crash rate of 79.55 crashes per 100mvm compared to 72.46 crashes per 100mvm on I-95.
- Similar to I-95, the total crash rate on I-26 is less than half the statewide average total crash rate (167.27 crashes/100mvm) for rural principal arterial interstates.
- Unlike I-95, I-26 has a serious injury crash rate (2.45 serious injury crashes/100 mvm) and fatal crash rate (1.79 fatal crashes per 100mvm) that exceed the statewide averages of 2.08 serious injury crashes per 100mvm and 1.17 fatal crashes per 100mvm.

### 3.3.1 Crash Severity

As noted, crash severity on I-26 is higher than on I-95 and higher than statewide averages. **Table 3.7** summarizes I-26 crash severity types by year. Of the 488 crashes, 23 percent involved some level of injury and 2 percent involved a fatality. In addition to the analysis in this section, Section 3.6 examines the fatal crashes in more detail.

**Table 3.7: I-26 Crash Severity**

Crash Severity	2015	2016	2017	2018	2019	Total	Proportion
Fatality	2	3	1	3	2	<b>11</b>	2%
Injury	17	25	23	15	32	<b>112</b>	23%
Property Damage Only	72	67	76	73	77	<b>365</b>	75%
<b>Total</b>	<b>91</b>	<b>95</b>	<b>100</b>	<b>91</b>	<b>111</b>	<b>488</b>	100%

Source: SC Department of Public Safety Crash Reports, 2015-2019

### 3.3.2 Crash Types

The crash types on I-26 and the respective severity of these crashes are summarized in **Table 3.8**.

**Table 3.8: Crash Types on I-26**

Crash Type	Fatality	Injury	Property Damage Only	Total	Percent of All Crashes
Rear End	<b>2</b>	<b>29</b>	99	<b>130</b>	<b>27%</b>
Head On	0	1	0	<b>1</b>	<b>0%</b>
Angle	0	9	42	<b>51</b>	<b>10%</b>
Sideswipe	0	<b>13</b>	89	<b>102</b>	<b>21%</b>
Off Road	<b>9</b>	<b>53</b>	96	<b>158</b>	<b>32%</b>
Rollover	0	2	4	<b>6</b>	<b>1%</b>
Animal	0	3	14	<b>17</b>	<b>3%</b>
Other	0	2	21	<b>23</b>	<b>5%</b>
<b>Total</b>	<b>11</b>	<b>112</b>	<b>365</b>	<b>488</b>	
Percent of All Crashes	<b>2.3%</b>	<b>23%</b>	<b>75%</b>		

Note: Red highlighting used to identify fatal crashes and crash types with high number of injuries. High number of injuries was estimated based on crash type exceeding 12 percent of total injury crashes.

Key observations on total crashes by crash type include:

- The most common crash type is rear end crashes (27 percent) which typically occur in areas with extensive queuing or, in the case of a freeway, reduced speeds. Note that this is lower on I-26 than on I-95 (46 percent).
- On a freeway, sideswipe (21 percent) and angle (10 percent) crashes typically involve lane changes and merge, diverge and weaving movements. These

account for 31 percent of crashes on I-26. Note that I-95 crashes had a lower percentage (16 percent) following into these two crash type categories.

- Off-road crashes (32 percent) are more common on I-26 than the combined sideswipe and angle crashes (31 percent). Crashes of this type typically involve high speed vehicles losing control and exiting the roadway. This percentage is similar to what was observed on I-95 for off-road crashes (27 percent).

Observations regarding crash severity as it varies by crash type include:

- Eleven fatal crashes occurred on I-26 in the study area. Over 80 percent of fatal crashes involved off road crashes. The other 20 percent were rear end crashes.
- Of the 112 injury crashes, 47 percent were off road crashes further enforcing the need to examine this type of crash on I-26. 26 percent of injury crashes are rear end crashes and 20 percent were either angle or sideswipe crashes.

### 3.3.3 Prime Contributing Factor

**Table 3.9** provides a summary of the prime contributing factor for crashes as well as how severity varies based on the primary contributing factors on I-26. Key observations from Table 3.9 include:

- The prime contributing factor can be looked at in multiple ways. By combining some of the detailed factors, five key types of crash factors can be identified:
  - Driver Actions or Errors – 80 percent of crashes
  - Driver Condition – 5 percent
  - Road Condition or Hazard – 7 percent
  - Vehicle Issues – 7 percent
  - Other – 3 percent
- On I-26, the majority of prime contributing factors are related to driver actions or errors (80 percent). Of these, two specific factors are noted:
  - Driving too fast for conditions (50 percent of driver action related crashes and 40 percent of total crashes): On the existing I-26, this could be related to either the primary freeway speed (posted 70 mph) or exiting from I-95 at a lower speed ramp. Note that this is lower than noted on I-95 where 72 percent of crashes involved vehicles driving too fast.
  - Improper lane use or change (39 percent of driver action related crashes and 31 percent of total crashes): On the existing I-26, this likely results from lane change crashes related to blind spots and underestimation of available gaps for lane shifts. In addition, the full cloverleaves at the I-26 at I-95 interchange and the I-26 at U.S. 15 interchange have weaving sections requiring more complex lane changing maneuvers between vehicles.



- Driver conditions are only identified as the primary cause in 5 percent of crashes. Of these, the majority (55 percent) involve drivers under the influence. This is higher than the findings noted on I-95.
- Road condition is only identified as the primary cause in 7 percent of crashes. Of these, 47 percent involve animals on the road. Debris or other obstructions in the road account for 51 percent of road condition crashes on I-26.
- Vehicle issues only account for 7 percent of crashes of which 80 percent of the crashes involve issues with the tires.
- Of the 11 fatal crashes on I-26, driver action or error is identified as the primary cause in 72 percent of crashes. This may be higher since 18 percent were attributed to unknown causes.

**Table 3.9: Prime Contributing Factor of Crashes on I-26**

Prime Contributing Factor	Fatality	Injury	Property Damage Only	Total	Percent of All Crashes
<b>Driving Action/Error</b>	<b>1.7%</b>	<b>17.7%</b>	<b>60.2%</b>	<b>382</b>	<b>79.6%</b>
Driving too Fast for Conditions	1	49	140	190	39.6%
Improper Lane use/change	2	27	118	147	30.6%
Following too Closely	0	1	6	7	1.5%
Failure to Yield ROW	0	1	8	9	1.9%
Improper Turn	0	0	1	1	0.2%
Other Improper Action	1	2	8	11	2.3%
Ran off Road	3	4	6	13	2.7%
Swerving to Avoid Object	0	0	1	1	0.2%
Aggressive Operation	1	1	0	2	0.4%
Wrong side or Wrong Way	0	0	1	1	0.2%
<b>Driver Condition</b>	<b>0.0%</b>	<b>2.7%</b>	<b>1.9%</b>	<b>22</b>	<b>4.6%</b>
Distracted/Inattention	0	0	4	4	0.8%
Fatigued/Asleep	0	3	1	4	0.8%
Medical Related	0	0	2	2	0.4%
Under the Influence	0	10	2	12	2.5%
<b>Road Condition/ Hazard</b>	<b>0.0%</b>	<b>0.6%</b>	<b>6.9%</b>	<b>36</b>	<b>7.5%</b>
Animal in Road	0	3	14	17	3.5%
Debris	0	0	10	10	2.1%
Obstruction in Roadway	0	0	8	8	1.7%
Other (environmental)	0	0	0	0	0.0%
Road Surface Condition	0	0	0	0	0.0%
Work Zone	0	0	1	1	0.2%
<b>Vehicle Issues</b>	<b>0.2%</b>	<b>2.3%</b>	<b>4.0%</b>	<b>31</b>	<b>6.5%</b>
Brakes	0	0	0	0	0.0%
Cargo	0	1	1	2	0.4%
Steering	0	0	1	1	0.2%
Tires/Wheel	1	8	16	25	5.2%
Other (vehicle defect)	0	2	1	3	0.6%
<b>Unknown</b>	<b>0.4%</b>	<b>0.0%</b>	<b>2.3%</b>	<b>13</b>	<b>2.7%</b>
Unknown	2	0	11	13	2.7%
<b>Total</b>	<b>11</b>	<b>110</b>	<b>359</b>	<b>480</b>	
	2.3%	22.9%	74.8%		

Note: Red highlighting used to identify fatal crashes and contributing factors with high number of injuries. High number of injuries was estimated based on factor exceeding 4 percent of total injury crashes.

### 3.3.4 Other Crash Findings

- The crash data were examined for multiple other issues to identify trends or unique issues. On I-26, the key item that stood out, however, is the high number of fatal crashes. These are examined in Section 3.6.
- A review of the weekday versus weekend crashes indicated that I-26 does not have the same issue of higher crashes than expected occurring on the weekend that was observed on I-95.
- Speed cited as issue in only 12 percent of crashes.
- Crashes involving a single vehicle make up 35 percent of crashes on I-26. 59 percent involve two vehicles, and 4 percent involve three vehicles. Only 1 percent involve greater than three vehicles.
- Of the crashes indicating a motor unit that was hit by another vehicle, 11 percent involved a stopped vehicle and 89 percent involved a moving vehicle. This is likely because I-26 has fewer times when traffic is completely stopped or reduced to very slow speeds as compared with I-95.
- Trees were the ultimate harmful event in 26 percent of crashes on I-26, more than double noted on I-95. Median barriers accounted for 2 percent of the harmful events which is lower than on I-95. It is not known if this is due to more barriers separating trees from the roadway on I-95.
- Crashes were distributed fairly evenly with 53 percent of crashes in the southbound direction and 47 percent in the northbound direction.

## 3.4 Comparison of I-95 and I-26 Crash Patterns

As noted in the previous two sections, the crash patterns on I-95 and I-26, although similar, also have different characteristics. Some of the key differences are illustrated in **Figure 3.1**.

**Figure 3.1: Comparison of I-95 and I-26 Crash Pattern Differences**

Category	I-95	I-26
<b>Crash Severity</b>	<p>Fatality 1% Injury 18% Property Damage Only 81%</p>	<p>Fatality 2% Injury 23% Property Damage Only 75%</p>
<b>Crash Type</b>	<p>Animal 5% Other 5% Rollover 1% Off Road 27% Rear End 46% Sideswipe 11% Angle 5%</p>	<p>Animal 4% Other 5% Rollover ... Off Road 32% Rear End 27% Sideswipe 21% Angle 10%</p>
<b>Driver Actions as Prime Contributing Factor</b> (79% of Crashes)	<p>Other 8% Improper Lane use/change 20% Driving too Fast for Conditions, 72%</p>	<p>Other 9% Improper Lane Use/change 40% Driving too Fast for Conditions 51%</p>
<b>Driver Condition as Prime Contributing Factor</b> (5-7% of Crashes)	<p>DUI, 23% Medical 15% Distracted 54% Fatigued 8%</p>	<p>Distracted, 18% Fatigued 18% DUI 55% Medical 9%</p>

### 3.5 High Frequency Crash Locations

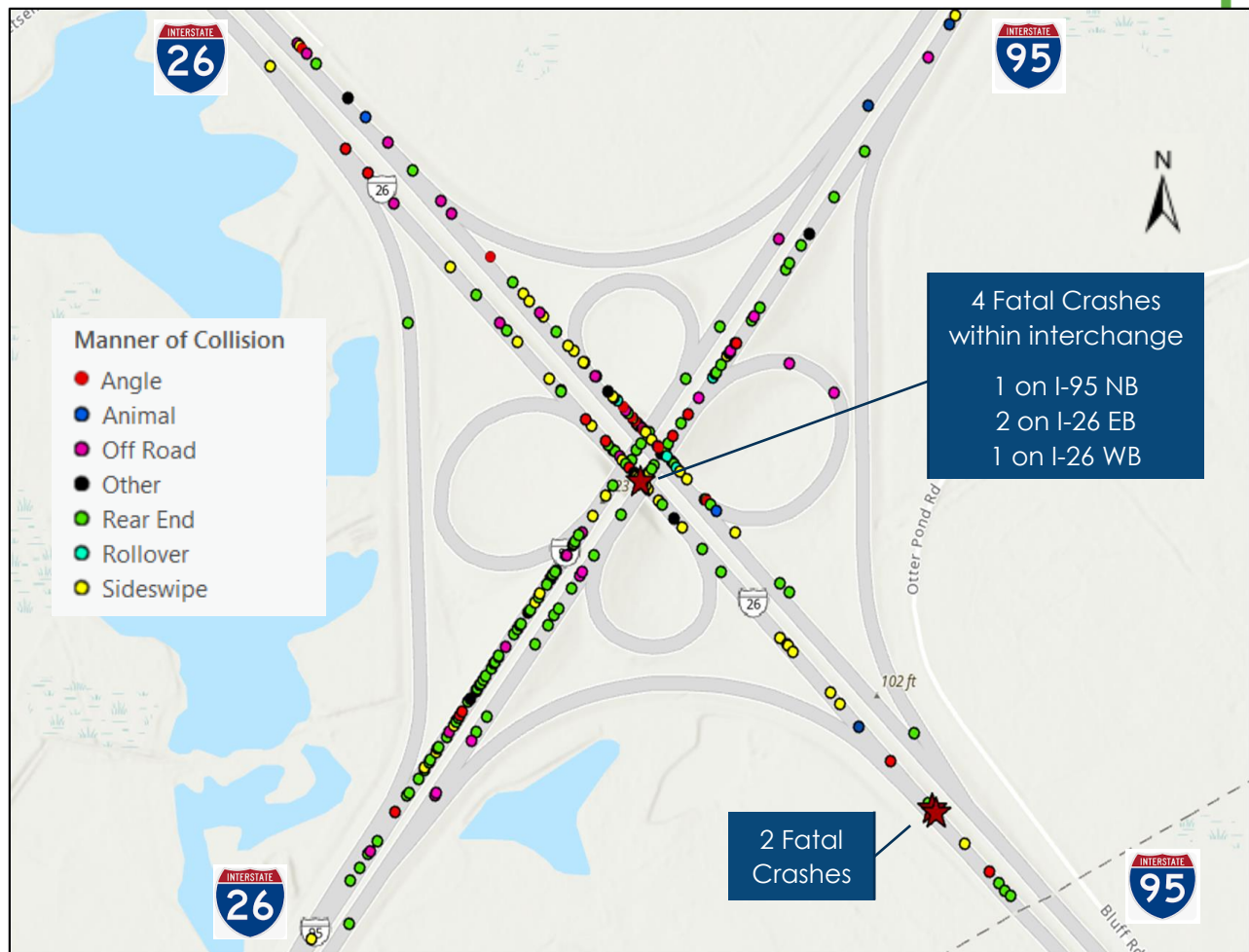
A key to understanding crashes is observing the location of crashes on the corridor. Using GIS based on milepost data and the direction of flow the traffic occurred in, an overview of the project corridor.

**Figure 3.2** shows the hotspots of crashes on I-95. The densest concentration of crashes on I-95 between U.S. 178 and U.S. 176 as well as on I-26 between the SC 210 and U.S. 15 interchanges.

Within the study area, the highest concentration of crashes is focused around the I-26 and I-95 full cloverleaf interchange that is being improved as part of this project. There is also a section of I-95 just south of the interchange with a high frequency of crashes. Based on this information, **Figure 3.3** was prepared to illustrate the type, locations, and direction of travel for crashes occurring within the I-26 at I-95 interchange.

**Figure 3.2: Heat Map of Crashes on I-26 and I-95 within Study Area**



**Figure 3.3: Crash Locations and Types at the I-26 and I-95 Interchange**

Note: More detailed information on fatal crashes is included in Section 3.6.

Examining Figure 3.3, five locations were identified as locations with a high frequency of crashes. These include all four weave areas within the existing cloverleaf interchange as well as on I-95 southbound approaching the merge with the ramp serving I-26 eastbound traffic exiting to I-95 southbound.

Weave operations occur when two ramps or loops are located close to each other with traffic merging onto the freeway being forced to weave or change lanes to the left onto the freeway in the same segment where exiting traffic from the freeway must change lanes to take the next exit. These types of sections are relatively common on older interstates, but weaves are no longer preferred on interstate mainlines. Instead, weave sections are being removed or converted to collector distributors in many areas as freeway interchanges are upgraded. At the I-26 at I-95 interchange the four weave sections between the four loops all appear to be areas with a high frequency of crashes.

In addition to the four weaves, there is a high crash location on I-95 southbound downstream from the weave where the ramp from I-26 eastbound merges on mainline I-95 southbound.

Recognizing these issues, **Table 3.10** was developed to examine the crash types observed at the five high crash locations. Note that the 204 crashes identified within the five high crash locations account for 20 percent of the 1,022 crashes within the project study area despite representing less than 3 percent of directional interstate mileage in the study area.

**Table 3.10: Crash Types at the high crash frequency locations at the I-26/I-95 Interchange**

Crash Type	I-95 NB Weave	I-95 SB Weave	I-26 WB Weave	I-26 EB Weave	I-95 SB Merge	Total in High Frequency Areas
Rear End	<b>29</b>	<b>24</b>	11	7	<b>36</b>	<b>107</b>
Angle	4	0	<b>6</b>	<b>10</b>	5	<b>25</b>
Sideswipe	0	3	<b>10</b>	<b>19</b>	6	<b>38</b>
Off Road	6	3	3	5	6	23
Rollover	1	0	1	3	0	5
Animal	0	0	0	1	0	1
Other	1	0	1	1	2	5
<b>Total</b>	<b>41</b>	<b>30</b>	<b>32</b>	<b>46</b>	<b>55</b>	<b>204</b>

Note: Red text indicates the most common type of crash within each high frequency crash segment.

Key crash and safety observation at each weave and the southbound merge are:

**Weave on I-95 Northbound:**

- 41 crashes have occurred within the weave on I-95 northbound.
- Over 70 percent of crashes in the weave are rear end crashes which can be the result of slowing down to merge into a weave or due to queuing occurring upstream of a weave in the mainline traffic flow.
- Angle and sideswipe only comprise 10 percent of crashes.
- The loop in the northeast quadrant (I-95 northbound to I-26 westbound) carries the highest volume of all the loops with 15,800 vpd based on the latest 2021 AADT data. The weave LOS has existing LOS F operations during peak periods which will worsen in the future as traffic volumes raise. Also note that 15,800 vpd is essentially at the estimated capacity for a single lane loop ramp (excluding the consideration of over 20 percent trucks on the loop).

**Weave on I-95 Southbound:**

- 30 crashes have occurred within the weave on I-95 southbound.
- Over 80 percent of crashes in the weave are rear end crashes which can be the result of slowing down to merge into a weave or due to queuing occurring upstream of a weave in the mainline traffic flow.
- Angle and sideswipe only comprise 10 percent of crashes.

**Weave on I-26 Eastbound:**

- 32 crashes have occurred within the weave on I-26 eastbound.
- Only 34 percent of crashes in the weave are rear end crashes (unlike I-95 weaves).
- 50 percent of crashes are angle and sideswipe crashes that indicate that traffic is moving within the weave area but having issues finding gaps or openings to merge or diverge.

**Weave on I-26 Westbound:**

- 46 crashes have occurred within the weave on I-26 westbound which is the highest frequency of the four weave areas.
- Only 15 percent of crashes in the weave are rear end crashes (much lower than the 70 to 80 percent noted on the I-95 weaves).
- 63 percent of crashes in the weave are angle and sideswipe crashes indicating that traffic is moving within the weave area but having issues finding gaps or openings to merge or diverge.
- Three rollover crashes were noted in this weave area. This may be related to inadequate loop radii for exiting from a high-speed interstate facility. This type of crash can be of a higher severity in addition to requiring more time to clear and reopen the facility to traffic in all lanes. These response issues can lead to more crashes.
- The loop in the northeast quadrant is the loop with the highest demand (15,800 vpd AADT in 2021). This traffic merges into the weave area first congesting operations and allowing for minimal gaps for vehicles exiting from I-26 eastbound. In addition, this high volume of traffic is likely merging onto I-26 westbound at a lower speed effectively restricting flow in the rightmost lane of I-26.

**Merge on I-95 Southbound:**

- The crash heat map in Figure 3.2 and the interchange crash diagram in Figure 3.3 both indicate that there is a high crash location in the vicinity where I-95 southbound merges with the ramp serving I-26 eastbound to I-95 southbound.



This ramp movement is the opposite movement of the highest volume loop in the northeast quadrant. At this merge, the merging ramp volume from I-26 is forecast to exceed the I-95 southbound flow.

- There are 55 crashes observed in this merge area, a higher number of crashes than any of the weave areas.
- Of these crashes, 65 percent are rear end crashes, indicative of queuing and congested flow is occurring under existing conditions on I-95 southbound or the ramp itself.
- Only 20 percent of crashes in the weave are related to sideswipe and angle crashes.

### **Other Crash Observations at the I-26/I-95 Interchange**

- The crash heat map in Figure 3.2 does show a hot spot to the west of the interchange. Although there are fewer crashes, these are related to a similar issue as on I-95 southbound with a high volume of traffic encountering westbound queuing. This queuing and resultant crashes may be alleviated with the planned widening of I-26 as part of a separate project.
- On I-95 and I-26 through each of the five high crash locations, approximately 10 percent of crashes are off road crashes. While the reasons are unclear, these typically result on roads with high travel speeds. Note that Section 3.5 examines these in more detail as the majority of fatal crashes on I-26 are also off road crashes.
- Within the interchange area, there are six fatal crashes in the five years of data examined (one on I-95, five on I-26). Unfortunately, the location data is insufficient to reliably identify the location of four of the crashes. Fatal crashes are also examined in Section 3.6.
- As shown in Figure 3.3, there is limited crash data tied directly to ramp crashes at the I-26/I-95 interchange. These crashes were likely coded as occurring at the nearest merge/diverge areas with I-26 or I-95 since typically the friction on ramps is less than at the beginning and end of merges and diverges.

## 3.6 Fatal Crashes

As noted in previous sections, the crash data indicated that there were 14 total fatal crashes in the study in 2015 through 2019. Three of these crashes were on I-95 and eleven on I-26. The location of these crashes is illustrated in **Figure 3.4**. Key observations from the data sets include:

### 3.6.1 I-95 Fatalities

Within the study area, the fatal crash rate for I-95 is 0.81 fatal crashes per 100mvm. This is lower than the statewide averages of 1.17 fatal crashes per 100mvm on similar rural interstate facilities.

- I-95 has three fatal crashes in the study area. Details on these three fatal crashes include:
  - Each of the crashes was of a different crash type (rear end, sideswipe and animal related)
  - All three crashes have different prime contributing factors (improper lane use/ change, animal and unknown).
  - Two of the crashes occurred at night.
  - All three crashes occurred despite a dry road surface.
  - The harmful event all involved drifting from the travel lane including running off the road, hitting a tree and hitting the median barrier.
  - Two of these crashes were mapped to within the I-26/I-95 interchange.
  - Each fatal crash is mapped in Figure 3.4 and shown in **Table 3.11**.
  - In addition to the three fatal crashes, there were six crashes with incapacitating injuries on I-95.

### 3.6.2 I-26 Fatalities

Unlike I-95, I-26 has a serious injury crash rate (2.45 serious injury crashes/100 mvm) and fatal crash rate (1.79 fatal crashes per 100mvm) that exceeds the statewide averages of 2.08 serious injury crashes per 100mvm and 1.17 fatal crashes per 100mvm.

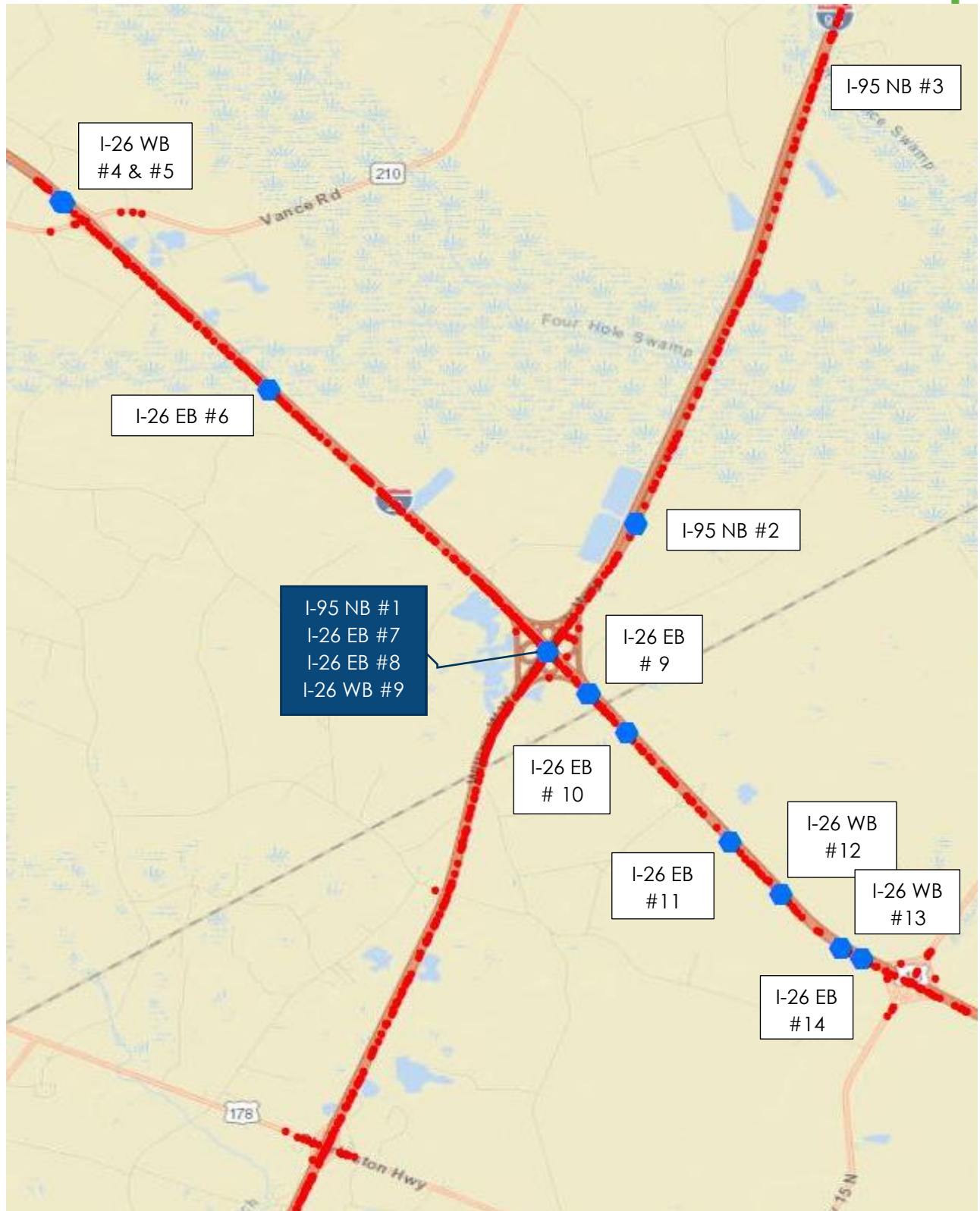
- I-26 has eleven fatal crashes in the study area. Details on these three fatal crashes include:
  - Over 80 percent of fatal crashes involved off road crashes. The other 20 percent were rear end crashes.
  - Driver action or error is identified as the primary cause in 72 percent of crashes and may be higher since 18 percent were unknown causes.
  - Three of the eleven fatal crashes occurred at night.
  - Two of the crashes involved a wet roadway surface.
  - Eight of the eleven crashes involved only one vehicle.
  - The harmful event all involved running off the road, two after a rear end crash. Eight of the 11 crashes specifically note hitting a tree.

- Five of these crashes were mapped to the I-26/ I-95 interchange area (or in the merge area just beyond the interchange).
- The eleven fatal crash locations are shown in Table 3.11 and mapped in Figure 3.4.
- In addition to the eleven fatal crashes, there were 15 crashes with incapacitating injuries.

**Table 3.11: Fatal Crashes on I-95 and I-26 in the Study Area**

Route	Date	Crash #	Number of Fatalities & Injuries	Direction of Flow	Crash Type	Prime Contributing Factor	Harmful Event
I-95	9/25/2016	1	1 fatality 5 injured	NB within I-26 interchange (MP 86.7)	Sideswipe	Improper Lane Use/Change	Ran Off Road
	5/7/2018	2	3 fatalities	NB within I-26 interchange (MP 86.7)	Animal	Animal in Road	Tree
	10/9/2019	3	1 fatality	NB near U.S. 176 interchange (MP 90.5)	Rear End	Unknown	Median Barrier
I-26	4/15/2017	4	1 fatality	WB near NC 210 interchange (MP 164.7)	Off Road	Unknown	Tree
	10/30/2015	5	1 fatality	WB near NC 210 interchange (MP 164.7)	Rear End	Driving too Fast for Conditions	Ran off Road Left
	10/16/2018	6	2 fatalities	EB (MP 166.4)	Off Road	Tires/Wheel	Tree
	11/7/2016	7	1 fatality	EB within I-95 interchange (MP 168.7)	Off Road	Improper Lane use/change	Other (Post, Pole, Support)
	9/9/2019	8	1 fatality	EB within I-95 interchange (MP 168.9)	Rear End	Other Improper Action	Tree
	5/22/2015	9	1 fatality	EB within I-95 interchange (MP 168.9)	Off Road	Unknown	Tree
	11/29/2016	10	1 fatality	WB (MP 169.3)	Off Road	Aggressive Operation	Tree
	8/8/2018	11	1 fatality	EB (MP 170.2)	Off Road	Ran off Road	Tree
	12/5/2019	12	1 fatality 1 injured	WB (MP 170.6)	Off Road	Ran off Road	Tree
	10/22/2016	13	1 fatality	WB (MP 171.1)	Off Road	Ran off Road	Tree
	9/27/2018	14	1 fatality	EB (MP 171.2)	Off Road	Improper Lane use/change	Ran off Road Left

**Figure 3.4: Fatal Crashes in the Study Area**



## 3.7 Safety Recommendations

FHWA's Proven Safety Countermeasures (PSC) are improvements that can be implemented to keep vehicles on the roadway, provide space for safe recovery, and reduce crash severity. This guide was consulted for the recommendations below. Overall, three critical crash issues need considered as part of the project design.

### **Weave Sections at the Existing I-26 at I-95 Full Cloverleaf**

As documented in Section 3.5, the existing interchange has four weave areas as part of the existing interchange along both I-26 and I-95. These weaves are bounded by lower speed loop ramps for traffic entering and exiting the interchange. All four weaves were also identified as high frequency crash locations in the study area.

Modern design practice recommends avoiding the use of weave sections on freeways (unless a parallel collector distributor is provided to serve the weave), especially with high volume movements and in rural areas with expectations for higher speeds and less congestion. In addition to safety concerns, the existing weaves are anticipated to become more congested in the future resulting in additional congestion and periods with queuing on the interstates.

To address this issue, there is no formal guidance except to avoid the use of weaves in new projects or in the improvement of existing facilities. For the I-26 at I-95 interchange, it is recommended that a directional interchange alternative be provided that eliminates the existing four weave sections. Note that the inclusion of loop ramps (with 30 mph or greater design speeds) for lower volume movements is still viable and included in the proposed alternatives under review.

### **Run Off Road Collisions**

Single-vehicle collisions account for 33 percent of crashes on I-95 and 35 percent on I-26. Related to this, on I-95 run off the road collisions account for 27 percent of all crashes, 40 percent of injury crashes, and none of the fatal crashes (although all three fatal crashes ultimately resulted in a vehicle hitting an object off the travelway even if it was not the initial cause of a crash). On I-26 the percentages of run off the road crashes are higher with 32 percent of all crashes, 47 percent of injury crashes, and 82 percent of fatal crashes (although like I-95, the two remaining "rear end" collision ultimately involved vehicles going off the road).

This type of crash is often the result of roadway departures and may include collisions with objects such as trees or guardrails. On I-26 in particular, trees were noted as being hit in 8 of the 11 fatal crashes. Overall, trees were identified in 26 percent of I-26 crashes and 10 percent of I-95 crashes. It was noted that median barriers and guard rails were involved in 15 percent of I-95 crashes and only 5 percent of I-26 crashes. A review of aerial mapping does indicate that there were trees in the median of I-26 west of I-95 and on I-95 north of I-26. Recent median improvement projects removed a good percentage of the trees in the median. In addition, based on the same aerial

mapping, it appears that the clear zone on I-95 is wider and that trees are located closer to the travelway on I-26.

Potential countermeasures for reducing roadway departures include:

- Increasing pavement friction
- Implementation of rumble strips and stripes
- Speed-feedback signing
- Installing median barriers
- Evaluating horizontal curve safety
- Improving nighttime visibility
- Increasing clear zones
- Flattening side slopes

Rumble strips are currently installed on I-95 and I-26 in the project corridor. It is recommended that additional clear zones and flattening side slopes be implemented with the future improvements on I-95 in the project corridor.

### **Rear End Collisions**

Rear-end collisions were another common type of collision, especially on I-95. Rear-end collisions are typically the result of congestion on the roadway, following too closely, and driving too fast for conditions. On I-95, rear end crashes made up 46 percent of all crashes, 50 percent of injury crashes and 33 percent of fatal crashes. On I-26, rear end crashes made up 27 percent of all crashes, 26 percent of injury crashes and 18 percent of fatal crashes. In addition, 34 percent of rear end crashes on I-95 involve a stopped vehicle compared to 11 percent on I-26.

Potential countermeasures that may reduce rear-end collisions include:

- Improving pavement friction
- Increasing the number of lanes
- Increasing the length of acceleration/deceleration lanes
- Installing dynamic collision warning signs

Note that the higher percentage of rear end collisions is likely resulted high congestion and slowdowns on I-95, especially related to holidays and weekends. No widening is currently planned for I-95, but based on the crash patterns and capacity analysis, the provision of a longer southbound merge would be beneficial. A similar treatment can be considered on I-26 westbound.

I-26 has fewer rear end crashes than I-95. In addition, the planned widening of I-26 will reduce incidences of rear end crashes resulting from queuing vehicles on I-26.

All of the above countermeasures are recommended to be implemented with future improvements for the current project as well as future improvements on I-26 or I-95.



## 4. DEVELOPMENT OF ESTIMATED TRAFFIC

The development of traffic volumes for use in this study was documented in the approved *I-26 I-95 Traffic Forecast Tech Memo (September 2022)* which can be found in **Appendix D**.

### 4.1 Key Assumptions

Key assumptions utilized in the development of estimated future traffic volumes include:

- Traffic Forecasts were calculated for three years:
  - 2022 Existing
  - 2030 Year of Opening
  - 2050 Design Year
- Future growth rates and traffic forecasts were developed using multiple sources and factors including:
  - Traffic counts collected as part of the project effort in May 2022.
  - Historic AADT traffic data obtained from SCDOT's traffic count website.
  - Results from the South Carolina Statewide Model Version 4 for 2015 and 2045. This model also provided insights into anticipated future freight and truck on the roadway network.
  - Historic and projected population trends.
- Annual growth rates applied to the traffic forecasts varied by facility. Estimated annual growth rates (assuming annual compounding) included:
  - I-95 .....1.6 percent growth per year
  - I-26 .....1.8 percent growth per year
  - U.S. 176, U.S. 178 and SC 210 .....0.5 percent growth per year
  - U.S. 15 .....2.4 percent growth per year
- Detailed analysis of hourly, daily directional traffic flows was analyzed from two permanent count stations.
  - On I-26, station#0020 is located just west of the study area west of the SC 210 interchange.
  - On I-95, station #0056 is located in the study area between I-95 and U.S. 176 north of the I-26 at I-95 interchange.
  - In addition, other count stations were utilized at the key crossroads and other segments on I-26 and I-95.



## 4.2 Examination of Annual Hourly Traffic Patterns

A detailed examination of the appropriate peak periods for analysis was conducted using historical trends for peak volumes examining 365 days per year. Key findings and assumption were:

- 2019 historical data was utilized to develop a review of the normal annualized patterns of traffic reflecting all 12 months as well as daily flow patterns through the week. 2019 was selected to avoid any Covid-related impacts to traffic flow.
- Both I-26 and I-95 exhibit unique travel patterns reflecting a high-volume rural freeway serving both local, regional, and national travel patterns. Differences from a typical urban travel pattern include:
  - Neither I-26 or I-95 fit a typical urban weekday pattern with a distinct AM and PM peak period. Instead, traffic volumes are relatively high from 7 AM to 9 PM. The highest volumes occur between 12 noon and 5 PM with peaking occurring near 3 PM on both I-26 and I-95.
  - The peak period is not subject to heavy flows in one direction followed by a reverse pattern at a later point in the day. In the peak hour each day, traffic flows peak in both directions on I-26 and I-95.
  - The highest volumes occur on the Friday through Sunday weekend with typical daily volumes being 10 percent higher on these days than on the weekday.
- Based on these observations, this forecast has been developed assuming a single mid-day peak period (approximately 3 PM to 4 PM) with peak flows in both directions on I-95 and I-26.

More detailed analysis was conducted to identify an appropriate peak period based on examining annual flows and the highest hourly volumes over the year. Heavy variations in flow were noted throughout the year – both on weekdays and weekends. Key variations included:

- There is a heavy variation depending upon time of year and holiday travel.
  - On I-95, the highest volume days are before and after Thanksgiving and Christmas holidays.
  - I-26 experiences similar spikes at Thanksgiving and Christmas, but also has increased volumes between March and September likely associated with summer tourism at the coast.

- A review of highest hourly volumes was conducted for the hourly flows on both I-26 and I-95.
  - 2019 data was used to eliminate any Covid-related impacts to traffic flow.
  - Given the data set was based on 2019 data, the percent of hourly traffic was compared to the 2019 AADT to identify an appropriate design hour percentage (k). When an appropriate k-value was determined, it was applied to the 2022 baseline traffic forecast.

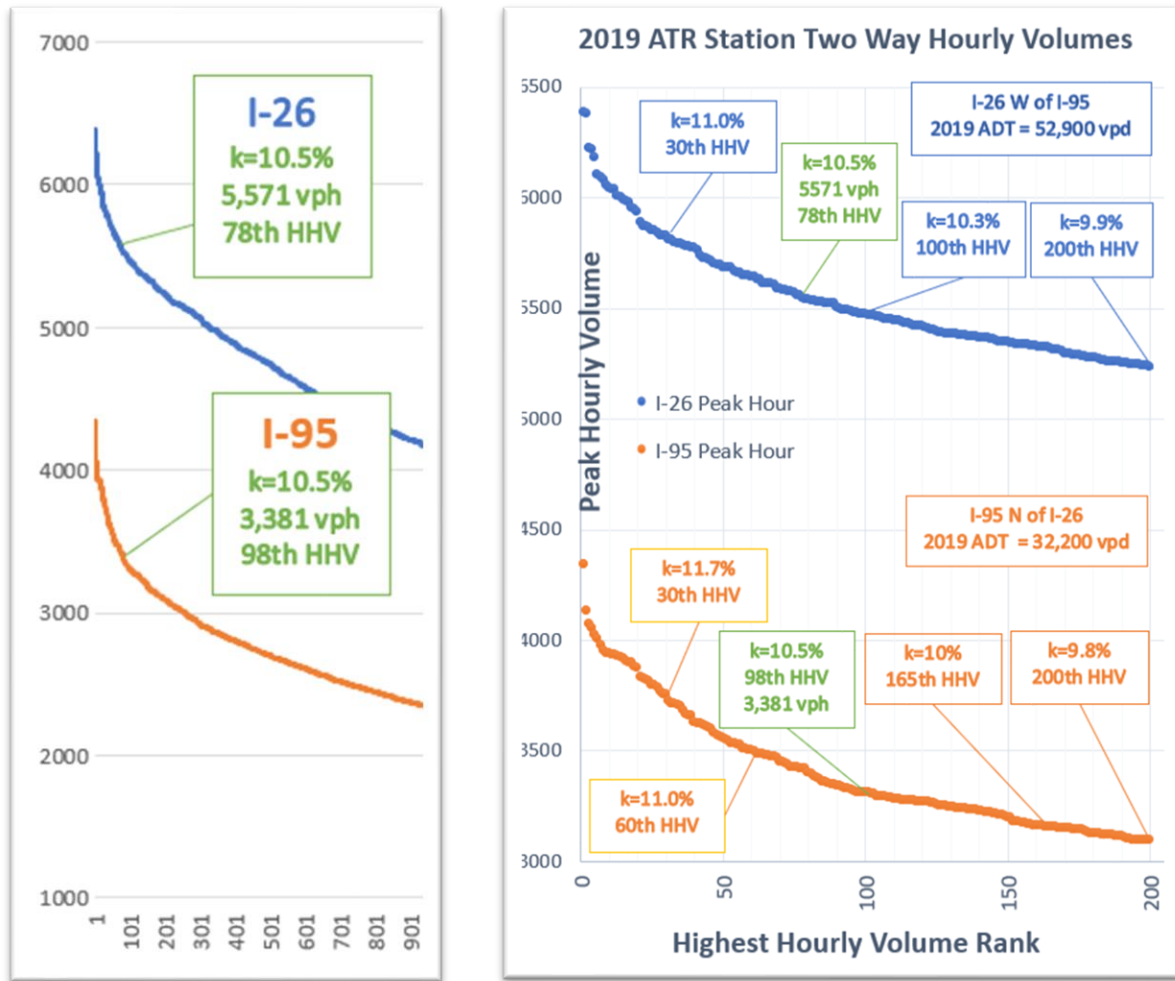
### 4.3 Identification of Peak Period Volumes

For most projects, AASHTO-recommended practice is to select an hour between the 30th and 100th highest hour of the year for roadway design. This approach allows for a balancing of construction costs for economic efficiency by avoiding over-designing for holidays and other events.

- In determining the k percentages for I-26 and I-95, a review of the highest hourly volume data was conducted, focused on identifying the “knee of the curve” as shown **Figure 4.1**. Selected k percentages include:
  - On I-26, a k-factor of 10.5 percent was selected reflecting the 78<sup>th</sup> Highest Hourly Volume (HHV).
  - On I-95, a k-factor of 10.5 percent was also selected reflecting the 98<sup>th</sup> HHV on I-95 (although the I-95 HHV is likely closer to the 150<sup>th</sup> HHV if all holiday data for 2019 were available).
- Although there is variation in actual counts, the design period reasonably approximates a typical Friday afternoon in the spring for I-26 and a higher volume Friday afternoon in the spring for I-95.

The estimated peak hour volumes developed for this study are presented in **Figure 4.2** (2022 Base Year), **Figure 4.3** (2030), and **Figure 4.4** (2050). The details of the traffic forecasting assumptions and methodologies is detailed in the Appendix D Traffic Forecast Technical Memorandum.

**Figure 4.1: Top 200 Highest Hourly Volumes on I-26 and I-95 for 2019**



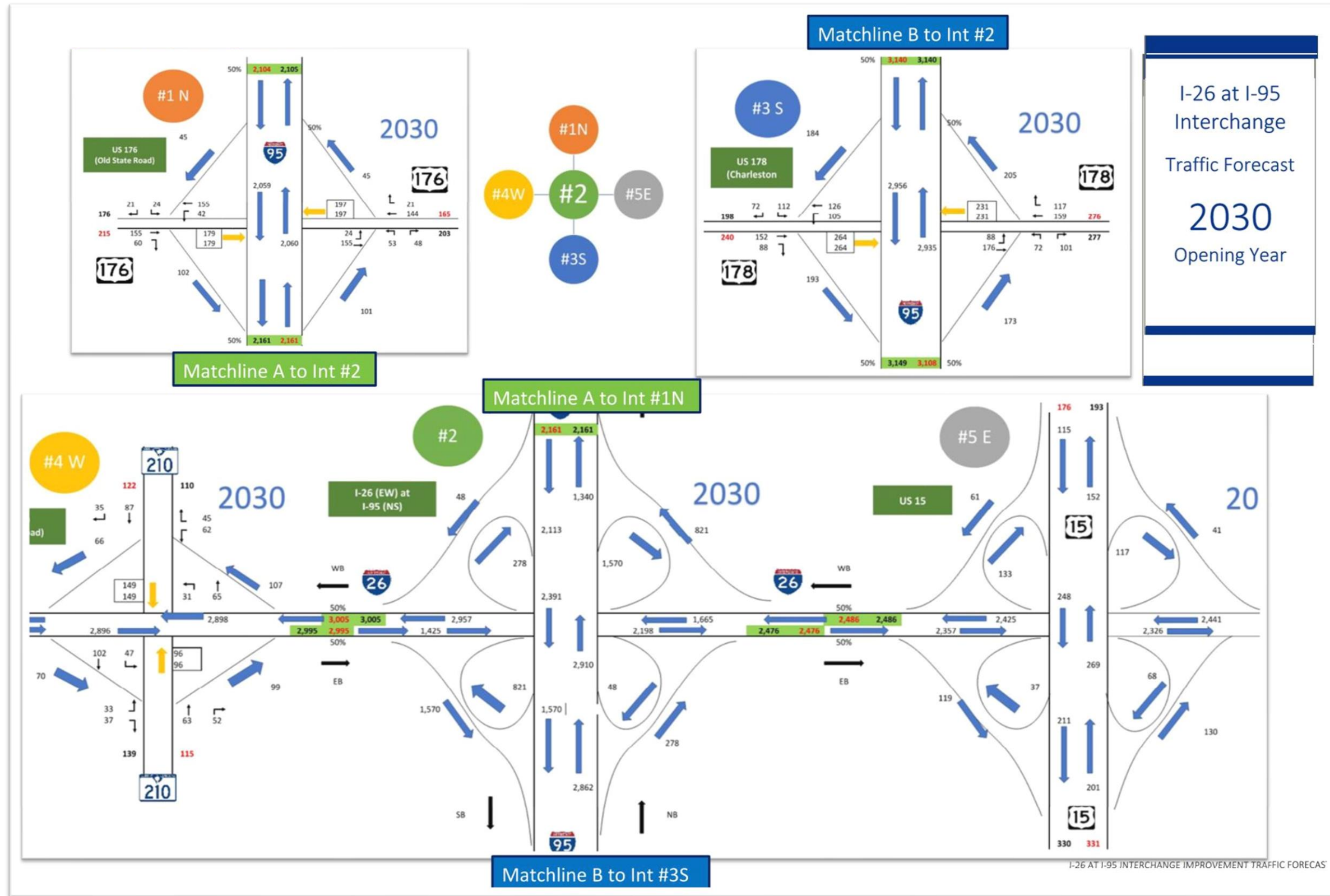
1. The SCDOT 2019 automatic counter data for I-95 north of I-26 did not include weeks of Thanksgiving, Christmas, New Years as well as 3 summer weekends in 2019. After comparison to the complete I-26 data set, it is estimated that approx. 20 of top 150 HHV are missing on I-95.

2. To examine the highest hourly volume, 2019 data was used to get a clean data set without impacts of Covid. The data was used to develop k percentages for application to 2022 and future years.





Figure 4.3: 2030 Design Hour Traffic Volumes





## 5. BUILD ALTERNATIVES

The existing I-26 at I-95 interchange is a full-clover interchange that currently experiences congestion issues that are expected to worsen with anticipated traffic growth. This project will be a full interchange improvement to address the operational deficiencies of the current full cloverleaf configuration. Key elements include removal of the four existing weaving sections (two on I-26 and two on I-95), providing directional ramps for key movements, and improving overall operations.

Three Build alternatives were developed and tested as replacements for the existing full-clover interchange. Primary features of all alternatives include the removal of multiple loop ramps and replacement with flyover movements combined with widening, improvements and realignments of specific ramp segments. Illustrations for each of the Build alternatives are included in **Figure 5.1**, **Figure 5.2** and **Figure 5.3**. Detailed capacity analysis is summarized in Sections 6 and 7.

### 5.1 Alternative 1: Stacked 4-Level Flyover with Two Loops

The key feature with Alternative 1 (see Figure 5.1) is the replacement of two loops with flyover ramps. The first flyover ramp would be two lanes connecting Interstate 95 northbound to Interstate 26 westbound, replacing the loop ramp in the northeast quadrant. The second flyover ramp would be a single lane connecting Interstate 95 southbound to Interstate 26 eastbound, replacing the loop ramp in the southwest quadrant. The two loop-ramps in the northwest and southeast quadrants will remain operational, albeit with an improved alignment and relocation. The most critical improvement related to the replacement of the two loop ramps is the elimination of the four weaving areas – two on I-95 and two on I-26.

The two loop-ramps that will be replaced with flyover ramps, carry higher traffic volumes than the loop-ramps that will be retained. The new flyover ramps would be higher speed lanes and provide more efficient movement when exiting from one interstate and merging onto the other interstate. In Alternative 1, the two flyovers will cross each other twice in order to keep reconstruction within the existing interchange footprint requiring a stacked four-level interchange design.

Two-lane ramps will be provided for the I-95 northbound to I-26 westbound flyover movement as well as the I-26 eastbound to I-95 southbound movement. Alternative 1 would keep the six remaining ramps as single-lane ramps. Of these ramps, LOS C is expected at the four lowest volume ramps, while LOS D is expected on the ramp from I-26 westbound to I-95 northbound as well as the flyover ramp from I-95 southbound to I-26 eastbound. Detailed capacity analysis is summarized in Sections 6 and 7.

## 5.2 Alternative 2: Modified Turbine with Two Loops

Similar to Alternative 1, Alternative 2 (see Figure 5.2) replaces the two loops in the northeast and southwest quadrant with flyover ramps. The first flyover ramp would connect Interstate 95 northbound to Interstate 26 westbound with a two-lane section. The second flyover ramp would connect Interstate 95 southbound to Interstate 26 eastbound on a single lane flyover. As in Alternative 1, the two loop-ramps in the northwest and southeast quadrants will remain operational although realignment is needed. The most critical improvement related to the replacement of two loop ramps is the elimination of the four weaving areas – two on I-95 and two on I-26.

The two loop-ramps that will be replaced with flyover ramps, carry higher traffic volumes than the loop-ramps that will be retained. The flyover ramps for Alternative 2 vary from Alternative 1 in that they would be constructed outside the limits of the existing loop ramps utilizing a modified turbine type layout. The primary impact of this treatment is a reduction in the length and complexity of bridges (although more bridges are required) as compared with Alternative 1. Overall, Alternative 1 and 2 have the same traffic patterns and volumes with the primary differences being the alignments, footprint and other design features.

Two-lane ramps will be provided for the I-95 northbound to I-26 westbound flyover movement (LOS D) as well as the I-26 eastbound to I-95 southbound movement. Alternative 2 would keep the six remaining ramps as single-lane ramps. Of these ramps, LOS C or better is expected at the four lowest volume ramps, while LOS D is expected on the ramp from I-26 westbound to I-95 northbound as well as the flyover ramp from I-95 southbound to I-26 eastbound. From a traffic capacity perspective, however, Alternative 1 and Alternative 2 operate very similarly. Detailed capacity analysis is summarized in Sections 6 and 7.

## 5.3 Alternative 3: Modified Turbine with One Loop

Alternative 3 (see Figure 5.3) is similar to Alternative 2 except that it includes three flyover ramps (instead of two) and eliminates three loop ramps (instead of two). The first flyover ramp would connect Interstate 95 northbound to Interstate 26 westbound, replacing a one loop-ramp with a two-lane flyover. The second flyover ramp would connect Interstate 95 southbound to Interstate 26 eastbound, replacing a one lane loop-ramp with a one lane flyover. Alternative 3 adds a third flyover ramp that would connect Interstate 26 westbound to Interstate 95 southbound, replacing the loop in the northwest quadrant. The fourth loop ramp (serving the lowest volumes) connecting Interstate 26 eastbound to Interstate 95 northbound would remain operational. Similar to Alternatives 1 and 2, Alternative 3 eliminates the four weaving areas within the existing interchange.



The new flyover ramps that would replace the loops would be higher speed lanes and provide more efficient movement when exiting from one interstate and merging onto the other interstate. The flyover ramps for Alternative 3 are similar to Alternative 2 in that they would be constructed outside the limits of the existing loop ramps utilizing a modified turbine type layout (instead of a stacked design of multiple levels). The primary impact of this treatment is a reduction in the length and complexity of bridges (although more bridges are required for Alternative 3 than Alternative 2).

Two-lane ramps will be provided for the I-95 northbound to I-26 westbound flyover movement (LOS D) as well as the I-26 eastbound to I-95 southbound movement (LOS C). Alternative 3 would maintain the six remaining ramps as single-lane ramps. Of these ramps, LOS C or better is expected at the four lowest volume ramps, while LOS D is expected on the ramp from I-26 westbound to I-95 northbound as well as the flyover ramp from I-95 southbound to I-26 eastbound. The capacity results will be examined in detail in the following sections.



Figure 5.1: Alternative 1 Layout

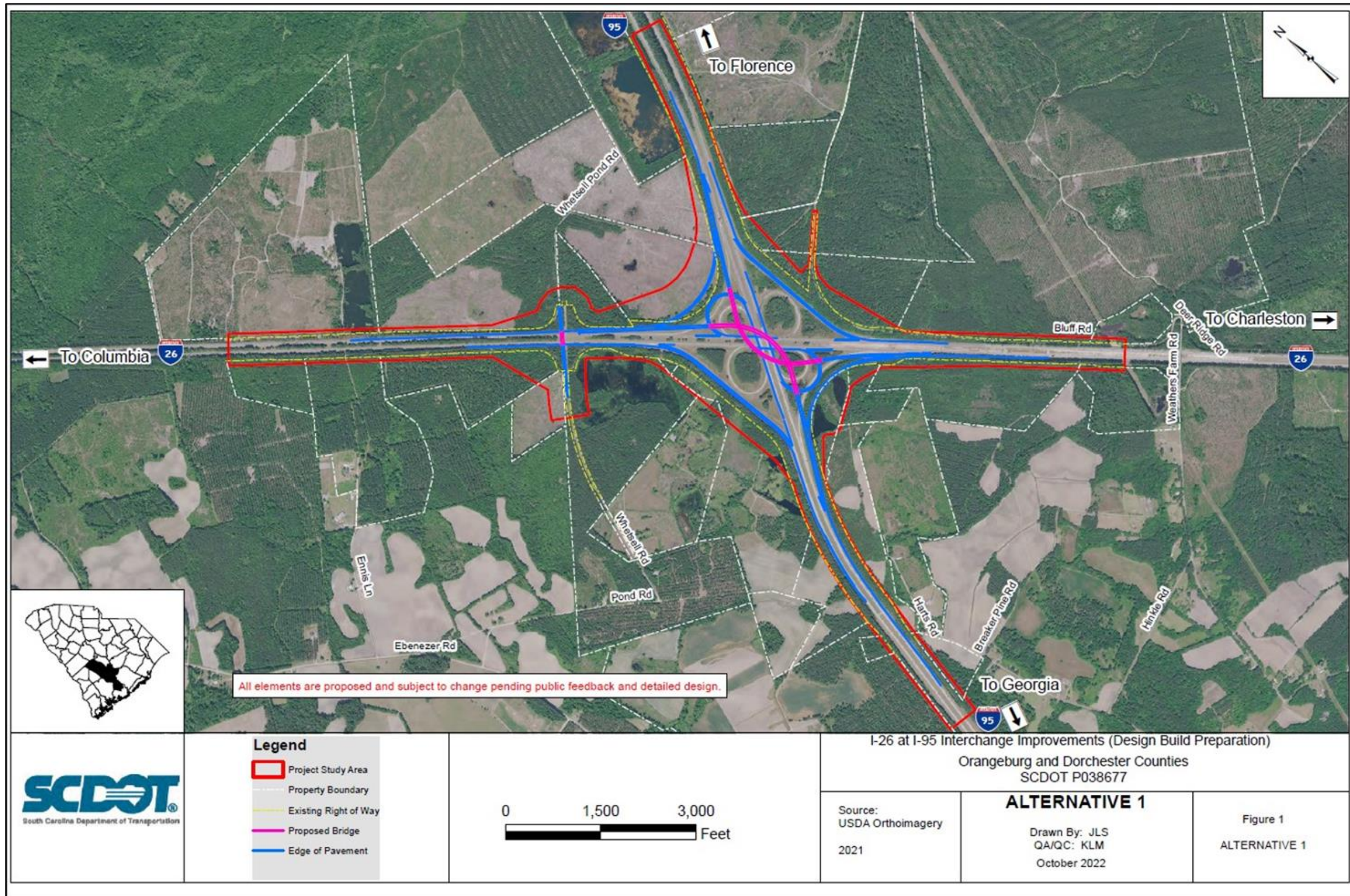




Figure 5.2: Alternative 2 Layout

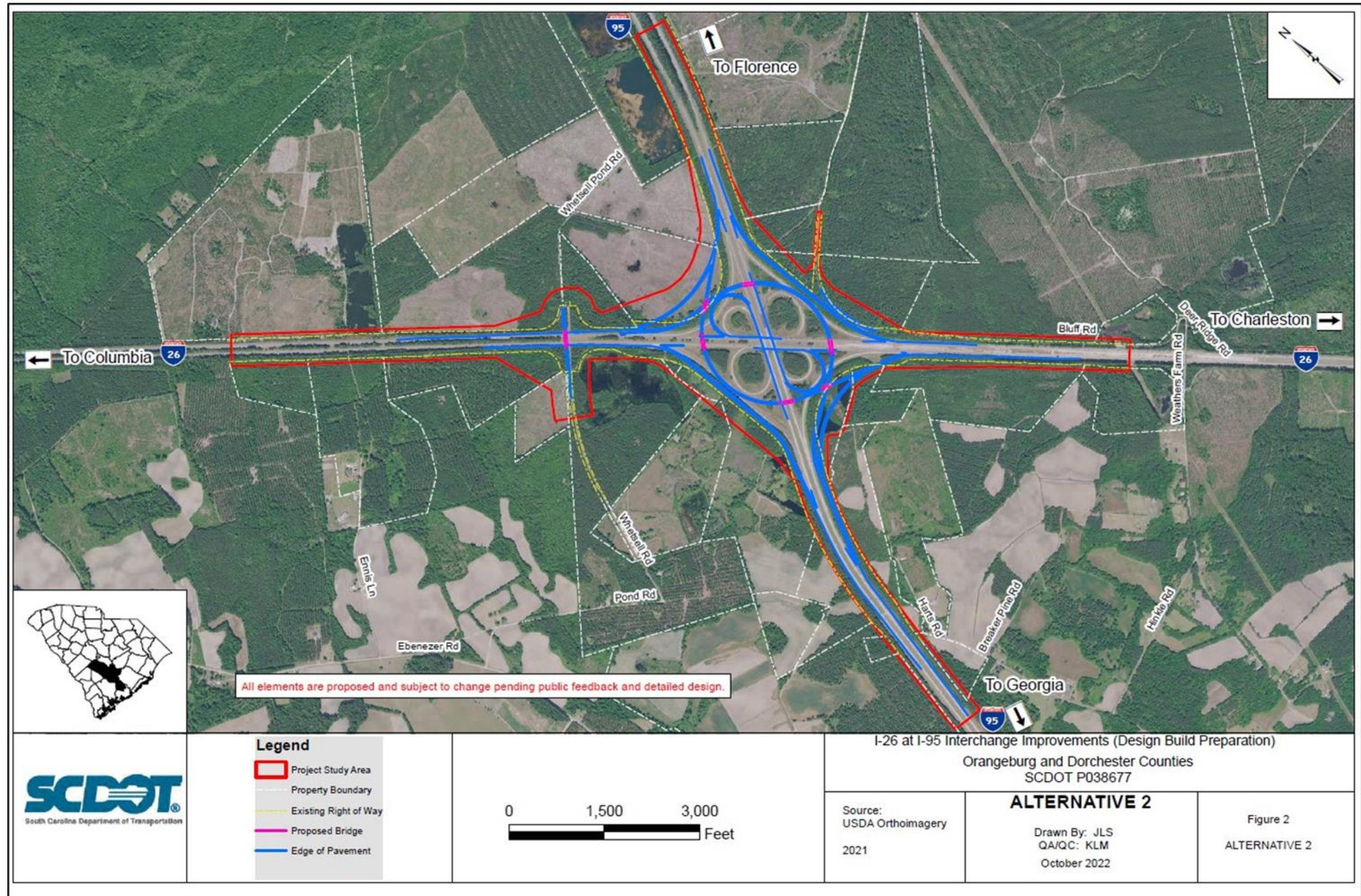
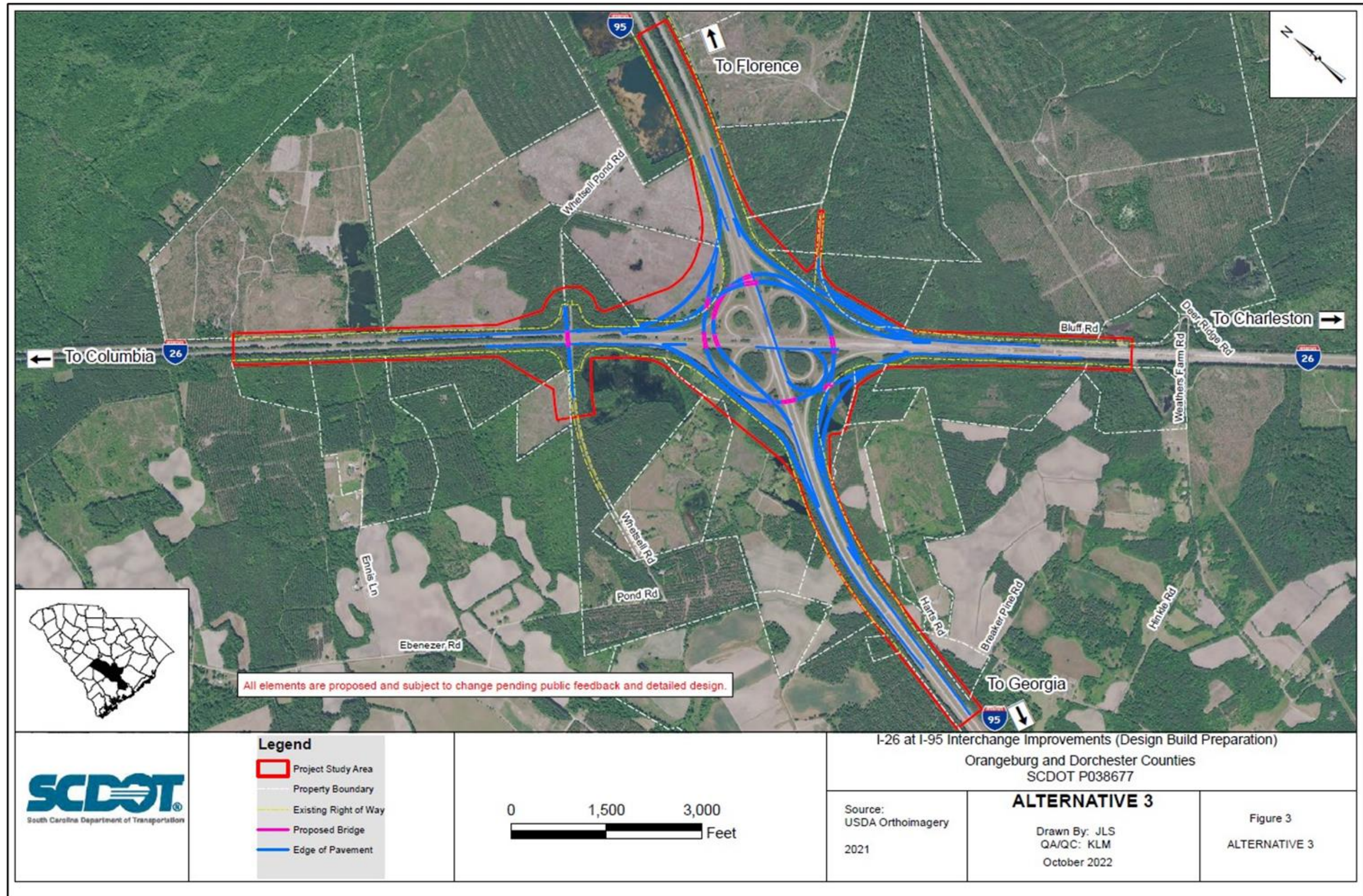




Figure 5.3: Alternative 3 Layout





## 6. CORRIDOR CAPACITY ANALYSIS - HCS

A series of capacity analyses were performed based on the methodologies and guidelines in the **Highway Capacity Manual (HCM) - 6<sup>th</sup> Edition**. Various software analysis and simulation packages based on the HCM were used in performing the analyses. These included:

- McTrans HCS 7 (Version 7.9.6)
  - Freeway Segments
  - Ramp Merge/Diverge Areas
- Caliper's TransModeler (version 6.1 Build 8570)
  - Network Simulation
  - Freeway Segments
  - Ramp Merge/Diverge Areas

### 6.1 Freeway Level of Service Criteria

**Table 6.1** shows the HCM LOS criteria for basic freeway segments. LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density). The two are distinguished by color because a v/c > 1.0 indicates flow breakdown.

**Table 6.1: HCM Basic Segment LOS Criteria**

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



**Table 6.2** shows the HCM LOS criteria for ramp merge and diverge areas.

**Table 6.2: HCM Merge/Diverge LOS Criteria**

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

**Table 6.3** shows the HCM LOS criteria for rural freeway facilities. This is used to describe the overall corridor LOS. LOS F and  $v/c > 1.0$  are distinguished by color because a  $v/c > 1.0$  indicates flow breakdown.

**Table 6.3: HCM Freeway Facility LOS Criteria (Rural)**

LOS	Density (pc/mi/ln)
A	$\leq 6$
B	> 6 - 14
C	> 14 - 22
D	> 22 - 29
E	> 29 - 39
F	> 39
F*	$v/c > 1.0$

**Table 6.4** shows the HCM LOS criteria for ramp weave areas.

**Table 6.4: HCM Weave LOS Criteria**

LOS	Density (pc/mi/ln)
A	< 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35 - 43
F	> 43

## 6.2 HCS Freeway Analysis – Existing & No Build

This section presents the peak hour HCS corridor analysis for 2022 existing conditions, 2030 and 2050 under No Build and Build conditions. Based on the design criteria for rural freeways presented in SCDOT's 2021 Roadway Design Manual, Highway Capacity Manual (HCM) LOS C is the preferred minimum LOS for a rural interstate analysis. SCDOT guidance for this project is that a LOS D will be viewed as an acceptable minimum LOS.

Using the projected traffic by the travel demand model analysis, future truck percentages are expected to be higher on I-26 than on I-95. For 2030 peak analysis both I-26 and I-95 expect 22 percent of volumes to be trucks, but by 2050 the truck percentage on I-26 will increase to 28 percent while I-95 will remain at 22 percent. In this section, the truck percentages are shown on the tables below for all segments in existing and future conditions.

The Freeway Facilities module of the 2022 Highway Capacity Software (HCS) was used for the majority of the analysis. This module summarizes LOS with the freeway being divided into separate segments for basic segments (i.e. freeway), merges, diverges and weave segments.

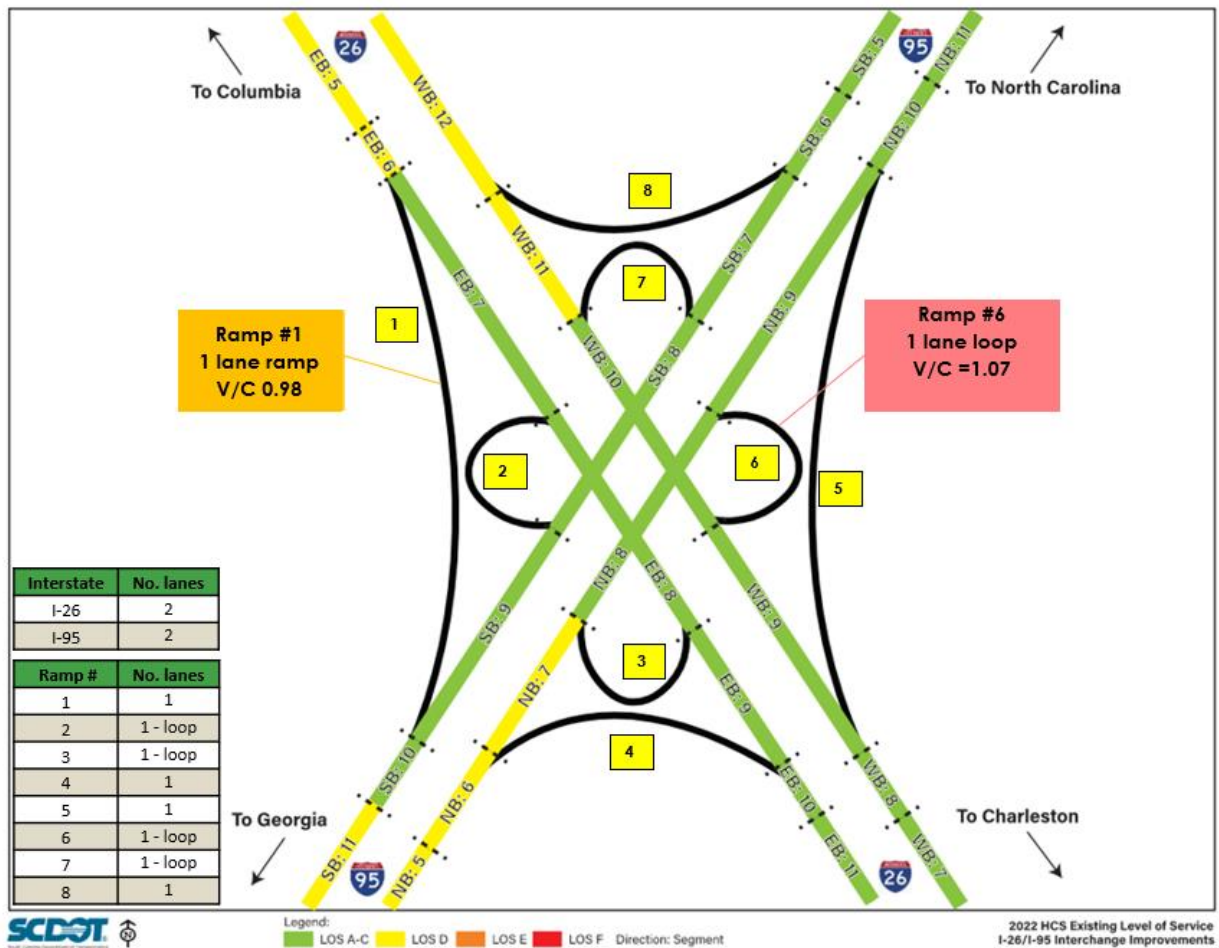
Unfortunately, the latest version of the HCS does not provide a simply defined methodology for estimating ramp roadway capacity. Instead, it assumes that the capacity of a ramp is defined by the critical merge, diverge or weave segment on the ramp. While this is strictly true from an operations standpoint, a simplified volume to capacity ratio was also performed based on ramp capacities from the HCS software. Recognizing that this method does not define a true LOS, the V/C ratios can still be used to provide a basic analysis of the adequacy of a given ramp.

The results indicate that the freeway currently exceeds acceptable LOS conditions in some segments. The planned addition of a travel lane in each direction of I-26 will improve the performance of the interstate compared to the unwidened scenario, but multiple segments still exceed LOS D in both directions. Detailed HCS reports from the Freeway segment analysis and the V/C ramp analysis are available in **Appendix E**.

### 6.2.1 2022 Existing Conditions

A visual representation of the estimated 2022 Existing conditions LOS is shown in **Figure 6.1**. This includes both a summary of ramp capacity thresholds based on V/C ratios and a formal HCS Freeway Facility analysis. Ramp LOS and density are also examined in the TransModeler analysis included in Chapter 7.

**Figure 6.1: HCS Estimated 2022 Existing LOS & Critical V/C Ramps**



### Ramp V/C Analysis

Since the current HCS methodology does not provide a method to report ramp LOS, a volume to capacity analysis was performed to identify if and when ramps may need to be considered for widening. In performing this analysis, forecasted ramp volumes and ramp capacities were converted into passenger car per hour equivalents taking into account truck percentages as reported in the HCS Freeway analysis for the merge, diverge and weave analyses. These volumes were then placed into a spreadsheet analysis to develop a V/C ratio.

Although a V/C ratio is not utilized to determine LOS, it does provide a general measure to identify if and when a ramp is reaching near capacity and could require

widening or other improvements. This can be especially useful when developing interchange alternatives and concepts. **Table 6.5** illustrates the key thresholds identified for ramp operations in this study. As noted, these thresholds are used to present context, but do not reflect official HCM LOS analysis. The ramp V/C analysis for 2022 existing conditions is summarized in **Table 6.6**.

**Table 6.5: V/C Ramp Analysis Thresholds**

Capacity Status	V/C Ratio
Substantially Under Capacity	<0.30
Under Capacity	0.30 - 0.60
Stable Flow but Nearing Capacity	0.60 - 0.80
Unstable Flow/ At or Near Capacity	0.80 - 1.00
Over Capacity	1.00 - 1.20
Substantially Over Capacity	> 1.20

**Table 6.6: 2022 Existing V/C Ramp Analysis**

Movement/ Ramp #	Movement	# Lanes	Ramp Type	Volume (pcph)	Capacity (pcph)	V/C	Capacity
1	I-26 EB to I-95 SB	1	Ramp	1,841	1,878	0.98	Unstable Flow At/ Near Capacity
2	I-95 SB to I-26 EB	1	Loop	924	1,784	0.52	Under
3	I-26 EB to I-95 NB	1	Loop	53	1,784	0.03	Substantially Under
4	I-95 NB to I-26 EB	1	Ramp	313	1,878	0.17	Substantially Under
5	I-26 WB to I-95 NB	1	Ramp	916	1,878	0.49	Under
6	I-95 NB to I-26 WB	1	Loop	1,918	1,784	1.07	Over
7	I-26 WB to I-95 SB	1	Loop	313	1,784	0.18	Substantially Under
8	I-95 SB to I-26 WB	1	Ramp	59	1,878	0.03	Substantially Under

### ***Freeway Facility HCS Analysis***

The results of the 2022 Existing conditions indicate that I-26 eastbound and westbound directions are currently operating at an acceptable LOS threshold. Only the segments east of the I-26 and I-95 interchange show LOS D, and the majority of the segments operate at LOS C or better. On I-95, all segments are operating at LOS D or better. The segments south of the interchange are expected to have a higher density especially at the merge from I-26 eastbound and diverge to the westbound direction.

**Table 6.7** and **Table 6.8** show the capacity analysis results for 2022 peak conditions for I-26 eastbound and westbound directions. Note that segments west and east of the I-26 at I-95 interchange are shown in grey. Also note that Corridor LOS is provided by the HCS Freeway Facilities module to represent an overall LOS for the entire section. It can be substantially impacted by a single section of roadway, however, and is not intended to determine whether operations are acceptable.

The key segments pertaining to the I-26 at I-95 interchange are shown with color shading for the LOS as identified in Table 6.1 through Table 6.4.

**Table 6.7: 2022 Existing Conditions HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	2	2582	24%	D	28.1	
2	I-26 Off-Ramp to SC 210	Diverge	2	2582	24%	D	31.3	
			1	68	27%		30.2	
3	Between SC 210 Ramps	Basic	2	2514	24%	D	27.0	
4	I-26 On-Ramp from SC 210	Merge	2	2514	24%	C	30.5	
			1	93	14%		27.5	
5	Between SC 210 and I-95	Basic	2	2607	23%	D	28.1	
6	I-26 Off-Ramp to I-95	Diverge	2	2607	23%	D	33.7	
			1	1365	24%		32.1	
7	Between I-95 Ramps	Basic	2	1242	22%	B	12.2	
8	Between I-95 Ramps	Weaving	3	1242	21%	B	15.4	
			1	42	17%		15.4	
			1	714	19%		15.4	
9	Between I-95 Ramps	Basic	2	1914	21%	C	18.8	
10	I-26 On-Ramp from I-95	Merge	2	1914	21%	C	24.0	
			1	242	28%		22.4	
11	Between I-95 and U.S. 15	Basic	2	2156	22%	C	25.5	
12	I-26 Off-Ramp to U.S. 15	Diverge	2	2156	22%	C	21.5	
			1	99	28%		23.7	
13	Between U.S. 15 Ramps	Basic	2	2057	22%	C	20.4	
14	Between U.S. 15 Ramps	Weaving	3	2000	22%	B	14.8	
			1	31	11%			
15	Between U.S. 15 Ramps	Basic	2	2031	22%	C	20.1	
16	I-26 On-Ramp from U.S. 16	Merge	2	2031	22%	C	24.0	
			1	108	20%		22.3	
17	East of U.S. 15	Basic	2	2139	21%	C	21.2	
						Corridor	D	23.3



**Table 6.8: 2022 Existing Conditions HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	East of U.S. 15	Basic	2	2157	21%	C	21.4	
2	I-26 Off-Ramp to U.S. 15	Diverge	2	2157	21%	C	23.4	
			1	34	11%		24.5	
3	Between U.S. 15 Ramps	Basic	2	2123	21%	C	21.0	
4	I-26 On-Ramp from SC 210	Merge	2	2013	22%	B	16.4	
			1	97	38%		16.4	
5	Between U.S. 15 Ramps	Basic	2	2110	22%	C	20.7	
6	I-26 On-Ramp from U.S. 15	Merge	2	2110	22%	C	24.1	
			1	51	17%		22.7	
7	Between U.S. 15 and I-95	Basic	2	2161	22%	C	21.6	
8	I-26 Off-Ramp to I-95	Diverge	2	2161	22%	C	27.4	
			1	714	18%		26.3	
9	Between I-95 Ramps	Basic	2	1447	24%	B	14.5	
10	Between I-95 Ramps	Weaving	3	1447	24%	C	27.5	
			1	242	19%		27.5	
			1	1365	19%		27.5	
11	Between I-95 Ramps	Basic	2	2560	27%	D	28.7	
12	I-26 On-Ramp from I-95	Merge	2	2560	27%	D	31.4	
			1	42	30%		29.5	
13	Between SC 210 and I-95	Basic	2	2602	27%	D	29.5	
14	I-26 Off-Ramp to SC 210	Diverge	2	2602	27%	D	29.8	
			1	101	20%		31.1	
15	Between SC 210 Ramps	Basic	2	2501	27%	D	27.7	
16	I-26 On-Ramp from SC 210	Merge	2	2501	27%	C	30.9	
			1	63	19%		27.6	
17	West of SC 210	Basic	2	2564	27%	D	28.8	
						Corridor	D	25.3

**Table 6.9** and **Table 6.10** show the capacity analysis results for 2022 peak conditions on I-95 northbound and southbound.

**Table 6.9: 2022 Existing Conditions HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	2700	26%	D	30.6	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	2700	26%	D	33.1	
			1	164	23%		34.0	
3	Between U.S. 178 Ramps	Basic	2	2536	26%	D	27.7	
4	I-95 On-Ramp from U.S. 178	Merge	2	2536	26%	D	33.1	
			1	195	39%		29.5	
5	Between U.S. 178 and I-26	Basic	2	2731	27%	D	31.7	
6	I-95 Off-Ramp to I-26 EB	Diverge	2	2731	27%	D	34.9	
			1	242	28%		34.6	
7	Between I-26 Ramps	Basic	2	2489	27%	D	27.3	
8	Between I-26 Cloverleaf Ramps	Weaving	1	42	29%	C	24.1	
			3	2531	27%			
			1	1365	29%			
9	Between I-26 Ramps	Basic	2	1166	24%	B	11.5	
10	I-95 On-Ramp from I-26 WB	Merge	2	1166	24%	B	20.7	
			1	714	18%		18.6	
11	Between I-26 and U.S. 176	Basic	2	1880	22%	C	18.3	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	1880	22%	B	22.2	
			1	96	17%		18.5	
13	Between U.S. 176 Ramps	Basic	2	1784	22%	B	17.4	
14	I-95 On-Ramp from U.S. 176	Merge	2	1784	22%	B	20.2	
			1	43	20%		19.4	
15	North of U.S. 176	Basic	2	1827	22%	B	17.8	
						Corridor	D	23.4

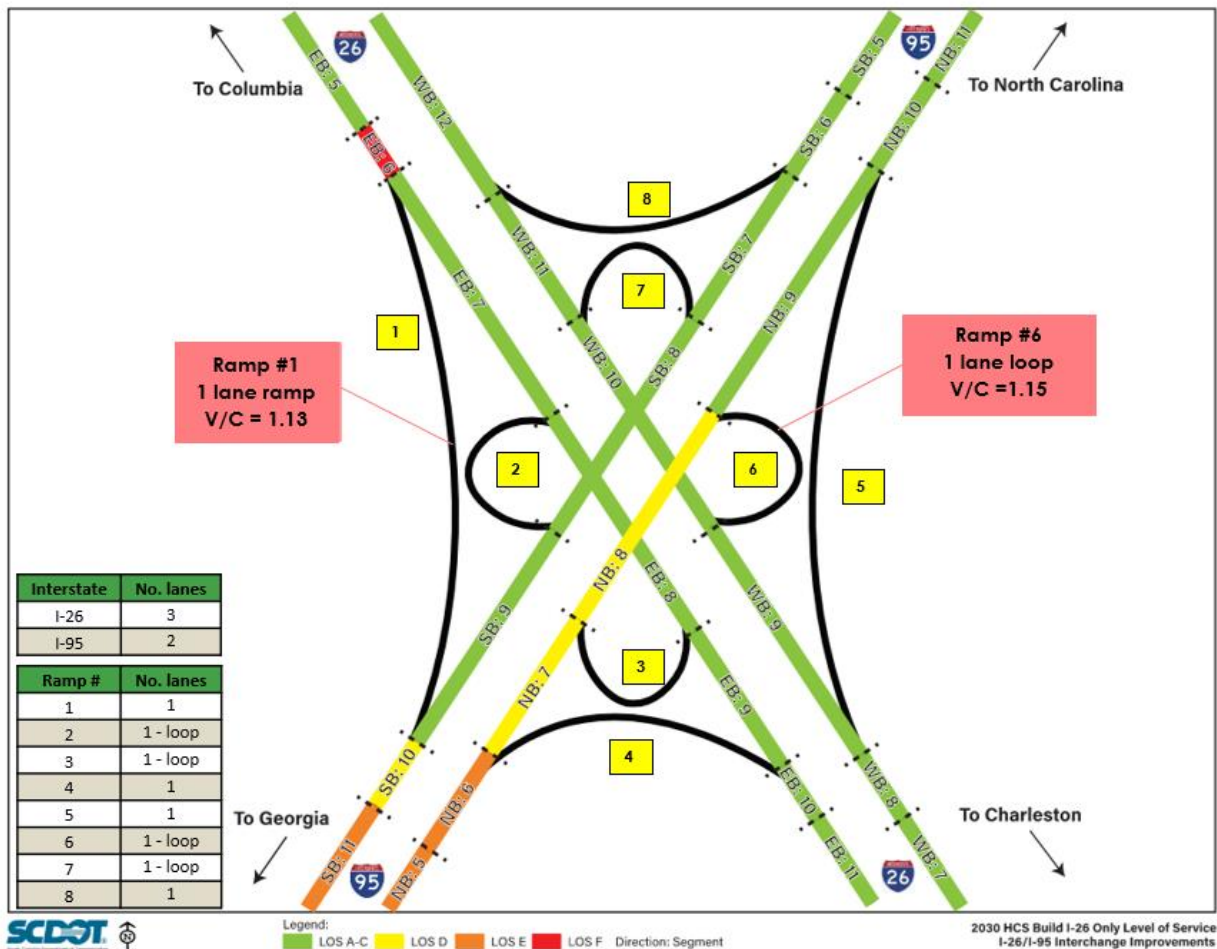
**Table 6.10: 2022 Existing Conditions HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	1826	22%	B	17.8	
2	I-95 Off-Ramp to U.S. 176	Diverge	2	1826	22%	C	21.5	
			1	43	19%		22.5	
3	Between U.S. 176 Ramps	Basic	2	1783	22%	B	17.4	
4	I-95 On-Ramp from U.S. 176	Merge	2	1783	22%	B	20.6	
			1	97	17%		18.6	
5	Between U.S. 176 and I-26	Basic	2	1880	22%	C	18.3	
6	I-95 Off-Ramp to I-26 WB	Diverge	2	1880	22%	C	22.8	
			1	42	30%		24.2	
7	Between I-26 Ramps	Basic	2	1838	22%	B	17.9	
8	Between I-26 Cloverleaf Ramps	Weaving	1	242	19%	B	16.6	
			3	2080	22%			
			1	714	19%			
9	Between I-26 Ramps	Basic	2	1366	22%	B	13.2	
10	I-95 On-Ramp from I-26 EB	Merge	2	1366	22%	C	31.3	
			1	1365	24%		26.7	
11	Between I-26 and U.S. 178	Basic	2	2731	23%	D	30.0	
12	I-95 Off-Ramp to U.S. 178	Diverge	2	2731	23%	D	32.7	
			1	175	31%		33.4	
13	Between U.S. 176 Ramps	Basic	2	2556	23%	D	27.1	
14	I-95 On-Ramp from U.S. 176	Merge	2	2556	23%	C	31.2	
			1	184	19%		27.5	
15	South of U.S. 178	Basic	2	2740	22%	D	29.8	
						Corridor	D	22.5

### 6.2.2 2030 No Build Conditions

A visual representation of the estimated 2030 Year of Opening LOS analysis is shown in **Figure 6.2**. This includes both a summary of ramp capacity thresholds based on V/C ratios at critical links and a formal HCS Freeway Facility analysis. As stated previously, the V/C analysis is intended to provide additional information as part of the alternative development process but is not a formal HCS criteria. It can also be indicative of where a ramp junction may be subject to queuing that could impact operations on adjacent links.

**Figure 6.2: HCS Estimated 2030 No Build LOS & Critical V/C Ramps**



### Ramp V/C Analysis

Since the current HCS methodology does not provide a method to report ramp LOS, a volume to capacity analysis was performed in order to identify if and when ramps may need to be considered for widening. The ramp V/C analysis for 2030 No Build conditions is summarized in **Table 6.11**.

**Table 6.11: 2030 No Build V/C Ramp Analysis**

Movement/ Ramp #	Movement	# Lanes	Ramp Type	Volume (pcph)	Capacity (pcph)	V/C	Capacity
1	I-26 EB to I-95 SB	1	Ramp	2,117	1,878	1.13	Over
2	I-95 SB to I-26 EB	1	Loop	1,062	1,784	0.60	Under
3	I-26 EB to I-95 NB	1	Loop	61	1,784	0.03	Substantially Under
4	I-95 NB to I-26 EB	1	Ramp	387	1,878	0.21	Substantially Under
5	I-26 WB to I-95 NB	1	Ramp	1,054	1,878	0.56	Under
6	I-95 NB to I-26 WB	1	Loop	2,053	1,784	1.15	Over
7	I-26 WB to I-95 SB	1	Loop	360	1,784	0.20	Substantially Under
8	I-95 SB to I-26 WB	1	Ramp	68	1,878	0.04	Substantially Under

### **Freeway Facility HCS Analysis**

The results of the 2030 No Build conditions indicate that I-26 eastbound and westbound direction are expected to operate at an acceptable LOS. The diverge segment from I-26 eastbound to I-95 southbound exceeds capacity showing LOS F despite the No Build assumption of a six lane I-26. This is the result of the existing one-lane ramp from I-26 eastbound to I-95 southbound that carries a high volume of vehicles. The congestion on the one lane ramp facility also results in LOS F corridor capacity based on the HCS analysis methods. The westbound direction shows acceptable LOS.

As previously explained, corridor LOS is provided by the HCS Freeway Facilities module to represent an overall LOS for the entire section. It can be substantially impacted by a single section of roadway, however, and is not intended to determine whether operations are acceptable. Nevertheless, for freeway corridors that have a LOS E or LOS F operation, some explanation is provided as a footnote for each table.

On I-95, most segments are operating at LOS D or better. However, the segments south of the interchange shows LOS E, at the southbound merge segment from I-26 eastbound and at the northbound diverge to the I-26 eastbound. It is not shown in Figure 6.2, but is shown in **Table 6.14**, but note that I-95 northbound has an overall corridor LOS F due to the volume on the I-95 northbound to I-26 westbound loop ramp operating at overcapacity conditions.

**Table 6.12** and **Table 6.13** show the capacity analysis results for the 2030 peak No Build condition for I-26 eastbound and westbound direction.



**Table 6.12: 2030 No Build HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	2966	24%	C	19.9
2	I-26 Off-Ramp to SC 210	Diverge	3	2966	24%	C	22.1
			1	70	27%		23.1
3	Between SC 210 Ramps	Basic	3	2896	24%	C	19.4
4	I-26 On-Ramp from SC 210	Merge	3	2896	24%	B	22.0
			1	99	14%		19.4
5	Between SC 210 and I-95	Basic	3	2995	23%	C	20.1
6	I-26 Off-Ramp to I-95	Diverge	3	2995	23%	F	45.0
			1	1570	24%		29.6
7	Between I-95 Ramps	Basic	3	1425	22%	A	9.4
8	Between I-95 Ramps	Weaving	4	1425	22%	B	13.5
			1	48	17%		13.5
			1	821	19%		13.5
9	Between I-95 Ramps	Basic	3	2198	21%	B	14.4
10	I-26 On-Ramp from I-95	Merge	3	2198	21%	B	17.9
			1	278	28%		16.7
11	Between I-95 and U.S. 15	Basic	3	2476	22%	B	16.3
12	I-26 Off-Ramp to U.S. 15	Diverge	3	2476	22%	B	17.2
			1	119	28%		16.4
13	Between U.S. 15 Ramps	Basic	3	2357	22%	B	15.5
14	Between U.S. 15 Ramps	Weaving	4	2289	22%	B	12.7
			1	37	11%		
15	Between U.S. 15 Ramps	Basic	3	2326	22%	B	15.3
16	I-26 On-Ramp from U.S. 16	Merge	3	2326	22%	C	17.6
			1	130	20%		16.0
17	East of U.S. 15	Basic	3	2456	21%	C	16.1
Corridor						D	18.0

Note: LOS F operations occur on Segment 6 despite widening of I-26 to 6 lanes because the No Build conditions assumes that Ramp #1 (I-26 EB to I-95 SB) requires widening to two lanes. As a result, queuing and poor operations may occur onto I-26 EB upstream of the diverge that is not reflected in the HCS methodology.

**Table 6.13: 2030 No Build HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	2482	21%	B	16.2
2	I-26 Off-Ramp to U.S. 15	Diverge	3	2482	21%	B	17.0
			1	41	11%		19.2
3	Between U.S. 15 Ramps	Basic	3	2441	21%	B	15.9
4	I-26 On-Ramp from SC 210	Merge	3	2308	22%	B	14.1
			1	117	38%		14.1
5	Between U.S. 15 Ramps	Basic	3	2425	22%	B	15.6
6	I-26 On-Ramp from U.S. 15	Merge	3	2425	22%	B	17.7
			1	61	17%		16.0
7	Between U.S. 15 and I-95	Basic	3	2486	22%	B	16.3
8	I-26 Off-Ramp to I-95	Diverge	3	2486	22%	C	19.1
			1	821	18%		22.8
9	Between I-95 Ramps	Basic	3	1665	24%	B	11.1
10	Between I-95 Ramps	Weaving	4	1665	24%	C	22.0
			1	278	19%		22.0
			1	1570	29%		22.0
11	Between I-95 Ramps	Basic	3	2742	27%	C	18.8
12	I-26 On-Ramp from I-95	Merge	3	2742	27%	B	21.1
			1	48	30%		19.6
13	Between SC 210 and I-95	Basic	3	2790	27%	C	19.1
14	I-26 Off-Ramp to SC 210	Diverge	3	2790	27%	C	21.3
			1	107	20%		22.3
15	Between SC 210 Ramps	Basic	3	2683	27%	C	18.4
16	I-26 On-Ramp from SC 210	Merge	3	2683	27%	C	20.6
			1	66	19%		18.1
17	West of SC 210	Basic	3	2749	27%	D	18.8
Corridor						F	17.9

Note: HCS reports LOS F operations for the overall corridor (although no segment is worse than LOS D) due to the HCS methodology for weave analysis. HCS calculates the weaving LOS using volumes that do not exceed the loop ramps on either end. In this case, Ramp #6 (the highest volume loop from I-95 NB to I-26 WB) volumes exceed the loop capacity and the methodology analyzes the weave with a lower constrained volume. The corridor is reported at LOS F, however, because the demand to enter I-26 westbound from the loop is not being served. As a result, queuing and poor operations may occur onto I-26 WB upstream of the weave that is not reflected in the HCS methodology except in the corridor LOS. TransModeler analysis is required.

**Table 6.14** and **Table 6.15**, show the capacity analysis results for 2030 peak conditions on I-95 northbound and southbound.

**Table 6.14: 2030 No Build HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	3108	26%	E	40.1	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	3108	26%	E	38.1	
			1	173	23%		38.8	
3	Between U.S. 178 Ramps	Basic	2	2935	26%	E	35.6	
4	I-95 On-Ramp from U.S. 178	Merge	2	2935	26%	E	40.4	
			1	205	39%		33.9	
5	Between U.S. 178 and I-26	Basic	2	3140	27%	E	41.8	
6	I-95 Off-Ramp to I-26 EB	Diverge	2	3140	27%	E	40.2	
			1	278	28%		39.5	
7	Between I-26 Ramps	Basic	2	2862	27%	D	34.5	
8	Between I-26 Cloverleaf Ramps	Weaving	1	48	17%	D	28.9	
			3	2910	27%			
			1	1570	29%			
9	Between I-26 Ramps	Basic	2	1340	24%	B	13.3	
10	I-95 On-Ramp from I-26 WB	Merge	2	1340	24%	C	24.0	
			1	821	18%		21.4	
11	Between I-26 and U.S. 176	Basic	2	2161	22%	C	21.4	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2161	22%	C	25.5	
			1	101	17%		21.7	
13	Between U.S. 176 Ramps	Basic	2	2060	22%	C	20.3	
14	I-95 On-Ramp from U.S. 176	Merge	2	2060	22%	C	23.4	
			1	45	20%		22.3	
15	North of U.S. 176	Basic	2	2105	22%	C	20.8	
						Corridor	F	28.7

Note: HCS reports LOS F operations for the overall corridor (although no segment is worse than LOS E) due to the HCS methodology for weave analysis. HCS calculates the weaving LOS using volumes that do not exceed the loop ramps on either end. In this case, Ramp #6 (the highest volume loop from I-95 NB to I-26 WB) volumes exceed the loop capacity and the methodology analyzes the weave with a lower constrained volume. On I-95 NB, the inability of the loop to handle the true demand will result in substantial queuing upstream as vehicles will queue through the weave and further down obstructing I-95 NB traffic which is reflected in the corridor being reported at LOS F. TransModeler analysis is required.

**Table 6.15: 2030 No Build HCM Capacity Analysis Results (I-95 Southbound)**

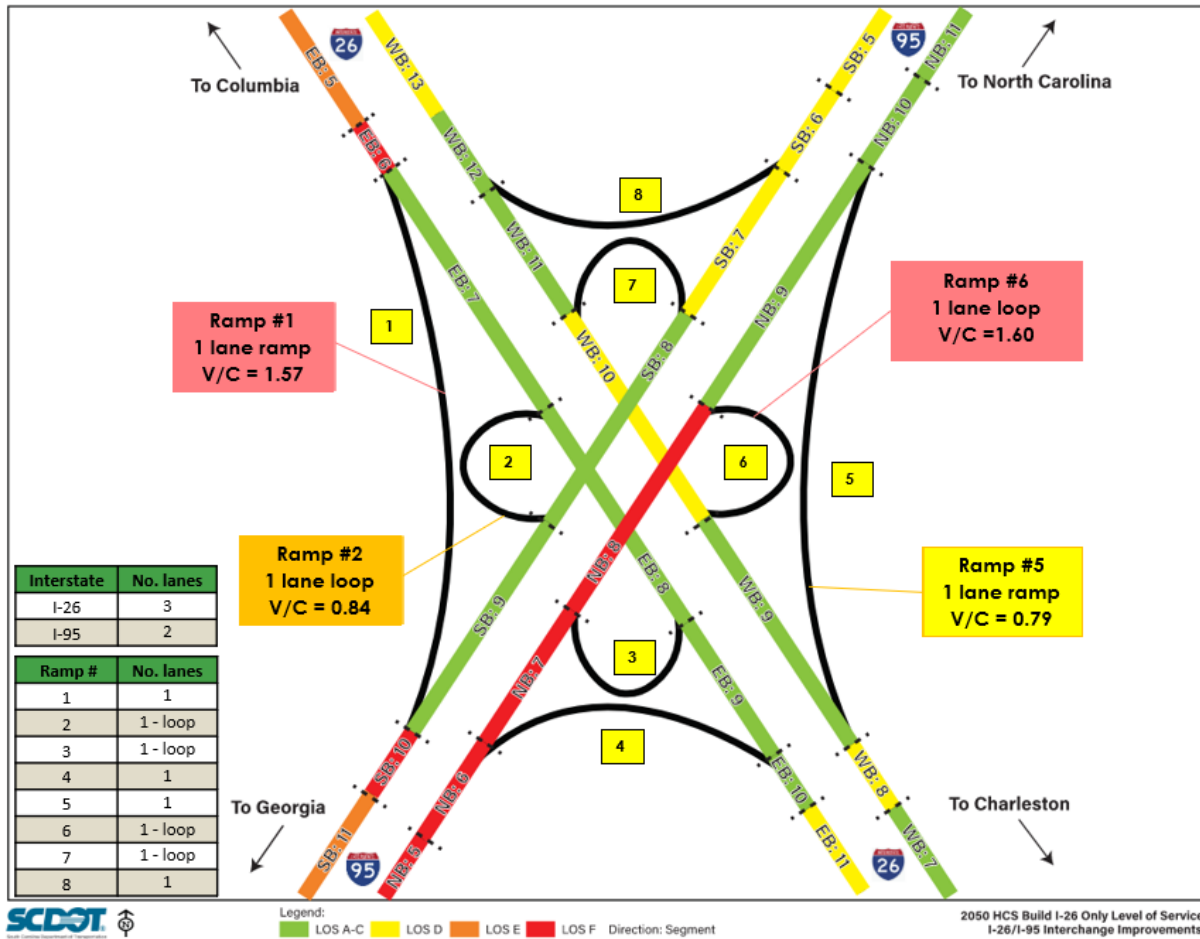
Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	2104	22%	C	20.8	
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2104	22%	C	24.8	
			1	45	19%		25.6	
3	Between U.S. 176 Ramps	Basic	2	2059	22%	C	20.3	
4	I-95 On-Ramp from U.S. 176	Merge	2	2059	22%	C	23.9	
			1	102	17%		21.5	
5	Between U.S. 176 and I-26	Basic	2	2161	22%	C	21.4	
6	I-95 Off-Ramp to I-26 WB	Diverge	2	2161	22%	C	26.2	
			1	48	30%		27.4	
7	Between I-26 Ramps	Basic	2	2113	22%	C	20.9	
8	Between I-26 Cloverleaf Ramps	Weaving	1	278	19%	B	19.8	
			3	2391	22%			
			1	821	19%			
9	Between I-26 Ramps	Basic	2	1570	23%	B	15.4	
10	I-95 On-Ramp from I-26 EB	Merge	2	1570	23%	D	36.1	
			1	1570	24%		29.9	
11	Between I-26 and U.S. 178	Basic	2	3140	23%	E	36.2	
12	I-95 Off-Ramp to U.S. 178	Diverge	2	3140	23%	E	37.4	
			1	184	31%		36.9	
13	Between U.S. 178 Ramps	Basic	2	2956	23%	D	32.2	
14	I-95 On-Ramp from U.S. 178	Merge	2	2956	23%	D	36.6	
			1	193	19%		30.6	
15	South of U.S. 178	Basic	2	3149	22%	E	36.4	
						Corridor	D	26.5

Note: HCS reports LOS D operations for the corridor with an unacceptable LOS E south of the merge on I-95 SB. This indicates a capacity constraint in the future with the existing four lane I-95 typical section. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at I-95 interchange.

### 6.2.3 2050 No Build Conditions

A visual representation of the estimated 2050 No Build conditions LOS is shown in **Figure 6.3**. This includes both a summary of ramp capacity thresholds based on V/C ratios at critical links and a formal HCS Freeway Facility analysis.

**Figure 6.3: HCS Estimated 2050 No Build Conditions LOS**





### **Ramp V/C Analysis**

Since the current HCS methodology does not provide a method to report ramp LOS, a volume to capacity analysis was performed in order to identify if and when ramps may need to be considered for widening. The ramp V/C analysis for 2050 No Build conditions is summarized in **Table 6.16**.

**Table 6.16: 2050 No Build V/C Ramp Analysis**

Movement/ Ramp #	Movement	# Lanes	Ramp Type	Volume (pcph)	Capacity (pcph)	V/C	Capacity
1	I-26 EB to I-95 SB	1	Ramp	2,956	1,878	1.57	Substantially Over
2	I-95 SB to I-26 EB	1	Loop	1,491	1,784	0.85	Unstable Flow/ At or Near Capacity
3	I-26 EB to I-95 NB	1	Loop	61	1,784	0.05	Substantially Under
4	I-95 NB to I-26 EB	1	Ramp	522	1,878	0.28	Substantially Under
5	I-26 WB to I-95 NB	1	Ramp	1,481	1,878	0.79	Stable Flow/ Nearing Capacity
6	I-95 NB to I-26 WB	1	Loop	2,053	1,784	1.60	Substantially Over
7	I-26 WB to I-95 SB	1	Loop	485	1,784	0.27	Substantially Under
8	I-95 SB to I-26 WB	1	Ramp	99	1,878	0.05	Substantially Under

### **Freeway Facility HCS Analysis**

The results of the 2050 No Build conditions are summarized below:

I-26 eastbound and westbound directions are expected to operate at an acceptable LOS except for the diverge segment from I-26 eastbound to I-95 southbound which exceeds capacity showing LOS F, primarily due to the existing one lane ramp. The westbound direction shows all segments meeting the LOS criteria. HCS also indicated overcapacity conditions on the ramps where ramp capacity on the diverge to I-95 southbound and merge to I-95 northbound exceeded capacity.

As previously explained, corridor LOS is provided by the HCS Freeway Facilities module to represent an overall LOS for the entire section. It can be substantially impacted by a single section of roadway, however, and is not intended to determine whether operations are acceptable. For freeway corridors with multiple poorly operating segments, LOS E or F may be appropriate. For this project, corridors that have a LOS E or LOS F corridor operation are explained with a footnote.

On I-95 most of the segments are operating at capacity or exceeding the acceptable LOS. Only the segments north of the interchange show LOS D and above. The merge segment from I-26 eastbound and diverge to the westbound direction show LOS F with volume exceeding capacity at the ramps. Additionally, Segment 7 and 8 on I-95 northbound shows LOS F at the cloverleaf ramps.

**Table 6.17** and **Table 6.18** show the capacity analysis results for the 2050 No Build peak condition for I-26 eastbound and westbound.

**Table 6.17: 2050 No Build HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	4264	29%	E	35.3
2	I-26 Off-Ramp to SC 210	Diverge	3	4264	29%	D	33.2
			1	78	27%		31.8
3	Between SC 210 Ramps	Basic	3	4186	29%	D	34.1
4	I-26 On-Ramp from SC 210	Merge	3	4186	29%	D	34.4
			1	108	14%		28.7
5	Between SC 210 and I-95	Basic	3	4294	28%	E	35.6
6	I-26 Off-Ramp to I-95 SB	Diverge	3	4294	28%	F	45.0
			1	2192	24%		40.0
7	Between I-95 Ramps	Basic	3	2102	33%	B	15.1
8	Between I-95 Cloverleaf Ramps	Weaving	1	1152	17%	C	22.5
			3	3254	28%		
			1	70	19%		
9	Between I-95 Ramps	Basic	3	3184	28%	C	22.6
10	I-26 On-Ramp from I-95 NB	Merge	3	3184	28%	C	27.5
			1	375	28%		25.0
11	Between I-95 and U.S. 15	Basic	3	3559	28%	D	26.2
12	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	28%	C	26.1
			1	194	28%		24.4
13	Between U.S. 15 Ramps	Basic	3	3365	28%	C	24.2
14	Between U.S. 15 Ramps	Weaving	1	111	21%	B	20.0
			3	3365	28%		
			2	60	11%		
15	Between U.S. 15 Ramps	Basic	3	3314	28%	C	23.7
16	I-26 On-Ramp from U.S. 16	Merge	3	3314	28%	C	27.2
			1	211	21%		24.0
17	East of U.S. 15	Basic	2	3525	27%	C	25.6
Corridor						F	29.2

Note: LOS F operations occur on Segment 6 despite widening of I-26 to 6 lanes because the 2050 No Build conditions require Ramp #1 (I-26 EB to I-95 SB) to be widened to two lanes. As a result of having a one lane ramp, queuing and poor operations will occur onto I-26 EB upstream of the diverge resulting in LOS F for the overall corridor despite acceptable operations at other junctions. TransModeler analysis is recommended.

**Table 6.18: 2050 No Build HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	East of U.S. 15	Basic	3	3559	27%	C	25.7	
2	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	27%	C	25.6	
			1	67	5%		27.1	
3	Between U.S. 15 Ramps	Basic	3	3492	27%	C	25.0	
4	Between U.S. 15 Ramps	Weaving	1	215	22%	C	22.7	
			3	3277	27%	C		
			1	189	38%			
5	Between U.S. 15 Ramps	Basic	3	3466	28%	C	24.8	
6	I-26 On-Ramp from U.S. 15	Merge	3	3466	28%	C	27.3	
			1	100	17%		23.9	
7	Between U.S. 15 and I-95	Basic	3	3566	28%	C	26.0	
8	I-26 Off-Ramp to I-95 NB	Diverge	3	3566	28%	D	29.9	
			1	1154	18%		31.4	
9	Between I-95 Ramps	Basic	3	2412	33%	B	17.2	
10	Between I-95 Cloverleaf Ramps	Weaving	1	2194	29%	D	29.2	
			3	4606	31%			
			1	375	19%			
11	Between I-95 Ramps	Basic	3	4231	32%	C	25.3	
12	I-26 On-Ramp from I-95 SB	Merge	3	4231	32%	C	27.5	
			1	70	30%		24.8	
13	Between I-95 and SC 210	Basic	3	4301	32%	D	26.1	
14	I-26 Off-Ramp to SC 210	Diverge	3	4301	32%	C	27.4	
			1	117	20%		27.5	
15	Between SC 210 Ramps	Basic	3	4184	32%	C	24.9	
16	I-26 On-Ramp from SC 210	Merge	3	4184	32%	C	27.1	
			1	72	19%		23.2	
17	West of SC 210	Basic	3	4256	32%	C	25.6	
						Corridor	F	25.9

Note: HCS reports LOS F operations for the overall corridor (although no segment is worse than LOS D) due to the HCS methodology for weave analysis. HCS calculates the weaving LOS using volumes that do not exceed the loop ramps on either end. In this case, Ramp #6 (the highest volume loop from I-95 NB to I-26 WB) volumes far exceed the loop capacity and the methodology analyzes the weave with a lower constrained volume. The corridor is reported at LOS F, however, because the demand to enter I-26 westbound from the loop is not being served. As a result, queuing and poor operations will occur onto I-26 WB upstream of the weave that is not reflected in the HCS methodology except in the corridor LOS. TransModeler analysis is required.

**Table 6.19** and **Table 6.20**, show the capacity analysis results for 2050 No Build peak conditions on I-95 northbound and southbound.

**Table 6.19: 2050 No Build HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	4007	27%	F	56.9	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	4007	27%	F	36.8	
			1	188	23%		37.5	
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0	
4	I-95 On-Ramp from U.S. 178	Merge	2	3819	27%	F	37.2	
			1	222	39%		32.2	
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	46.1	
6	I-95 Off-Ramp to I-26 EB	Diverge	2	4041	27%	F	54.4	
			1	375	28%		50.2	
7	Between I-26 Ramps	Basic	2	3666	27%	F	74.7	
8	Between I-26 Cloverleaf Ramps	Weaving	1	70	17%	F	23.7	
			3	3736	27%			
			1	2194	29%			
9	Between I-26 Ramps	Basic	2	1542	25%	A	2.7	
10	I-95 On-Ramp from I-26 WB	Merge	2	1542	25%	B	15.0	
			1	1154	18%		13.3	
11	Between I-26 and U.S. 176	Basic	2	2696	22%	B	13.5	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2696	22%	B	15.1	
			1	108	17%		13.0	
13	Between U.S. 176 Ramps	Basic	2	2588	22%	B	12.5	
14	I-95 On-Ramp from U.S. 176	Merge	2	2588	22%	B	14.5	
			1	49	20%		14.4	
15	North of U.S. 176	Basic	2	2637	22%	B	13.0	
						Corridor	F	27.1

Note: HCS reports LOS F operations for the overall corridor with all I-95 northbound segments located south of I-26 northbound weave operating at LOS F. TransModeler analysis is required.



**Table 6.20: 2050 No Build HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2634	22%	D	27.9
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2634	22%	D	31.0
			1	49	19%		31.7
3	Between U.S. 176 Ramps	Basic	2	2585	22%	D	27.2
4	I-95 On-Ramp from U.S. 176	Merge	2	2585	22%	C	30.7
			1	111	17%		27.0
5	Between U.S. 176 and I-26	Basic	2	2696	22%	D	28.9
6	I-95 Off-Ramp to I-26 WB	Diverge	2	2696	22%	D	32.6
			1	70	30%		33.5
7	Between I-26 Ramps	Basic	2	2626	22%	D	27.6
8	Between I-26 Cloverleaf Ramps	Weaving	1	375	19%	C	27.0
			3	3001	22%		
			1	1152	19%		
9	Between I-26 Ramps	Basic	2	1849	23%	C	18.1
10	I-95 On-Ramp from I-26 WB	Merge	2	1849	23%	F	40.7
			1	2192	24%		32.5
11	Between I-26 and U.S. 178	Basic	2	4041	23%	E	43.3
12	I-95 Off-Ramp to U.S. 178	Diverge	2	4041	23%	F	39.4
			1	200	31%		40.0
13	Between U.S. 178 Ramps	Basic	2	3841	23%	E	37.5
14	I-95 On-Ramp from U.S. 178	Merge	3	3841	23%	D	41.2
			2	210	19%		33.3
15	South of U.S. 178	Basic	2	4051	23%	E	43.0
Corridor						F	25.2

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at I-95 interchange.

## 6.3 HCS Freeway Analysis - Build Alternatives

The Build conditions presents analysis results for three proposed interchange alternatives to replace the current interchange at I-26 and I-95. Primary features of all alternatives include the removal of the four primary weave areas between the existing four loop ramps as well as widening, improvements and realignments of specific ramp segments.

- Alternative 1: Stacked 4-Level Flyover with Two Loops.
- Alternative 2: Modified Turbine with Two Loops
- Alternative 3: Modified Turbine with One Loop

Each of these Build alternatives are described and illustrated in Section 5. The following section outlines the proposed operations for all three alternatives in both 2030 and 2050.

### 6.3.1 2050 Ramp Capacity Analysis – All Alternatives

One key initial analysis element for each Build alternative is the treatment of the ramp movements and identification of ramp widening needs. This analysis was conducted using V/C analysis of the No Build ramps based on planning level ramp capacity methods. The analysis conducted for the 2050 No Build was utilized to develop an initial estimate of the number of lanes required for future traffic volumes. These improvements were identified based on the 2050 No Build ramp analysis in Table 6.16.

The identified 2050 laneage requirements for the analysis was assumed, tested and verified as applicable as part of the more detailed HCS Freeway (Section 6.3) and ultimately TransModeler analysis (Section 7).

Recommended number of lanes on each ramp for the Build alternatives is included in Table 6.21. Note that for Ramp #2 and Ramp #5, a single lane is proposed as it meets the minimum acceptable LOS D (although consideration was given to providing LOS C with two lane ramps). Alternatives were developed using these configurations; therefore, no additional V/C analysis of ramps was completed for the HCS Alternative analysis.

**Table 6.21: Recommended Future Ramp Lanes based on V/C Analysis**

Ramp #	Movement	# Lanes No Build	Ramp Type	2050 No Build V/C	2050 No Build Capacity	# Lanes Needed	V/C with Ramp Widened	Recommended Ramp Type
1	I-26 EB to I-95 SB	1	Ramp	1.57	Substantially Over	2	0.78	Directional
2	I-95 SB to I-26 EB	1	Loop	0.85	Unstable Flow/ At or Near Capacity	1 for LOS D* (2 for LOS C)	NA	Directional Flyover
3	I-26 EB to I-95 NB	1	Loop	0.05	Substantially Under	1	NA	Loop
4	I-95 NB to I-26 EB	1	Ramp	0.28	Substantially Under	1	NA	Typical ramp
5	I-26 WB to I-95 NB	1	Ramp	0.79	Stable Flow/ Nearing Capacity	1 for LOS D* (2 for LOS C)	NA	Directional
6	I-95 NB to I-26 WB	1	Loop	1.60	Substantially Over	2	0.76	Directional Flyover
7	I-26 WB to I-95 SB	1	Loop	0.27	Substantially Under	1	NA	Loop
8	I-95 SB to I-26 WB	1	Ramp	0.05	Substantially Under	1	NA	Typical ramp

Notes:

TransModeler analysis required to verify queuing (or metering) on ramps and how it may impact design requirements.

\*LOS D operation in 2050 identified as acceptable for this project. Therefore, a single lane ramp has been utilized in the proposed alternatives for Ramps 2 and 6. Two lane ramp shown for information only.

A freeway facility HCS analysis has been conducted for each Alternative under 2030 and 2050 conditions. The key information is the LOS given for each segment whether it is a basic freeway, merge, or diverge segment. As in the No Build analysis, corridor LOS is provided by HCS to represent an overall LOS for the entire section but is not intended to determine whether operations are acceptable. Unlike the No Build, LOS E or F only appear in 2050 under the Build alternatives. Footnote explanations of overall corridor LOS E or F are provided.

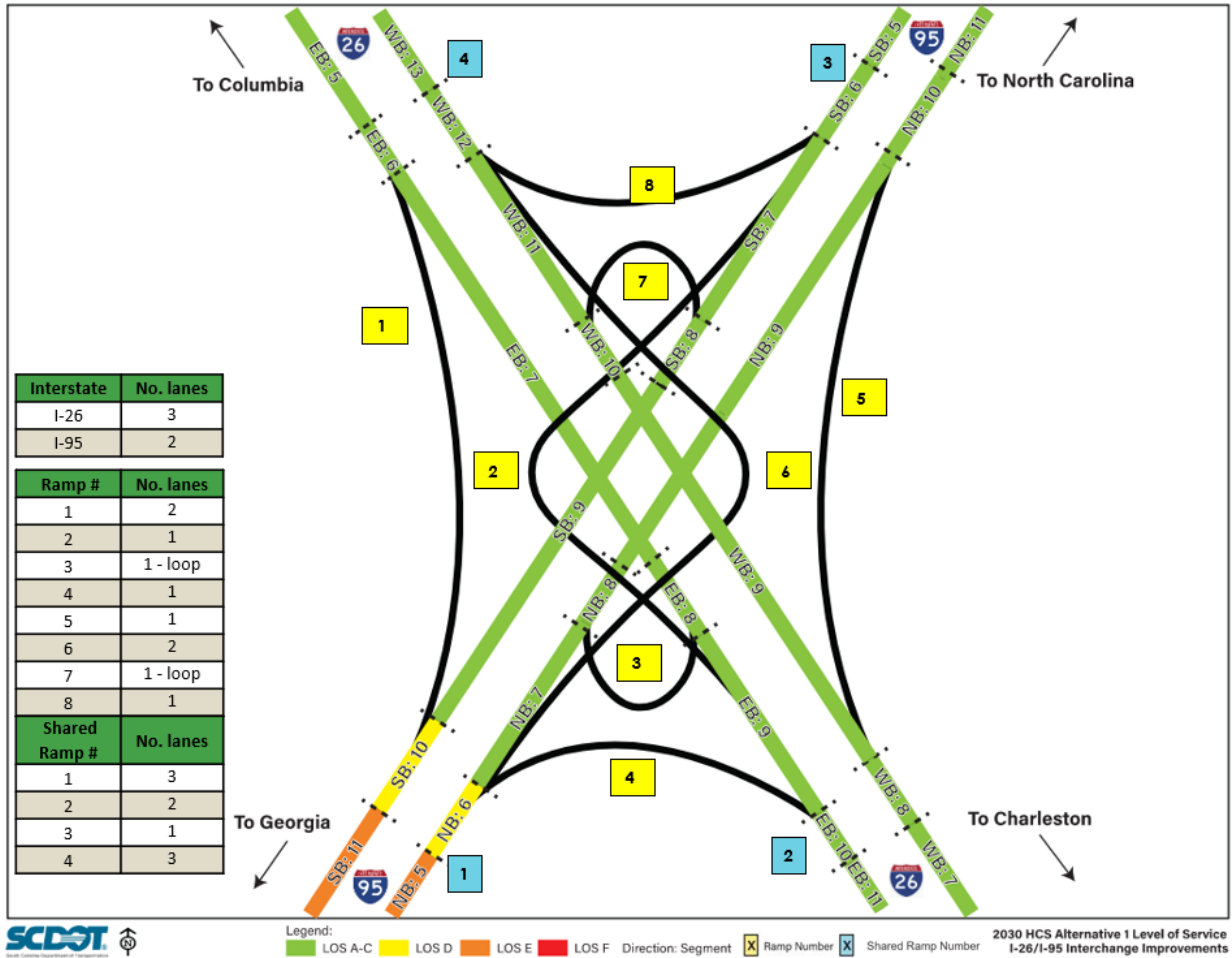
### 6.3.2 2030 Build Alternative 1

Build Alternative 1 is a Stacked 4-Level Flyover interchange with two loops as detailed in Section 5.1. The results of the 2030 Build Alternative 1 conditions indicate that I-26 eastbound and westbound direction operate at an acceptable LOS. The diverge segment from I-26 eastbound to I-95 southbound improves to LOS B from LOS F in the No Build. The westbound direction shows an improvement in multiple segments. The oversaturation conditions on ramp are reduced making the facility LOS C. A more detailed report is shown in the tables below.

On I-95 most of the segments are operating at the acceptable LOS threshold. However, the two-lane diverge shows LOS D on the northbound direction. The merge segment on the southbound direction from I-26 eastbound also shows LOS D. The alternative improves the merge sections between the loops for the 2030 traffic volumes. Additional segment density and LOS are shown in the tables below.

A visual representation of the estimated 2030 Build Alternative 1 LOS is shown in **Figure 6.4**.

**Figure 6.4: HCS Estimated 2030 Build Alternative 1 LOS**





**Table 6.22** and **Table 6.23** present capacity analysis results for Alternative 1 2030 Build conditions on I-26 eastbound and westbound.

**Table 6.22: 2030 Build Alternative 1 HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	3	2966	24%	C	19.7	
2	I-26 Off-Ramp to SC 210	Diverge	3	2966	24%	C	21.9	
			1	70	27%		23.1	
3	Between SC 210 Ramps	Basic	3	2896	24%	C	19.2	
4	I-26 On-Ramp from SC 210	Merge	3	2896	24%	B	21.8	
			1	99	14%		19.4	
5	Between SC 210 and I-95	Basic	3	2995	23%	C	19.8	
6	I-26 Off-Ramp to I-95 SB	Diverge	3	2995	23%	B	22.2	
			2	1570	24%		16.3	
7	Between I-95 Ramps	Basic	3	1425	22%	A	9.2	
8	I-26 Off-Ramp Loop to I-95 NB	Diverge	3	1425	22%	B	10.4	
			1	48	17%		11.5	
9	Between I-95 Ramps	Basic	3	1377	22%	A	8.5	
10	I-26 On-Ramp from I-95 NB	Merge	3	1377	22%	B	16.3	
			2	1099	21%		14.7	
11	Between I-95 and U.S. 15	Basic	3	2476	22%	B	16.0	
12	I-26 Off-Ramp to U.S. 15	Diverge	3	2476	22%	C	16.9	
			1	119	28%		20.3	
13	Between U.S. 15 Ramps	Basic	3	2357	22%	B	15.3	
14	Between U.S. 15 Ramps	Weaving	1	68	21%	B	13.2	
			4	2289	22%			
			1	37	11%			
15	Between U.S. 15 Ramps	Basic	3	2326	22%	B	15.1	
16	I-26 On-Ramp from U.S. 15	Merge	3	2326	22%	B	17.3	
			1	130	20%		16.0	
17	East of U.S. 15	Basic	3	2456	21%	B	15.8	
						Corridor	C	17.3

**Table 6.23: 2030 Build Alternative 1 HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	East of U.S. 15	Basic	3	2482	21%	B	16.1	
2	I-26 Off-Ramp to U.S. 15	Diverge	3	2482	21%	B	16.9	
			1	41	11%		19.2	
3	Between U.S. 15 Ramps	Basic	3	2441	21%	B	15.8	
4	Between U.S. 15 Ramps	Weaving	1	117	38%	B	14.1	
			4	2308	22%			
			1	133	22%			
5	Between U.S. 15 Ramps	Basic	3	2425	22%	B	15.8	
6	I-26 On-Ramp from U.S. 15	Merge	3	2425	22%	B	17.6	
			1	61	17%		16.0	
7	Between U.S. 15 and I-95	Basic	3	2486	22%	B	16.2	
8	I-26 Off-Ramp to I-95 NB	Diverge	3	2486	22%	C	18.2	
			1	821	18%		22.8	
9	Between I-95 Ramps	Basic	3	1665	24%	B	11.1	
10	I-26 Off-Ramp Loop to I-95 SB	Diverge	4	1665	24%	B	12.6	
			1	278	19%		14.1	
11	Between I-95 Ramps	Basic	3	1387	18%	A	8.8	
12	I-26 On-Ramp from I-95	Merge	3	1387	18%	C	21.9	
			2	1618	29%		20.7	
13	Between I-95 & SC 210	Basic	3	3005	27%	C	20.7	
14	I-26 Off-Ramp to SC 210	Diverge	3	3005	27%	C	22.9	
			1	107	20%		23.8	
15	Between SC 210 Ramps	Basic	3	2898	27%	C	19.9	
16	I-26 On-Ramp from SC 210	Merge	3	2898	27%	B	22.3	
			1	66	19%		19.5	
17	West of SC 210	Basic	3	2964	27%	C	20.4	
						Corridor	C	17.5

**Table 6.24** and **Table 6.25** present capacity analysis results for Alternative 1 2030 Build conditions on I-95 northbound and southbound.

**Table 6.24: 2030 Build Alternative 1 HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	3108	26%	E	40.1
2	I-95 Off-Ramp to U.S. 178	Diverge	2	3108	26%	E	38.1
			1	173	23%		38.8
3	Between U.S. 178 Ramps	Basic	2	2935	26%	E	36.2
4	I-95 On-Ramp from U.S. 178	Merge	2	2935	26%	D	40.4
			1	205	39%		33.9
5	Between U.S. 178 and I-26	Basic	2	3140	27%	E	41.8
6	I-95 Off-Ramp to I-26	Diverge	2	3140	27%	D	39.4
			2	1848	29%		28.1
7	Between I-26 Ramps	Basic	2	1292	24%	B	12.8
8	I-95 On-Ramp Loop from I-26 EB	Merge	2	1292	24%	B	14.6
			1	48	17%		11.9
9	Between I-26 Ramps	Basic	2	1340	24%	B	13.3
10	I-95 On-Ramp from I-26 WB	Merge	2	1340	24%	C	23.7
			1	821	18%		21.4
11	Between I-26 and U.S. 176	Basic	2	2161	22%	C	21.4
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2161	22%	C	25.5
			1	101	17%		26.4
13	Between U.S. 176 Ramps	Basic	2	2060	22%	C	20.3
14	I-95 On-Ramp from U.S. 176	Merge	3	2060	22%	C	23.4
			2	45	20%		22.3
15	North of U.S. 176	Basic	2	2105	22%	C	20.8
Corridor						D	27.4

**Table 6.25: 2030 Build Alternative 1 HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	2104	22%	C	20.8	
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2104	22%	C	24.8	
			1	45	19%		25.6	
3	Between U.S. 176 Ramps	Basic	2	2059	22%	C	20.3	
4	I-95 On-Ramp from U.S. 176	Merge	2	2059	22%	C	23.9	
			1	102	17%		21.5	
5	Between U.S. 176 and I-26	Basic	2	2161	22%	C	21.4	
6	I-95 Off-Ramp to I-26	Diverge	2	2161	22%	C	24.4	
			1	869	20%		25.4	
7	Between I-26 Ramps	Basic	2	1292	24%	B	12.8	
8	I-95 On-Ramp Loop from I-26 WB	Merge	2	1292	24%	B	17.1	
			1	278	19%		14.1	
9	Between I-26 Ramps	Basic	2	1570	23%	B	15.4	
10	I-95 On-Ramp from I-26 EB	Merge	2	1570	23%	D	37.2	
			2	1570	24%		28.1	
11	Between I-26 and U.S. 178	Basic	2	3140	23%	E	38.9	
12	I-95 Off-Ramp to U.S. 178	Diverge	2	3140	23%	E	37.6	
			1	184	31%		38.1	
13	Between U.S. 178 Ramps	Basic	2	2956	23%	D	34.5	
14	I-95 On-Ramp from U.S. 178	Merge	3	2956	23%	D	38.3	
			2	193	19%		31.8	
15	South of U.S. 178	Basic	2	3149	23%	E	39.1	
						Corridor	D	27.4

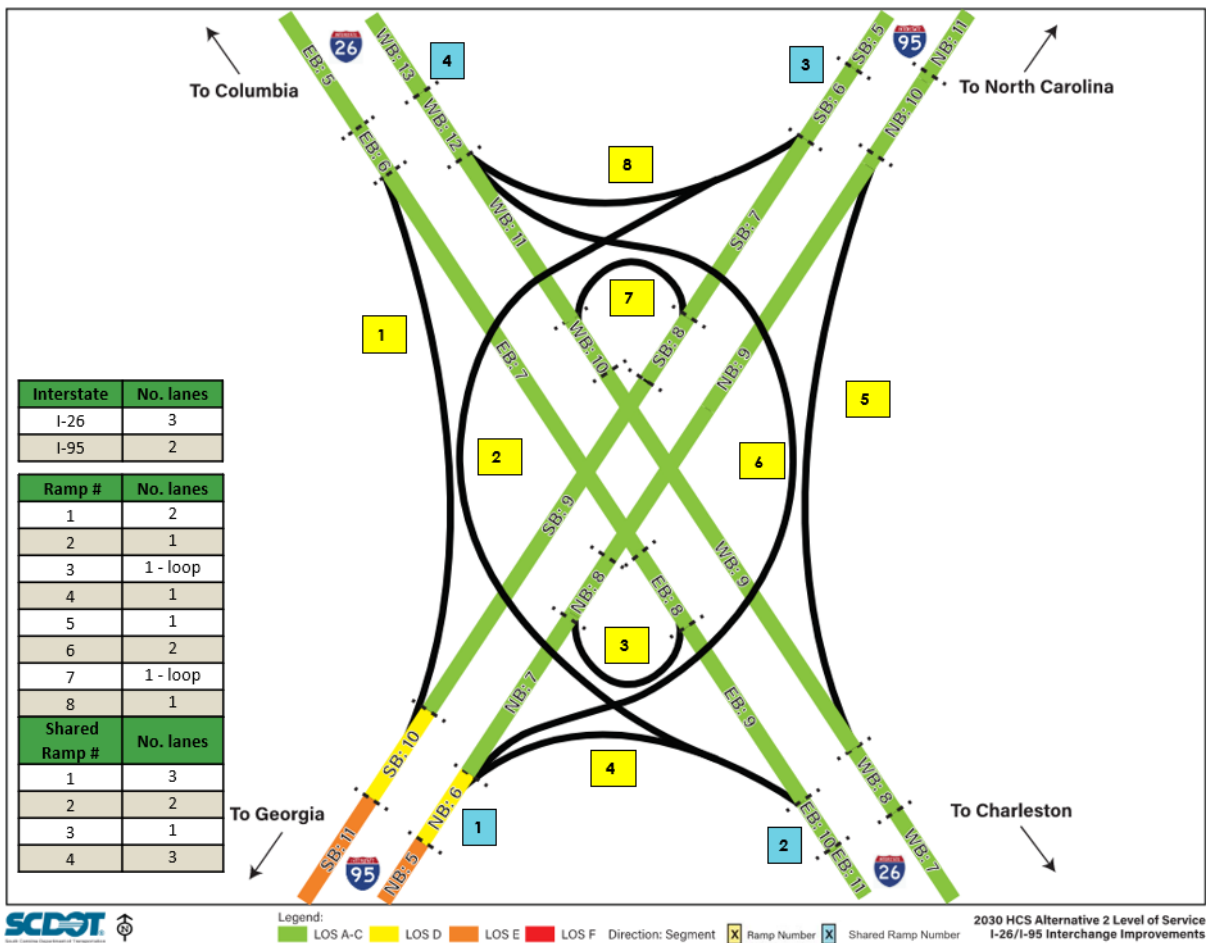
### 6.3.3 2030 Build Alternative 2

Build Alternative 2 is a Modified Turbine interchange with two loops as detailed in Section 5.2. The results of the 2030 Build Alternative 2 conditions indicate that I-26 eastbound and westbound direction operate at an acceptable LOS. The diverge segment from I-26 eastbound to I-95 southbound improves to LOS B from LOS F in the no build like alternative 1. The westbound direction shows an improvement in multiple segments and the oversaturation conditions are reduced making the facility LOS C. A more detailed report is shown in the tables below.

On I-95 most of the segments are operating at the acceptable LOS threshold. However, the two-lane diverge shows LOS D on the northbound direction. The merge segment on the southbound direction from I-26 eastbound still shows LOS D. The alternative improves the merge sections between the loops for the 2030 traffic volumes. Additional segment density and LOS are shown in the tables below.

A visual representation of the estimated 2030 Build Alternative 2 LOS is shown in **Figure 6.5**.

**Figure 6.5: HCS Estimated 2030 Build Alternative 2 LOS**





**Table 6.26** and **Table 6.27** present capacity analysis results for Alternative 2 2030 Build conditions on I-26 eastbound and westbound.

**Table 6.26: 2030 Build Alternative 2 HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	3	2966	24%	C	19.7	
2	I-26 Off-Ramp to SC 210	Diverge	3	2966	24%	C	21.9	
			1	70	27%		23.1	
3	Between SC 210 Ramps	Basic	3	2896	24%	C	19.2	
4	I-26 On-Ramp from SC 210	Merge	3	2896	24%	B	21.8	
			1	99	14%		19.4	
5	Between SC 210 and I-95	Basic	3	2995	23%	C	19.8	
6	I-26 EB Off-Ramp to I-95 SB	Diverge	3	2995	23%	B	22.2	
			2	1570	24%		16.3	
7	Between I-95 Ramps	Basic	3	1425	22%	A	9.2	
8	I-26 Off-Ramp Loop to I-95	Diverge	3	1425	22%	B	10.4	
			1	48	17%		11.5	
9	Between I-95 Ramps	Basic	3	1377	22%	A	8.5	
10	I-26 On-Ramp from I-95	Merge	3	1377	22%	B	16.3	
			2	1099	21%		14.7	
11	Between I-95 and U.S. 15	Basic	3	2476	22%	B	16.0	
12	I-26 Off-Ramp to U.S. 15	Diverge	3	2476	22%	C	16.9	
			1	119	28%		20.3	
13	Between U.S. 15 Ramps	Basic	3	2357	22%	B	15.3	
14	Between U.S. 15 Ramps	Weaving	4	2357	22%	B	12.5	
			1	37	11%			
15	Between U.S. 15 Ramps	Basic	3	2326	22%	B	15.1	
16	I-26 On-Ramp from U.S. 16	Merge	3	2326	22%	B	17.4	
			1	130	20%		16.0	
17	East of U.S. 15	Basic	3	2456	21%	B	15.8	
						Corridor	C	17.3

**Table 6.27: 2030 Build Alternative 2 HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	East of U.S. 15	Basic	3	2482	21%	B	16.0	
2	I-26 Off-Ramp to U.S. 15	Diverge	3	2482	21%	B	16.8	
			1	41	11%		19.2	
3	Between U.S. 15 Ramps	Basic	3	2441	21%	B	15.7	
4	Between U.S. 15 Loops	Weaving	1	117	38%	B	14.0	
			4	2308	22%			
			1	133	22%			
5	Between U.S. 15 Ramps	Basic	3	2425	22%	B	15.7	
6	I-26 On-Ramp from U.S. 15	Merge	3	2425	22%	B	17.5	
			1	61	17%		16.0	
7	Between U.S. 15 and I-95	Basic	3	2486	22%	B	16.1	
8	I-26 WB Off-Ramp to I-95 NB	Diverge	3	2486	22%	C	19.4	
			1	821	18%		21.9	
9	Between I-95 Ramps	Basic	3	1665	24%	A	11.0	
10	I-26 Off-Ramp Loop to I-95 SB	Diverge	3	1665	24%	B	12.5	
			1	278	19%		14.1	
11	Between I-95 Ramps	Basic	3	1387	18%	A	8.7	
12	I-26 On-Ramp from I-95	Merge	3	1387	18%	C	21.8	
			2	1618	29%		20.7	
13	Between I-95 & SC 210	Basic	3	3005	27%	C	20.6	
14	I-26 Off-Ramp to SC 210	Diverge	3	3005	27%	C	21.4	
			1	107	20%		23.8	
15	Between SC 210 Ramps	Basic	3	2898	27%	C	19.8	
16	I-26 On-Ramp from SC 210	Merge	3	2898	27%	B	22.1	
			1	66	19%		19.5	
17	West of SC 210	Basic	3	2964	27%	C	20.3	
						Corridor	C	17.6

**Table 6.28** and **Table 6.29** present capacity analysis results for Alternative 2 2030 Build conditions on I-95 northbound and southbound.

**Table 6.28: 2030 Build Alternative 2 HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	3108	26%	E	40.1	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	3108	26%	E	38.1	
			1	173	23%		38.8	
3	Between U.S. 178 Ramps	Basic	2	2935	26%	E	35.6	
4	I-95 On-Ramp from U.S. 178	Merge	2	2935	26%	E	40.4	
			1	205	39%		33.9	
5	Between U.S. 178 and I-26	Basic	2	3140	27%	E	41.8	
6	I-95 Off-Ramp to I-26	Diverge	2	3140	27%	D	39.3	
			2	1848	29%		28.1	
7	Between I-26 Ramps	Basic	2	1292	24%	B	12.8	
8	I-95 On-Ramp Loop from I-26 EB	Merge	2	1292	24%	B	14.6	
			1	48	17%		11.9	
9	Between I-26 Ramps	Basic	2	1340	24%	B	13.3	
10	I-95 On-Ramp from I-26 WB	Merge	2	1340	24%	C	23.7	
			1	821	18%		21.4	
11	Between I-26 and U.S. 176	Basic	2	2161	22%	C	21.4	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2161	22%	C	25.5	
			1	101	17%		26.4	
13	Between U.S. 176 Ramps	Basic	2	2060	22%	C	20.3	
14	I-95 On-Ramp from U.S. 176	Merge	3	2060	22%	C	23.4	
			2	45	20%		22.3	
15	North of U.S. 176	Basic	2	2105	22%	C	20.8	
						Corridor	D	27.4

**Table 6.29: 2030 Build Alternative 2 HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2104	22%	C	20.8
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2104	22%	C	24.8
			1	45	19%	C	25.6
3	Between U.S. 176 Ramps	Basic	2	2059	22%	C	20.3
4	I-95 On-Ramp from U.S. 176	Merge	2	2059	22%	C	23.9
			1	102	17%	C	21.5
5	Between U.S. 176 and I-26	Basic	2	2161	22%	C	21.4
6	I-95 Off-Ramp to I-26	Diverge	2	2161	22%	C	24.4
			1	869	20%	C	25.4
7	Between I-26 Ramps	Basic	2	1292	24%	B	12.8
8	I-95 On-Ramp Loop from I-26 WB	Merge	2	1292	24%	B	17.1
			1	278	19%	B	14.1
9	Between I-26 Ramps	Basic	2	1570	23%	B	15.4
10	I-95 On-Ramp from I-26 EB	Merge	2	1570	23%	D	37.2
			2	1570	24%	D	28.1
11	Between I-26 and U.S. 178	Basic	2	3140	23%	E	38.9
12	I-95 Off-Ramp to U.S. 178	Diverge	2	3140	23%	E	37.6
			1	184	31%	E	38.1
13	Between U.S. 178 Ramps	Basic	2	2956	23%	D	34.5
14	I-95 On-Ramp from U.S. 178	Merge	3	2956	23%	D	38.3
			2	193	19%	D	31.8
15	South of U.S. 178	Basic	2	3149	23%	E	39.1
Corridor						D	27.4

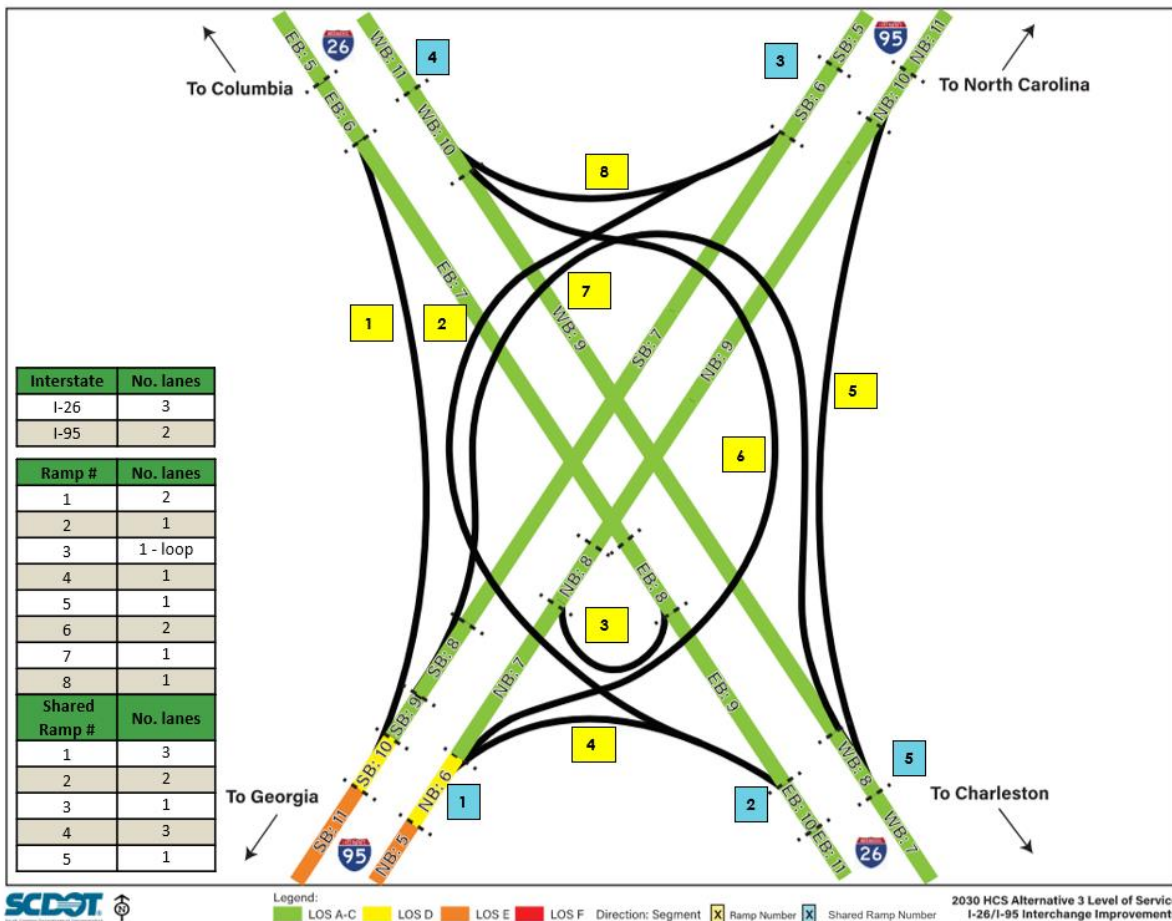
### 6.3.4 2030 Build Alternative 3

Build Alternative 3 is a Modified Turbine interchange with one loop ramp as detailed in Section 5.3. The results of the 2030 Build Alternative 3 conditions indicate that I-26 eastbound and westbound direction operate at an acceptable LOS. The diverge segment from I-26 eastbound to I-95 southbound improves to LOS B from LOS F in the no build much like alternative 1 and 2. The westbound direction shows an improvement in multiple segments. The oversaturation ramp conditions are also reduced making the facility LOS C.

On I-95 most of the segments are operating at the acceptable LOS threshold. However, the two-lane diverge shows LOS D on the northbound direction. The merge segment on the southbound direction from I-26 eastbound still shows LOS D. The alternative improves the merge sections between the loops for the 2030 traffic volumes. Additional segment density and LOS are shown in the tables below.

A visual representation of the estimated 2030 Build Alternative 3 LOS is shown in **Figure 6.6**.

**Figure 6.6: HCS Estimated 2030 Build Alternative 3 LOS**





**Table 6.30** and **Table 6.31** present capacity analysis results for Alternative 3 2030 Build conditions on I-26 eastbound and westbound.

**Table 6.30: 2030 Build Alternative 3 HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	2966	24%	C	35.0
2	I-26 Off-Ramp to SC 210	Diverge	3	2966	24%	C	32.8
			1	70	27%		31.8
3	Between SC 210 Ramps	Basic	3	2896	24%	C	33.9
4	I-26 On-Ramp from SC 210	Merge	3	2896	24%	C	34.0
			1	99	14%		28.7
5	Between SC 210 and I-95	Basic	3	2995	23%	C	35.0
6	I-26 Off-Ramp to I-95 SB	Diverge	3	2995	23%	B	34.2
			2	1570	24%		27.9
7	Between I-95 Ramps	Basic	3	1425	22%	A	14.9
8	I-26 Off-Ramp Loop to I-95 NB	Diverge	3	1425	22%	B	16.0
			1	48	17%		17.3
9	Between I-95 Ramps	Basic	3	1377	22%	A	13.8
10	I-26 On-Ramp from I-95 NB	Merge	3	1377	22%	B	25.7
			2	1099	21%		23.7
11	Between I-95 and U.S. 15	Basic	3	2476	22%	B	25.8
12	I-26 Off-Ramp to U.S. 15	Diverge	3	2476	22%	C	25.7
			1	119	28%		28.3
13	Between U.S. 15 Ramps	Basic	3	2357	22%	B	23.9
14	Between U.S. 15 Ramps	Weaving	4	2357	22%	B	19.6
			1	37	11%		
15	Between U.S. 15 Ramps	Basic	3	2326	22%	B	23.4
16	I-26 On-Ramp from U.S. 16	Merge	3	2326	22%	B	26.7
			1	130	20%		23.9
17	East of U.S. 15	Basic	3	2456	21%	B	25.2
Corridor						C	28.7

**Table 6.31: 2030 Build Alternative 3 HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	2482	21%	B	16.0
2	I-26 Off-Ramp to U.S. 15	Diverge	3	2482	21%	B	17.1
			1	41	11%		19.2
3	Between U.S. 15 Ramps	Basic	3	2441	21%	B	15.7
4	Between U.S. 15 Ramps	Weaving	4	2308	38%	B	14.0
			1	133	22%		
5	Between U.S. 15 Ramps	Basic	3	2425	22%	B	15.7
6	I-26 On-Ramp from U.S. 15	Merge	3	2425	22%	B	17.5
			1	61	17%		16.0
7	Between U.S. 15 and I-95	Basic	3	2486	22%	B	16.1
8	I-26 Off-Ramp to I-95	Diverge	3	2486	22%	C	18.4
			1	1099	18%		22.8
9	Between I-95 Ramps	Basic	3	1387	25%	A	9.2
10	I-26 On-Ramp from I-95	Merge	3	1387	25%	C	22.4
			2	1618	29%		21.2
11	Between I-95 & SC 210	Basic	3	3005	27%	C	20.6
12	I-26 Off-Ramp to SC 210	Diverge	3	3005	27%	C	22.8
			1	107	20%		23.8
13	Between SC 210 Ramps	Basic	3	2898	27%	C	19.8
14	I-26 On-Ramp from SC 210	Merge	3	2898	27%	B	22.1
			1	66	19%		19.5
15	West of SC 210	Basic	3	2964	27%	C	20.3
Corridor						C	17.3

**Table 6.32** and **Table 6.33** present capacity analysis results for Alternative 3 2030 Build conditions on I-95 northbound and southbound.

**Table 6.32: 2030 Build Alternative 3 HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	3108	26%	E	40.1	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	3108	26%	E	38.1	
			1	173	23%		38.8	
3	Between U.S. 178 Ramps	Basic	2	2935	26%	E	35.6	
4	I-95 On-Ramp from U.S. 178	Merge	2	2935	26%	E	40.4	
			1	205	39%		33.9	
5	Between U.S. 178 and I-26	Basic	2	3140	27%	E	41.8	
6	I-95 Off-Ramp to I-26	Diverge	2	3140	27%	D	39.3	
			1	1848	29%		28.1	
7	Between I-26 Ramps	Basic	2	1292	24%	B	12.8	
8	I-95 On-Ramp Loop from I-26 EB	Merge	2	1292	24%	B	14.6	
			1	48	17%		11.9	
9	Between I-26 Ramps	Basic	2	1340	24%	B	13.3	
10	I-95 On-Ramp from I-26 WB	Merge	2	1340	24%	C	23.7	
			1	821	18%		21.4	
11	Between I-26 and U.S. 176	Basic	2	2161	22%	C	21.4	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2161	22%	C	25.5	
			1	101	17%		26.4	
13	Between U.S. 176 Ramps	Basic	2	2060	22%	C	20.3	
14	I-95 On-Ramp from U.S. 176	Merge	3	2060	22%	C	23.4	
			2	45	20%		22.3	
15	North of U.S. 176	Basic	2	2105	22%	C	20.8	
						Corridor	D	27.4

**Table 6.33: 2030 Build Alternative 3 HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	2104	22%	C	20.8	
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2104	22%	C	24.8	
			1	45	19%		25.6	
3	Between U.S. 176 Ramps	Basic	2	2059	22%	C	20.3	
4	I-95 On-Ramp from U.S. 176	Merge	2	2059	22%	C	23.9	
			1	102	17%		21.5	
5	Between U.S. 176 and I-26	Basic	2	2161	22%	C	21.4	
6	I-95 Off-Ramp to I-26	Diverge	2	2161	22%	C	24.4	
			1	869	20%		25.4	
7	Between I-26 Ramps	Basic	2	1292	24%	B	12.8	
8	I-95 On-Ramp from I-26 WB	Merge	2	1292	24%	B	17.5	
			1	278	19%		18.1	
9	Between I-26 Ramps	Basic	2	1570	23%	B	15.4	
10	I-95 On-Ramp from I-26 EB	Merge	2	1570	23%	D	37.2	
			2	1570	24%		28.1	
11	Between I-26 and U.S. 178	Basic	2	3140	23%	E	38.9	
12	I-95 Off-Ramp to U.S. 178	Diverge	2	3140	23%	E	34.6	
			1	184	31%		38.1	
13	Between U.S. 176 Ramps	Basic	2	2956	23%	D	34.5	
14	I-95 On-Ramp from U.S. 176	Merge	3	2956	23%	D	37.8	
			2	193	19%		31.8	
15	South of U.S. 178	Basic	2	3149	23%	E	39.1	
						Corridor	D	27.5

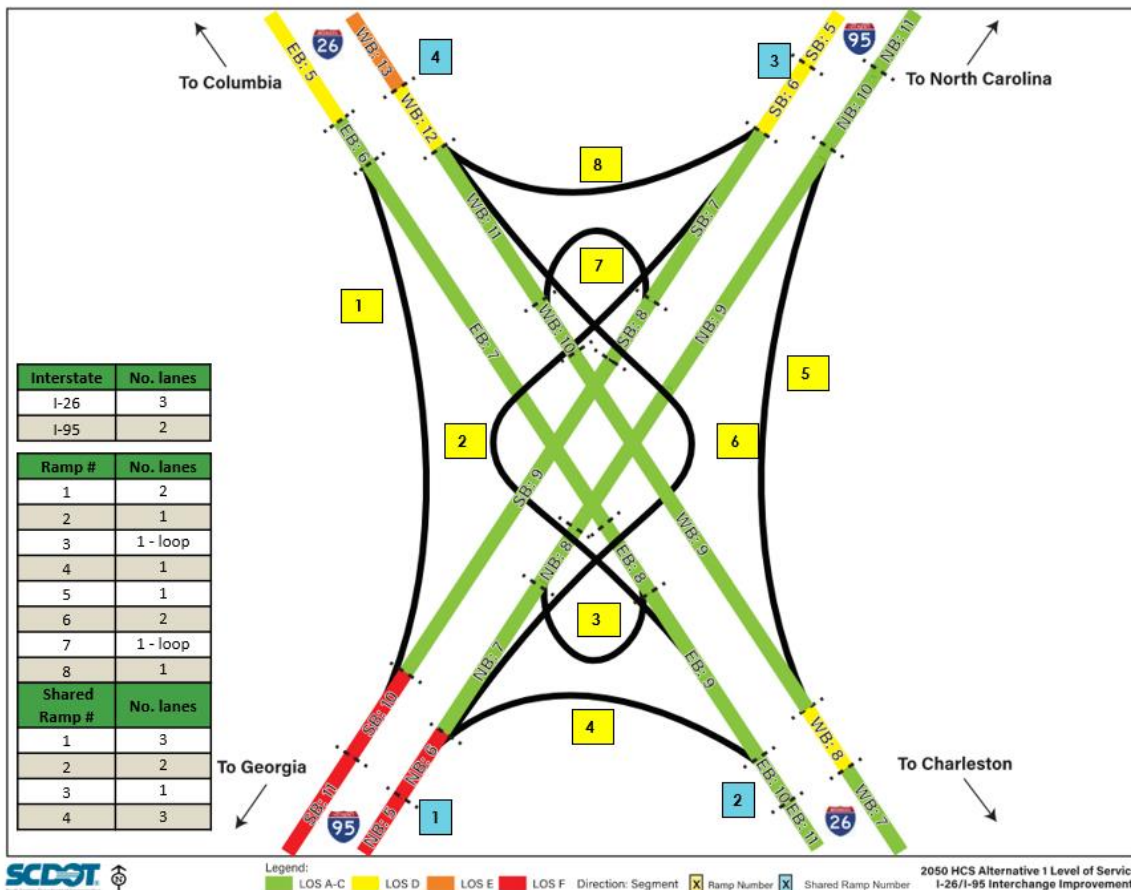
### 6.3.5 2050 Build Alternative 1

Build Alternative 1 is a Stacked 4-Level Flyover interchange with two loops as detailed in Section 5.1. The results of the 2050 Build Alternative 1 conditions indicate that I-26 eastbound and westbound direction operate at an acceptable LOS except westbound Segment 13. The diverge segment from I-26 eastbound to I-95 southbound improves to LOS C with a two-lane ramp. The westbound direction shows an improvement in multiple sections but the diverge to I-95 northbound and merge segment from I-95 northbound/southbound show LOS D (although widening the ramp to two lanes would result in LOS C).

On I-95 southbound most of the segments are operating at the acceptable LOS. However, the shared ramp serving to split the ramps to both I-26 westbound and I-26 eastbound shows LOS D. South of the interchange, both the two-lane merge segment from I-26 eastbound to I-95 southbound and the I-95 northbound diverge indicate LOS F operations with volumes exceeding capacity at the ramps. Additional segment density and LOS are shown in the tables below.

The estimated 2050 Build Alternative 1 LOS is shown in **Figure 6.7**.

**Figure 6.7: HCS Estimated 2050 Build Alternative 1 LOS**





**Table 6.34** and **Table 6.35** present capacity analysis results for Alternative 1 2050 Build conditions on I-26 eastbound and westbound.

**Table 6.34: 2050 Build Alternative 1 HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	3	4264	29%	D	35.0	
2	I-26 Off-Ramp to SC 210	Diverge	3	4264	29%	D	32.8	
			1	78	27%		31.8	
3	Between SC 210 Ramps	Basic	3	4186	29%	D	33.9	
4	I-26 On-Ramp from SC 210	Merge	3	4186	29%	D	34.0	
			1	108	14%		28.7	
5	Between SC 210 and I-95	Basic	3	4294	28%	D	35.0	
6	I-26 Off-Ramp to I-95 SB	Diverge	3	4294	28%	C	34.2	
			2	2192	24%		27.9	
7	Between I-95 Ramps	Basic	3	2102	33%	B	14.9	
8	I-26 Off-Ramp Loop to I-95 NB	Diverge	3	2102	33%	B	16.0	
			1	70	17%		17.3	
9	Between I-95 Ramps	Basic	3	2032	33%	B	13.8	
10	I-26 On-Ramp from I-95 NB	Merge	3	2032	33%	C	25.7	
			2	1527	21%		23.7	
11	Between I-95 and U.S. 15	Basic	3	3559	28%	C	25.8	
12	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	28%	D	25.7	
			1	194	28%		28.3	
13	Between U.S. 15 Ramps	Basic	3	3365	28%	C	23.9	
14	Between U.S. 15 Ramps	Weaving	1	111	21%	B	19.6	
			4	3365	28%			
			1	60	11%			
15	Between U.S. 15 Ramps	Basic	3	3425	28%	C	23.4	
16	I-26 On-Ramp from U.S. 16	Merge	3	3425	28%	C	26.7	
			1	111	21%		23.9	
17	East of U.S. 15	Basic	3	3524	11%	C	25.2	
						Corridor	D	28.7

**Table 6.35: 2050 Build Alternative 1 HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	East of U.S. 15	Basic	3	3559	27%	C	25.6	
2	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	27%	C	25.6	
			1	67	5%		27.1	
3	Between U.S. 15 Ramps	Basic	3	3492	27%	C	25.0	
4	Between U.S. 15 Ramps	Weaving	1	189	22%	D	22.7	
			4	3681	27%			
			1	215	38%			
5	Between U.S. 15 Ramps	Basic	3	3466	28%	C	25.0	
6	I-26 On-Ramp from U.S. 15	Merge	3	3466	28%	C	27.3	
			1	100	17%		23.9	
7	Between U.S. 15 and I-95	Basic	3	3566	28%	C	26.0	
8	I-26 Off-Ramp to I-95 NB	Diverge	3	3566	28%	D	27.6	
			1	1154	18%		31.4	
9	Between I-95 Ramps	Basic	3	2412	33%	B	17.2	
10	I-26 Off-Ramp Loop to I-95 SB	Diverge	4	2412	33%	C	19.4	
			1	375	19%		20.8	
11	Between I-95 Ramps	Basic	3	2037	31%	B	14.3	
12	I-26 On-Ramp from I-95	Merge	3	2037	31%	D	38.6	
			2	2264	29%		32.5	
13	Between I-95 & SC 210	Basic	3	4301	32%	E	37.4	
14	I-26 Off-Ramp to SC 210	Diverge	3	4301	32%	D	34.2	
			1	117	20%		32.5	
15	Between SC 210 Ramps	Basic	3	4184	32%	E	35.5	
16	I-26 On-Ramp from SC 210	Merge	3	4184	32%	D	34.9	
			1	72	19%		28.9	
17	West of SC 210	Basic	3	4256	32%	E	36.6	
						Corridor	E	29.8

Note: HCS reports LOS E operations for the overall corridor (reflecting the worst LOS on a specific segment). The corridor is reported at LOS E primarily due to the westbound merge of the ramp from I-95 in Segment 13. Despite the planned widening to six-lanes, queuing and poor operations will occur onto I-26 WB. TransModeler analysis is required to examine merge improvements.

**Table 6.36** and **Table 6.37**, present capacity analysis results for Alternative 1 2050 Build conditions on I-95 northbound and southbound.

**Table 6.36: 2050 Build Alternative 1 HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	4007	27%	F	56.8	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	4007	27%	F	36.8	
			1	188	23%		37.5	
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0	
4	I-95 On-Ramp from U.S. 178	Merge	2	3819	27%	F	37.4	
			1	222	39%		32.2	
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	37.2	
6	I-95 Off-Ramp to I-26	Diverge	2	4041	27%	F	39.0	
			2	2569	29%		26.1	
7	Between I-26 Ramps	Basic	2	1472	25%	A	3.7	
8	I-95 On-Ramp Loop from I-26 EB	Merge	2	1472	25%	A	4.8	
			1	70	17%		2.4	
9	Between I-26 Ramps	Basic	2	1542	25%	A	4.4	
10	I-95 On-Ramp from I-26 WB	Merge	2	1542	25%	B	16.9	
			1	1154	18%		15.1	
11	Between I-26 and U.S. 176	Basic	2	2696	22%	B	15.2	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2696	22%	B	18.5	
			1	108	17%		19.6	
13	Between U.S. 176 Ramps	Basic	2	2588	22%	B	14.2	
14	I-95 On-Ramp from U.S. 176	Merge	3	2588	22%	B	16.6	
			2	49	20%		16.1	
15	North of U.S. 176	Basic	2	2637	22%	B	14.7	
						Corridor	F	23.5

Note: HCS reports LOS F operations for the overall corridor with all I-95 northbound segments from the southern model limit to the I-26 northbound diverge weave operating at LOS F. TransModeler analysis is required. Key issue is inadequate capacity on I-95 south of the I-26 interchange in 2050.

**Table 6.37: 2050 Build Alternative 1 HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	2634	22%	D	28.0	
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2634	22%	D	31.1	
			1	49	19%		31.7	
3	Between U.S. 176 Ramps	Basic	2	2585	22%	D	27.2	
4	I-95 On-Ramp from U.S. 176	Merge	2	2585	22%	C	30.8	
			1	111	17%		27.0	
5	Between U.S. 176 and I-26	Basic	2	2696	22%	D	28.9	
6	I-95 Off-Ramp to I-26	Diverge	2	2696	22%	D	31.0	
			1	1222	20%		31.4	
7	Between I-26 Ramps	Basic	2	1474	24%	B	14.5	
8	I-95 On-Ramp Loop from I-26 WB	Merge	2	1474	24%	B	20.2	
			1	375	19%		16.8	
9	Between I-26 Ramps	Basic	2	1849	23%	C	18.1	
10	I-95 On-Ramp from I-26 EB	Merge	2	1849	23%	F	39.9	
			2	2192	24%		29.1	
11	Between I-26 and U.S. 178	Basic	2	4041	23%	F	43.3	
12	I-95 Off-Ramp to U.S. 178	Diverge	2	4041	23%	F	39.5	
			1	200	31%		39.9	
13	Between U.S. 176 Ramps	Basic	2	3841	23%	F	37.5	
14	I-95 On-Ramp from U.S. 176	Merge	3	3841	23%	F	41.2	
			2	210	19%		33.3	
15	South of U.S. 178	Basic	2	4051	23%	F	43.0	
						Corridor	F	32.7

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at I-95 interchange.

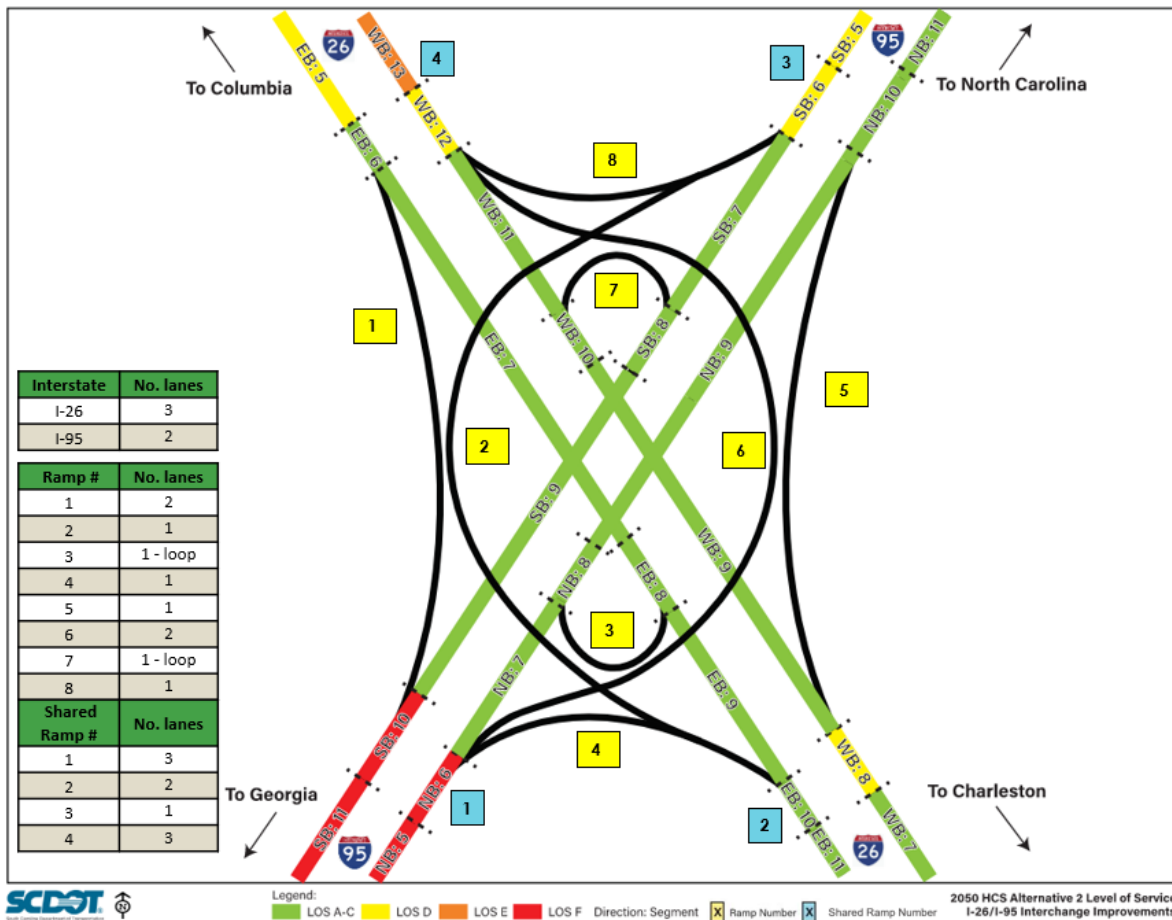
### 6.3.6 2050 Build Alternative 2

Build Alternative 2 is a Modified Turbine interchange with two loops as detailed in Section 5.2. The results of the 2050 Build Alternative 2 conditions indicate that I-26 eastbound and westbound direction operate at an acceptable LOS except westbound Segment 13. Like alternative 1, the diverge segment from I-26 eastbound to I-95 southbound (Segment EB 6) improves to LOS C. The westbound direction shows an improvement in multiple sections but the diverge to I-95 northbound and merge segment from I-95 northbound/southbound show LOS D. A more detailed report is shown in the tables below.

On I-95 southbound most of the segments are operating at an acceptable LOS. However, the shared ramp on I-95 southbound shows LOS D. The merge segment from I-26 eastbound and diverge segment to the westbound direction show LOS F with volume exceeding capacity at the ramps. Additional segment density and LOS are shown in the tables below.

A visual representation of the estimated 2050 Build Alternative 2 LOS is shown in **Figure 6.8**.

**Figure 6.8: HCS Estimated 2050 Build Alternative 2 LOS**





**Table 6.38** and **Table 6.39** present capacity analysis results for Alternative 2 2050 Build conditions on I-26 eastbound and westbound.

**Table 6.38: 2050 Build Alternative 2 HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	3	4264	29%	D	35.0	
2	I-26 Off-Ramp to SC 210	Diverge	3	4264	29%	D	32.8	
			1	78	27%		31.8	
3	Between SC 210 Ramps	Basic	3	4186	29%	D	33.9	
4	I-26 On-Ramp from SC 210	Merge	3	4186	29%	D	34.0	
			1	108	14%		28.7	
5	Between SC 210 and I-95	Basic	3	4294	28%	D	35.0	
6	I-26 EB Off-Ramp to I-95 SB	Diverge	3	4294	28%	C	34.2	
			2	2192	24%		27.9	
7	Between I-95 Ramps	Basic	3	2102	33%	B	14.9	
8	I-26 Off-Ramp Loop to I-95	Diverge	3	2102	33%	B	16.0	
			1	70	17%		17.3	
9	Between I-95 Ramps	Basic	3	2032	33%	B	13.8	
10	I-26 On-Ramp from I-95	Merge	3	2032	33%	C	25.7	
			2	1527	21%		23.7	
11	Between I-95 and U.S. 15	Basic	3	3559	28%	C	25.8	
12	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	28%	D	25.7	
			1	194	28%		28.3	
13	Between U.S. 15 Ramps	Basic	3	3365	28%	C	23.9	
14	Between U.S. 15 Ramps	Weaving	4	3365	28%	B	19.6	
			1	60	11%			
15	Between U.S. 15 Ramps	Basic	3	3425	28%	C	23.4	
16	I-26 On-Ramp from U.S. 16	Merge	3	3425	28%	C	26.7	
			1	111	21%		23.9	
17	East of U.S. 15	Basic	3	3314	11%	C	25.2	
						Corridor	D	28.7

**Table 6.39: 2050 Build Alternative 2 HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	East of U.S. 15	Basic	3	3559	27%	C	25.5	
2	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	27%	C	25.4	
			1	67	5%		27.1	
3	Between U.S. 15 Ramps	Basic	3	3492	27%	C	24.9	
4	Between U.S. 15 Loops	Weaving	1	215	22%	D	22.5	
			4	3277	27%			
			1	189	38%			
5	Between U.S. 15 Ramps	Basic	3	3466	28%	C	24.9	
6	I-26 On-Ramp from U.S. 15	Merge	3	3466	28%	C	27.1	
			1	100	17%		23.9	
7	Between U.S. 15 and I-95	Basic	3	3566	28%	C	25.8	
8	I-26 WB Off-Ramp to I-95 NB	Diverge	3	3566	28%	D	29.4	
			1	1154	18%		30.5	
9	Between I-95 Ramps	Basic	3	2412	33%	B	17.0	
10	I-26 Off-Ramp Loop to I-95 SB	Diverge	3	2412	33%	C	19.3	
			1	375	19%		20.8	
11	Between I-95 Ramps	Basic	3	2037	31%	B	14.2	
12	I-26 On-Ramp from I-95	Merge	3	2037	31%	D	38.3	
			2	2264	29%		32.5	
13	Between I-95 & SC 210	Basic	3	4301	32%	E	37.2	
14	I-26 Off-Ramp to SC 210	Diverge	3	4301	32%	D	32.2	
			1	117	20%		32.5	
15	Between SC 210 Ramps	Basic	3	4184	32%	E	35..3	
16	I-26 On-Ramp from SC 210	Merge	3	4184	32%	D	34.6	
			1	72	19%		28.9	
17	West of SC 210	Basic	3	4256	32%	E	36.5	
						Corridor	E	29.8

Note: HCS reports LOS E operations for the overall corridor (reflecting the worst LOS on a specific segment). The corridor is reported at LOS E primarily due to the westbound merge of the ramp from I-95 in Segment 13. Despite the planned widening to six-lanes, queuing and poor operations will occur onto I-26 WB. TransModeler analysis is required to examine merge improvements.

**Table 6.40** and **Table 6.41** present capacity analysis results for Alternative 2 2050 Build conditions on I-95 northbound and southbound.

**Table 6.40: 2050 Build Alternative 2 HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	4007	27%	F	56.8	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	4007	27%	F	36.8	
			1	188	23%		37.5	
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0	
4	I-95 On-Ramp from U.S. 178	Merge	2	3819	27%	F	37.4	
			1	222	39%		32.2	
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	37.2	
6	I-95 Off-Ramp to I-26	Diverge	2	4041	27%	F	38.9	
			2	2569	28%		26.1	
7	Between I-26 Ramps	Basic	2	1472	24%	A	3.9	
8	I-95 On-Ramp Loop from I-26 EB	Merge	2	1472	24%	A	5.0	
			1	70	17%		2.7	
9	Between I-26 Ramps	Basic	2	1542	24%	A	4.6	
10	I-95 On-Ramp from I-26 WB	Merge	2	1542	24%	B	17.2	
			1	1154	18%		15.3	
11	Between I-26 and U.S. 176	Basic	2	2696	22%	B	15.4	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2696	22%	B	18.8	
			1	108	17%		19.9	
13	Between U.S. 176 Ramps	Basic	2	2588	22%	B	14.5	
14	I-95 On-Ramp from U.S. 176	Merge	3	2588	22%	B	16.8	
			2	49	20%		16.4	
15	North of U.S. 176	Basic	2	2637	22%	B	14.9	
						Corridor	F*	23.6

Note: HCS reports LOS F operations for the overall corridor with all I-95 northbound segments from the southern model limit to the I-26 northbound diverge weave operating at LOS F. TransModeler analysis is required. Key issue is inadequate capacity on I-95 south of the I-26 interchange in 2050.

**Table 6.41: 2050 Build Alternative 2 HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2634	27%	D	28.0
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2634	27%	D	31.0
			1	49	23%		31.7
3	Between U.S. 176 Ramps	Basic	2	2585	27%	D	27.2
4	I-95 On-Ramp from U.S. 176	Merge	2	2585	27%	C	30.8
			1	111	39%		27.0
5	Between U.S. 176 and I-26	Basic	2	2696	27%	D	28.9
6	I-95 Off-Ramp to I-26	Diverge	2	2696	27%	D	31.0
			1	1222	28%		31.4
7	Between I-26 Ramps	Basic	2	1474	27%	B	14.5
8	I-95 On-Ramp Loop from I-26 WB	Merge	2	1474	27%	B	20.2
			1	375	29%		16.8
9	Between I-26 Ramps	Basic	2	1849	25%	B	18.1
10	I-95 On-Ramp from I-26 EB	Merge	2	1849	25%	F	39.9
			2	2192	18%		29.1
11	Between I-26 and U.S. 178	Basic	2	4041	22%	F	43.3
12	I-95 Off-Ramp to U.S. 178	Diverge	2	4041	22%	F	39.5
			1	200	17%		39.9
13	Between U.S. 176 Ramps	Basic	2	3841	22%	F	37.5
14	I-95 On-Ramp from U.S. 176	Merge	3	3841	22%	F	41.2
			2	210	20%		33.3
15	South of U.S. 178	Basic	2	4051	22%	F	43.0
Corridor						F*	32.7

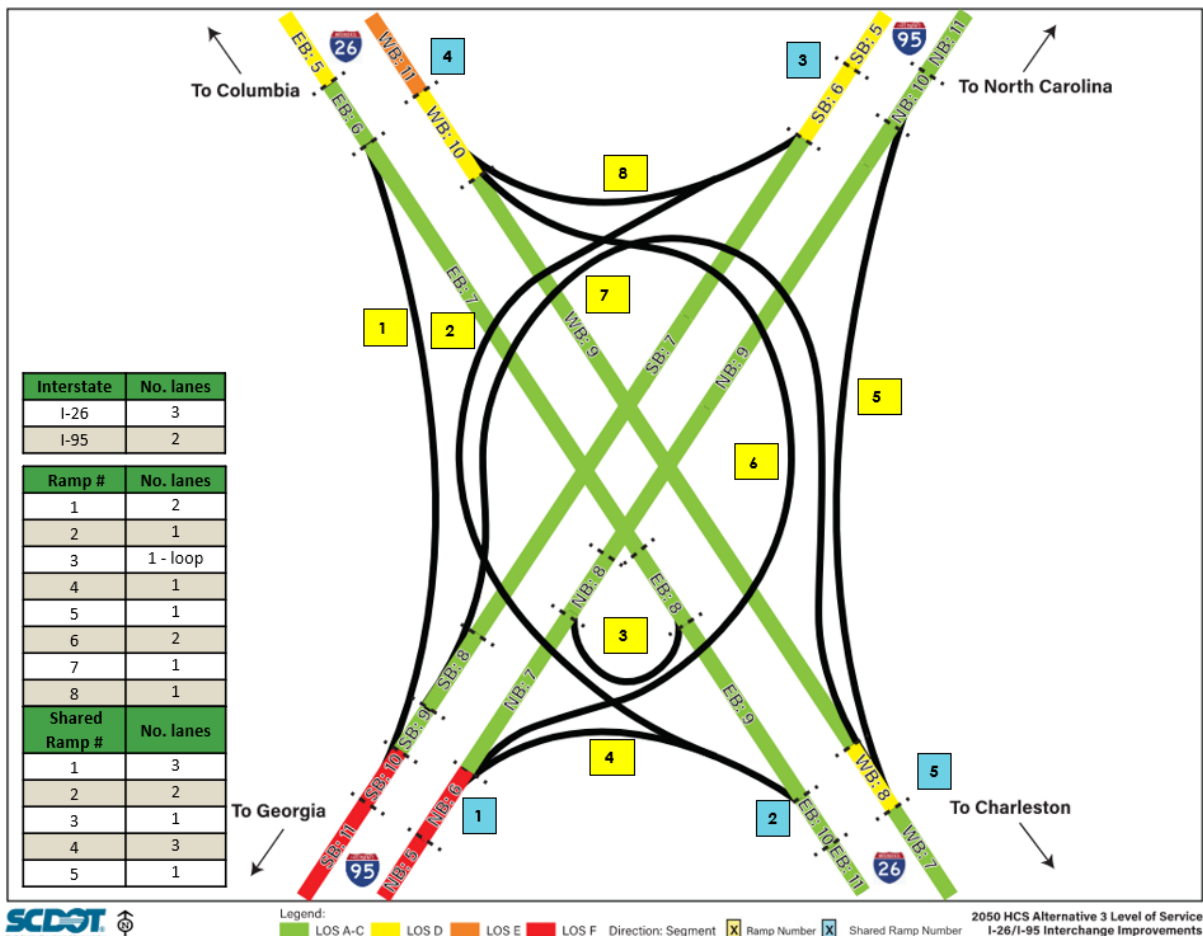
Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at I-95 interchange.

### 6.3.7 2050 Build Alternative 3

Build Alternative 3 is a Modified Turbine interchange with one loop ramp as detailed in Section 5.3. The results of the 2050 Build Alternative 3 conditions indicate that I-26 eastbound and westbound direction operate at an acceptable LOS except westbound Segment 13. The diverge segment from I-26 eastbound to I-95 southbound (Segment EB 6) improves to LOS C in this alternative. The westbound direction shows an improvement in multiple sections but the diverge to I-95 northbound and merge segment from I-95 northbound/southbound show LOS D. A more detailed report is shown in the tables below.

On I-95 southbound most of the segments are operating at an acceptable LOS. However, the shared ramp shows LOS D. The merge segment from I-26 eastbound and diverge segment to the westbound direction show LOS F with volume exceeding capacity at the ramps. Additional segment density and LOS are shown in the tables below. A visual representation of the estimated 2050 Build Alternative 3 LOS is shown in Figure 6.9.

Figure 6.9: HCS Estimated 2050 Build Alternative 3 LOS





**Table 6.42** and **Table 6.43** present capacity analysis results for Alternative 3 2050 Build conditions on I-26 eastbound and westbound.

**Table 6.42: 2050 Build Alternative 3 HCM Capacity Analysis Results (I-26 Eastbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	3	4264	29%	D	35.0	
2	I-26 Off-Ramp to SC 210	Diverge	3	4264	29%	D	32.8	
			1	78	27%		31.8	
3	Between SC 210 Ramps	Basic	3	4186	29%	D	33.9	
4	I-26 On-Ramp from SC 210	Merge	3	4186	29%	D	34.0	
			1	108	14%		28.7	
5	Between SC 210 and I-95	Basic	3	4294	28%	D	35.0	
6	I-26 Off-Ramp to I-95 SB	Diverge	3	4294	28%	C	34.2	
			2	2192	24%		27.9	
7	Between I-95 Ramps	Basic	3	2102	33%	B	14.9	
8	I-26 Off-Ramp Loop to I-95 NB	Diverge	3	2102	33%	B	16.0	
			1	70	17%		17.3	
9	Between I-95 Ramps	Basic	3	2032	33%	B	13.8	
10	I-26 On-Ramp from I-95 NB	Merge	3	2032	33%	C	25.7	
			2	1527	21%		23.7	
11	Between I-95 and U.S. 15	Basic	3	3559	28%	C	25.8	
12	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	28%	D	25.7	
			1	194	28%		28.3	
13	Between U.S. 15 Ramps	Basic	3	3365	28%	C	23.9	
14	Between U.S. 15 Ramps	Weaving	4	3365	28%	B	19.6	
			1	60	11%			
15	Between U.S. 15 Ramps	Basic	3	3425	28%	C	23.4	
16	I-26 On-Ramp from U.S. 16	Merge	3	3425	28%	C	26.7	
			1	111	21%		23.9	
17	East of U.S. 15	Basic	3	3314	11%	C	25.2	
						Corridor	D	28.7

**Table 6.43: 2050 Build Alternative 3 HCM Capacity Analysis Results (I-26 Westbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	3559	27%	C	25.5
2	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	27%	C	25.9
			1	67	5%		27.1
3	Between U.S. 15 Ramps	Basic	3	3492	27%	C	24.9
4	Between U.S. 15 Ramps	Weaving	4	3277	27%	C	22.5
			1	189	38%		
5	Between U.S. 15 Ramps	Basic	3	3466	28%	C	24.9
6	I-26 On-Ramp from U.S. 15	Merge	3	3466	28%	C	27.1
			1	100	17%		23.9
7	Between U.S. 15 and I-95	Basic	3	3566	28%	C	25.8
8	I-26 Off-Ramp to I-95	Diverge	3	3566	28%	D	28.0
			1	1529	18%		31.7
9	Between I-95 Ramps	Basic	3	2037	35%	B	14.6
10	I-26 On-Ramp from I-95	Merge	3	2037	35%	D	39.1
			2	2264	29%		32.8
11	Between I-95 & SC 210	Basic	3	4301	32%	E	37.2
12	I-26 Off-Ramp to SC 210	Diverge	3	4301	32%	D	34.0
			1	117	20%		32.5
13	Between SC 210 Ramps	Basic	3	4184	32%	E	35.3
14	I-26 On-Ramp from SC 210	Merge	3	4184	32%	D	34.6
			1	72	19%		28.9
15	West of SC 210	Basic	3	4256	32%	E	36.5
Corridor						E	29.3

Note: HCS reports LOS E operations for the overall corridor (reflecting the worst LOS on a specific segment). The corridor is reported at LOS E primarily due to the westbound merge of the ramp from I-95 in Segment 13. Despite the planned widening to six-lanes, queuing and poor operations will occur onto I-26 WB. TransModeler analysis is required to examine merge improvements.

**Table 6.44** and **Table 6.45**, present capacity analysis results for Alternative 3 2050 Build conditions on I-95 northbound and southbound.

**Table 6.44: 2050 Build Alternative 3 HCM Capacity Analysis Results (I-95 Northbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	4007	27%	F	56.8	
2	I-95 Off-Ramp to U.S. 178	Diverge	2	4007	27%	F	36.8	
			1	188	23%		37.5	
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0	
4	I-95 On-Ramp from U.S. 178	Merge	2	3819	27%	F	37.4	
			1	222	39%		32.2	
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	37.2	
6	I-95 Off-Ramp to I-26	Diverge	2	4041	27%	F	38.9	
			1	2569	28%		26.1	
7	Between I-26 Ramps	Basic	2	1472	24%	A	3.9	
8	I-95 On-Ramp Loop from I-26 EB	Merge	2	1472	24%	A	5.0	
			1	70	17%		2.7	
9	Between I-26 Ramps	Basic	2	1542	24%	A	4.6	
10	I-95 On-Ramp from I-26 WB	Merge	2	1542	24%	B	17.2	
			1	1154	18%		15.3	
11	Between I-26 and U.S. 176	Basic	2	2696	22%	B	15.4	
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2696	22%	C	18.8	
			1	108	17%		19.9	
13	Between U.S. 176 Ramps	Basic	2	2588	22%	B	14.5	
14	I-95 On-Ramp from U.S. 176	Merge	3	2588	22%	B	16.8	
			2	49	20%		16.4	
15	North of U.S. 176	Basic	2	2637	22%	B	14.9	
						Corridor	F*	23.6

Note: HCS reports LOS F operations for the overall corridor with all I-95 northbound segments from the southern model limit to the I-26 northbound diverge weave operating at LOS F. TransModeler analysis is required. Key issue is inadequate capacity on I-95 south of the I-26 interchange in 2050.

**Table 6.45: 2050 Build Alternative 3 HCM Capacity Analysis Results (I-95 Southbound)**

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2634	27%	D	28.0
2	I-95 Off-Ramp to U.S. 176	Diverge	2	2634	27%	D	31.1
			1	49	23%		31.7
3	Between U.S. 176 Ramps	Basic	2	2585	27%	D	27.2
4	I-95 On-Ramp from U.S. 176	Merge	2	2585	27%	C	30.8
			1	111	39%		27.0
5	Between U.S. 176 and I-26	Basic	2	2696	27%	D	28.9
6	I-95 Off-Ramp to I-26	Diverge	2	2696	27%	D	31.0
			1	1222	28%		31.4
7	Between I-26 Ramps	Basic	2	1474	27%	B	14.5
8	I-95 On-Ramp from I-26 WB	Merge	2	1474	27%	C	20.6
			1	375	29%		20.9
9	Between I-26 Ramps	Basic	2	1849	25%	C	18.1
10	I-95 On-Ramp from I-26 EB	Merge	2	1849	25%	F	39.9
			2	2192	18%		29.1
11	Between I-26 and U.S. 178	Basic	2	4041	22%	F	43.3
12	I-95 Off-Ramp to U.S. 178	Diverge	2	4041	22%	F	36.3
			1	200	17%		39.9
13	Between U.S. 176 Ramps	Basic	2	3841	22%	F	37.5
14	I-95 On-Ramp from U.S. 176	Merge	3	3841	22%	F	40.6
			2	210	20%		33.3
15	South of U.S. 178	Basic	2	4051	22%	F	43.0
Corridor						F*	32.9

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at I-95 interchange.

## 7. INITIAL TRANSMODELER ANALYSIS

Macroscopic tools such as HCS are limited in their ability to model congested corridors where queuing impacts performance, so TransModeler was also used to analyze future conditions in the study corridor. Microscopic models like TransModeler simulate dynamic conditions and include additional parameters such as driver behavior and can be a better indicator of field conditions.

### 7.1 Calibration and Lane Adjustments for Initial Testing

The 2022 existing conditions TransModeler model was calibrated to documented volume and travel speed conditions using FHWA criteria. This model is intended to establish baseline traffic conditions, in the form of quantifiable performance measures for both the existing and future year No Build conditions. **Table 7.1** shows a summary of the 2022 existing conditions model meeting all targets and confirms calibration. The calibration is described in detail in the TransModeler calibration memo in **Appendix F**.

**Table 7.1: 2022 Existing Conditions Calibration Criteria**

FHWA Calibration Criteria	Metric	Met?
Sum of all link flows	1%	Met
Within 15%, for 700 veh/h < Flow < 2700 veh/h	100%	Met
Within 100 veh/h, for Flow < 700 veh/h	100%	Met
Within 400 veh/h, for Flow > 2700 veh/h	100%	Met
GEH Statistic < 5 for Individual Link Flows	100%	Met
Travel speeds with a difference of 15% for greater than 85% of the cases	100%	Met

#### 7.1.1 I-26 and I-95 Mainline Capacity Observations

The existing model scenario assumes existing geometry. Future year scenarios consist of one additional lane in each direction of I-26. Initial analysis of 2050 conditions with one additional lane in each direction of I-26 indicated flow constraints at three locations adjacent to the I-26 at I-95 system interchange. **Figure 7.1** illustrates the constraints identified at three bottleneck locations.

- I-95 Southbound – South of the I-26 at I-95 system interchange (north of U.S. 178)
- I-95 Northbound - South of the I-26 at I-95 system interchange (north of U.S. 178)
- I-26 Westbound – West of the I-26 at I-95 system interchange (east of S.C. 210) (even with the planned 6-lane widening of I-26)

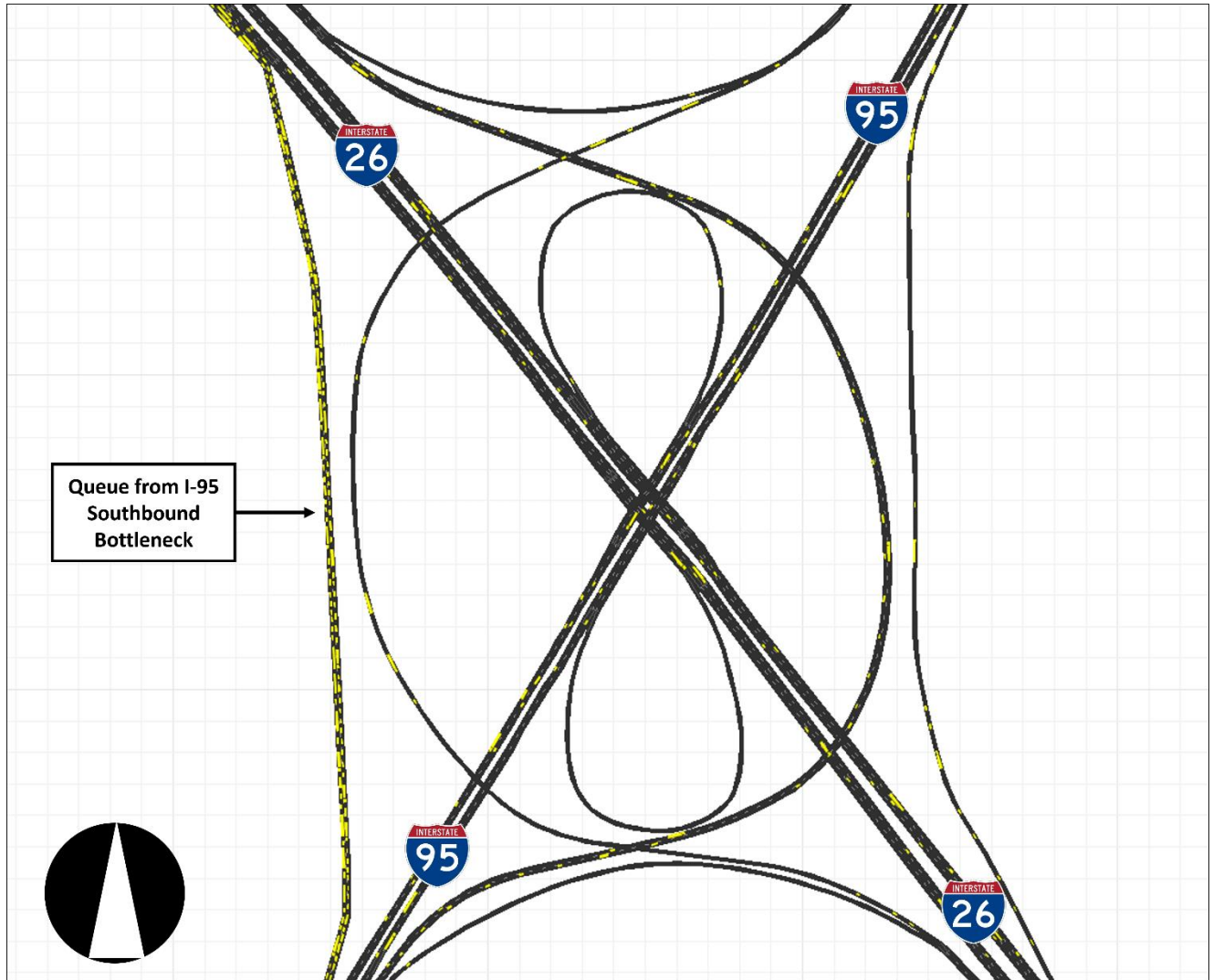


**Figure 7.1: I-26 and I-95 Mainline Bottleneck Segments in TransModeler**

This impacts the ability to evaluate the proposed interchange alternatives because the full estimated volume is not represented. For this reason, interstate improvements were added to the model to allow for a more accurate and unconstrained analysis of the interchange alternatives. The flow constraints and related model adjustments are described in more detail below. They are illustrated using Alternative 2.

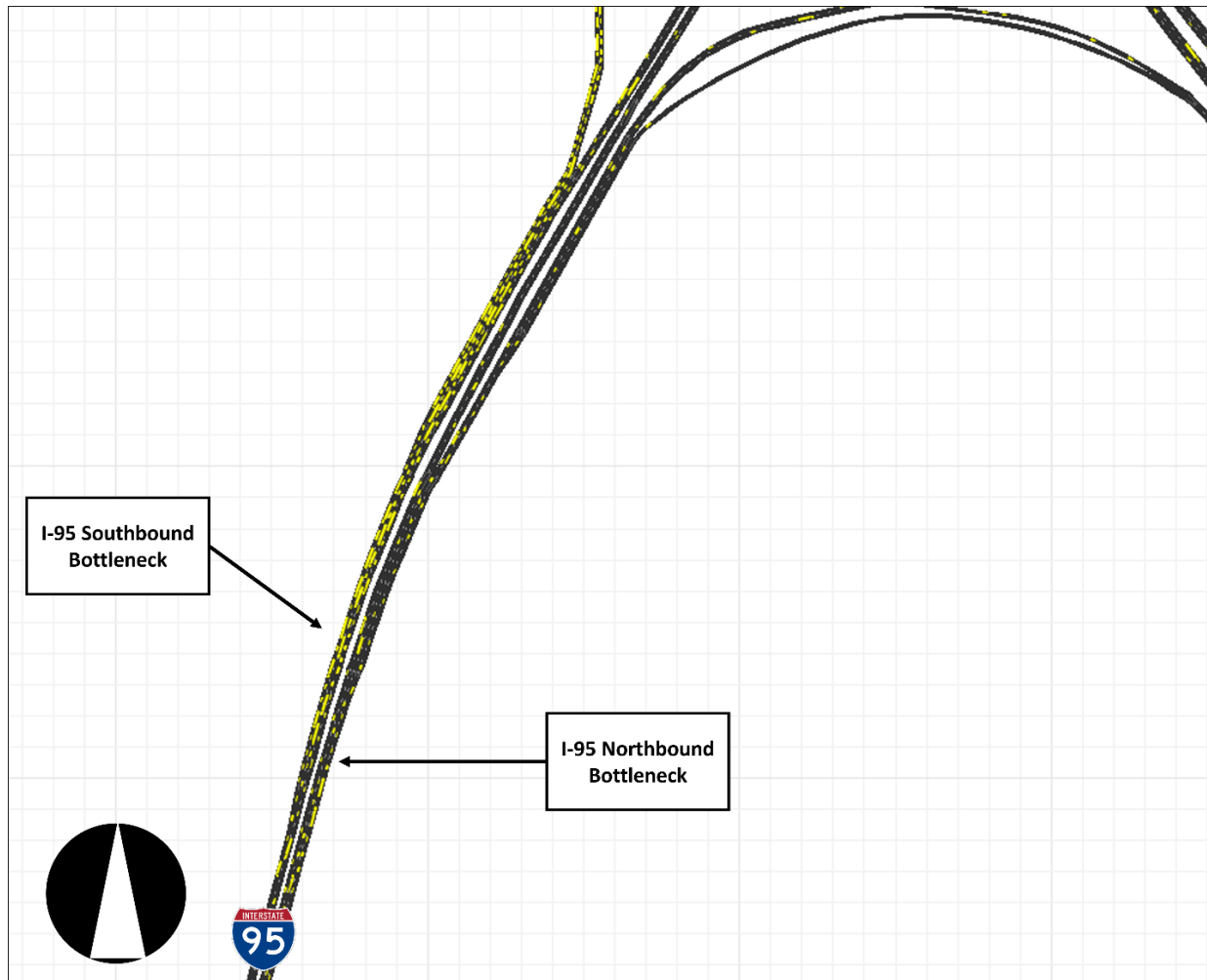
**Figure 7.2** shows congestion on the I-26 eastbound to I-95 southbound ramp. This congestion queues on I-26 eastbound to the S.C. 210 interchange, due to the bottleneck on I-95 southbound south of the system interchange.

**Figure 7.2: TransModeler Alternative 2 (No Additional Widening)**



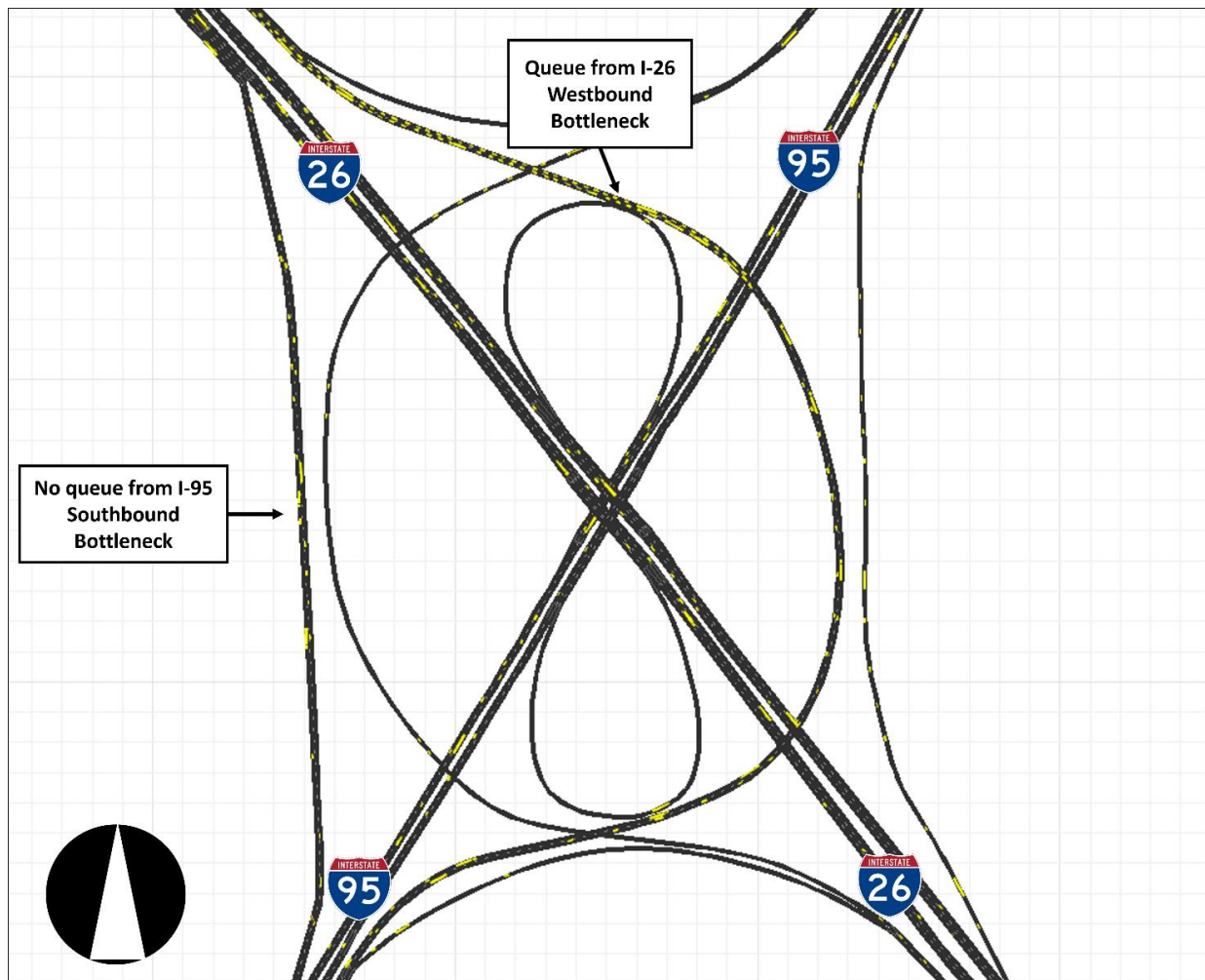
**Figure 7.3** shows the bottlenecks on I-95 northbound and southbound south of the system interchange. To alleviate this congestion, auxiliary lanes were added to create a 6-lane section between U.S. 178 and the system interchange.

**Figure 7.3: TransModeler Alternative 2 (No Additional Widening)**

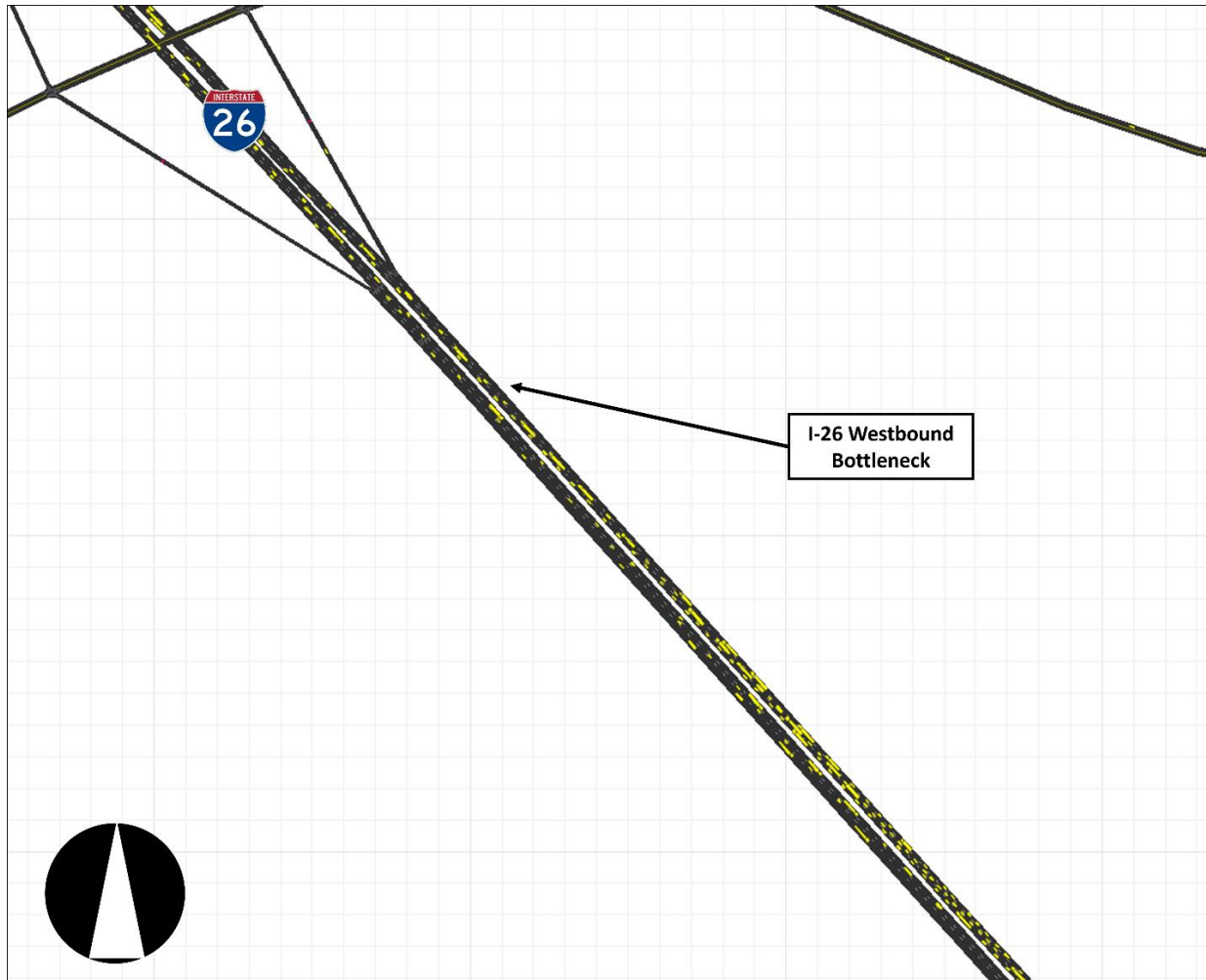


**Figure 7.4** shows that once auxiliary lanes were added to the I-95 southbound segment, the volume was able to flow more freely, which then highlighted congestion on the I-95 northbound to I-26 westbound fly-over ramp. This congestion queues on I-26 westbound from the S.C. 210 interchange, due to the bottleneck on I-26 westbound west of the system interchange. **Figure 7.5** shows the I-26 westbound bottleneck west of the system interchange. To alleviate the I-26 westbound congestion, an auxiliary lane was added in the westbound direction only to create a 7-lane section between S.C. 210 and the system interchange.

**Figure 7.4: TransModeler Alternative 2 (I-95 Additional Widening)**



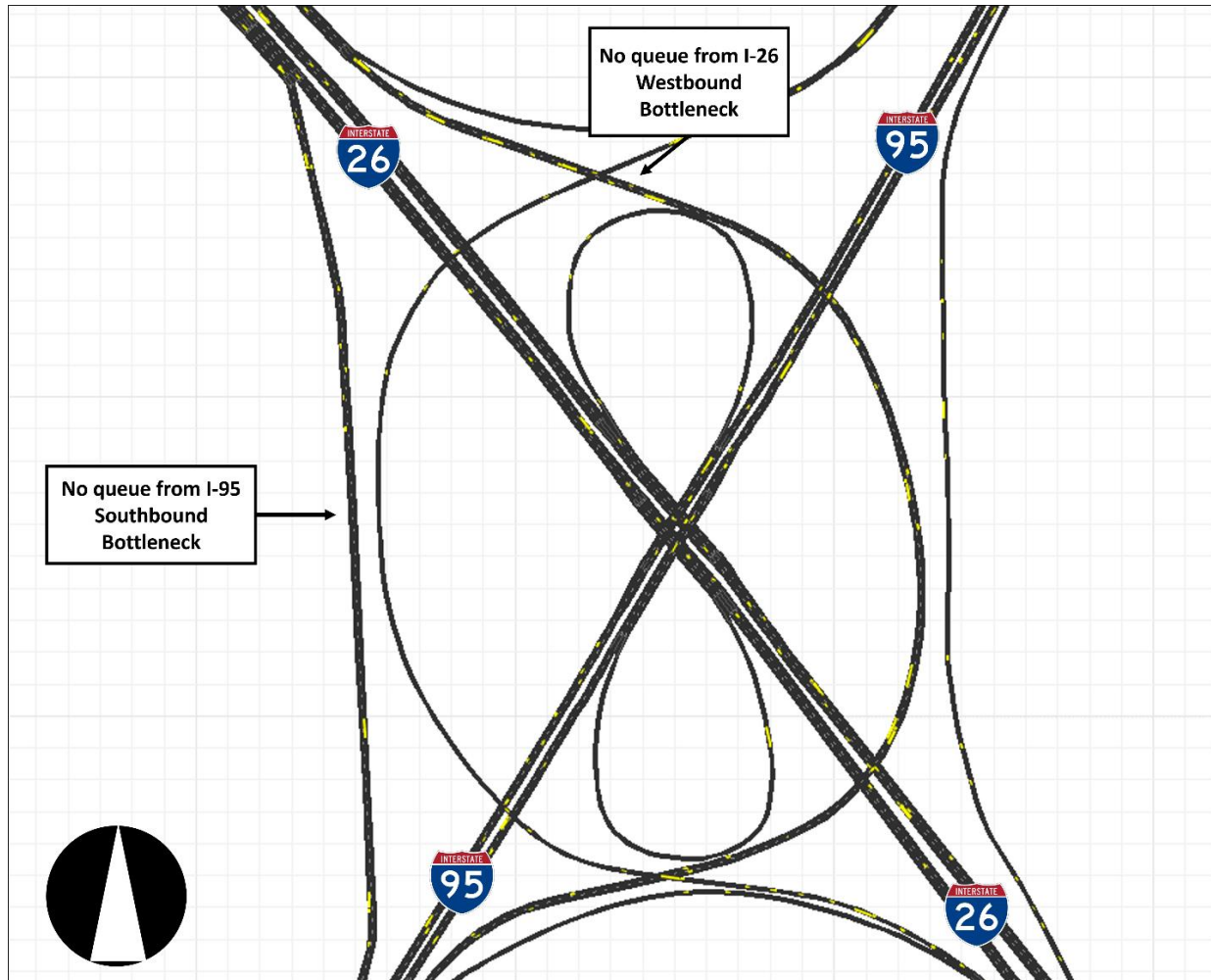
**Figure 7.5: TransModeler Alternative 2 (I-26 Additional Widening)**





**Figure 7.6** shows that, adding auxiliary lanes to these specific segments alleviates congestion so that entering and exiting volume can flow freely through the system interchange. This ensures the model results will reflect anticipated interchange operations if no downstream queueing backs into the interchanges. These widening tests are only intended for modeling and analysis purposes – widening on I-95 to the south is not being proposed as part of this study. Instead, the objective is to identify a preferred merge treatment.

**Figure 7.6: TransModeler Alternative 2 (I-95 and I-26 Additional Widening)**



## 7.1.2 TransModeler Analysis Assumptions for Initial Analysis with Additional Freeway Lanes

Based on this process, it was determined that the baseline comparison for the evaluation of alternatives would include theoretical capacity on I-95 south of the interchange (in addition to the planned future widening of I-26 to six-lanes). Therefore, the Section 7.4 TransModeler analysis of alternatives included the following assumptions as part of the analysis to determine the preferred merge treatments onto both I-95 southbound and I-26 westbound. These merge treatments movements need additional analysis due to poor LOS results from HCS (Section 6.2) as well as queuing identified in TransModeler that extends back from the key merges into the I-26 at I-95 interchange resulting in congested interchange operations and ramp queuing caused by downstream merges.

- **I-95 Southbound – Auxiliary lane from I-26 Eastbound On-Ramp to U.S. 178 Off-Ramp.** Figure 7.2 illustrates the ramp queuing issue that this modeling assumption is intended to address. Figure 7.3 illustrates that the cause of the ramp queuing is not the interchange itself but the two-lane section on I-95. By providing an extra southbound lane in the TransModeler analysis, an iterative analysis of options can occur to evaluate long term impacts and to identify an optimum design if widening does not occur. The assumed lane also allows for a test of whether the interchange operates effectively if or when the I-95 bottleneck is addressed.
- **I-95 Northbound - Auxiliary lane from U.S. 178 On-Ramp to I-26 Eastbound Off-Ramp.** The purpose of this extra lane is to test the true demand on the interchange ramps, merges and diverges with all I-95 northbound traffic being able to reach the interchange without metering of northbound flow. Figure 7.3 illustrates the northbound bottleneck on I-95 that restricts traffic volumes from reaching the I-26 at I-95 interchange. A review of the model simulations illustrates the effect of testing the model with constrained or metered traffic flow.
  - Figure 7.2 shows no congestion on the proposed flyover from I-95 northbound to I-26 westbound. The “uncongested” operations, however, actually reflect the processing of lower traffic volumes due to the I-95 northbound bottleneck.
  - Figure 7.4 illustrates ramp queuing on the same proposed flyover if the I-95 northbound bottleneck were not occurring. By testing the theoretical scenario with an extra northbound lane on I-95, the inadequacy of the I-26 westbound merge is identified. Adding the extra lane from a modeling perspective assures that the interchange is tested with the identified design volumes.

- **I-26 Westbound – Auxiliary lane from I-95 Southbound On-Ramp to S.C. 210 Off-Ramp.** As identified in the I-26 northbound discussion, queuing is shown at this merge even with the proposed widening to six lanes. By testing an additional I-26 westbound lane an iterative analysis can be conducted on shorter merges to identify the length of merge needed to best serve the interchange without overdesigning the corridor.

The TransModeler analysis will focus on identifying a preferred alternative from a traffic perspective. Chapter 8 will then include an iterative analysis of the key merge items noted above to determine a preferred merging treatment for I-95 southbound and I-26 westbound. Based on the initial TransModeler analysis (Chapter 7) and the refined merge analysis (Chapter 8), a preferred alternative will be identified for analysis as part of the IMR comparison of the No Build and preferred alternative. This final TransModeler analysis for the IMR comparison is presented in Chapter 9.

### 7.1.3 Corridor Freeway Analysis Summary with Additional Freeway Lanes

The following section presents the peak hour TransModeler corridor analysis for 2022 existing conditions, and 2030 and 2050 under No Build and Build conditions. Future year no build and build results reflect the future widening of I-26 to 6-lanes and the three widening assumptions introduced in the previous section:

Note that the widening of I-95 is included in this comparison analysis to test the interchange itself assuming that there are no restrictions on either the I-26 or I-95 approaches or departures. Applying this methodology prevents over design of the interchange, while also allowing for a fair comparison between alternatives. Chapter 8 provides a more detailed iterative TransModeler analysis with the unwidened sections of I-95 to identify a preferred interchange laneage and to identify an appropriate interchange design recognizing that no project has been identified for widening of I-95.

**Table 7.2, Table 7.3, Table 7.4, and Table 7.5** summarize freeway capacity analysis for the I-26 corridor in the eastbound and westbound directions, respectively, and the I-95 corridor in the northbound and southbound directions, respectively. LOS C is again used as the preferred LOS threshold with LOS D as the minimum acceptable operations. TransModeler output for the corridor freeway analysis are provided in **Appendix G**.

Table 7.2 and Table 7.3 summarize freeway capacity analysis for the I-26 corridor in the eastbound and westbound directions, respectively. The results indicate that the capacity improvement at the I-26 eastbound to I-95 southbound ramp will improve the freeway to acceptable LOS. Removing the I-26 at I-95 System weave and associated ramps on I-26 westbound will improve the freeway to acceptable LOS. Additionally, it is noted that unacceptable LOS occurs in the future year Build

conditions on I-95 northbound, south of U.S. 178 and on I-95 southbound, north of U.S. 176. The U.S. 176 and U.S. 178 interchanges were included in the study due to its location to the I-26 at I-95 System interchange and remains outside of the scope of this project's improvement analysis.

It is also noted that some I-26 segments appear to degrade from 2050 No Build to the 2050 Build scenarios. This is misleading because bottlenecks within the No Build system result in not all traffic being processed through the interchange in the peak hour. For example, Segments 12-17 along I-26 eastbound have lower density and corresponding better LOS in 2050 No Build due to the bottleneck at the I-26 eastbound diverge to I-95 southbound, which allows less volume to travel along I-26 eastbound than compared to the build scenarios. The same occurs along I-26 westbound for segments 14-17. These segments have a lower density and better LOS in 2050 No Build due to another bottleneck at I-95 northbound at the system-to-system weave, which allows less volume to travel to I-26 westbound. Nevertheless, the Build scenario represents an overall improvement in operations compared with the No Build.

Table 7.4 and Table 7.5 summarize freeway capacity analysis for the I-95 corridor in the northbound and southbound directions, respectively. Removing the I-26 at I-95 System weave and associated ramps on I-95 northbound and southbound directions will improve the freeway to acceptable LOS. Additionally, it is noted that unacceptable LOS occurs in the future year Build conditions on I-26 eastbound and westbound, west of S.C. 210. The S.C. 210 interchange was included in the study due to its location to the I-26 at I-95 System interchange and remains outside of the scope of this project's improvement analysis.

It is also noted that some I-95 segments appear to degrade from 2050 No Build to the 2050 Build scenarios. As with the I-26 observations, this is due to bottlenecks in the No Build network restricting flow from being processed through the interchange resulting in lower volumes being processed. For example, Segments 12-15 along I-95 northbound have lower density and corresponding better LOS in 2050 No Build due to the previously mentioned bottleneck at I-95 northbound at the system-to-system weave, which allows less volume to travel along I-95 northbound. The same occurs along I-95 southbound for segments 12-15. These segments have a lower density and better LOS in 2050 No Build due to the previously mentioned bottleneck at the I-26 eastbound diverge to I-95 southbound, which allows less volume to travel to I-95 southbound than compared to the build scenarios.

Overall, however, the Build Alternatives provide improved operations on both I-26 and I-95. In all instances with a reduced density in the No Build, the density reduction is the result of a significant bottleneck causing delays and queuing on upstream freeway and ramp approaches. Also note that for the No Build roadway sections serving restricted or reduced volumes in the peak period, it is expected that peak period congestion will be pushed from the peak hours to adjacent hours resulting in more hours of congestion per day as queues build and dissipate.

**Table 7.2: TransModeler Freeway Segment Density Results: I-26 Eastbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS																	
			2022 Existing		2030 No Build		2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 No Build		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
					7-lanes on I-26 + 6-lanes on I-95**															
1	West of S.C. 210	Basic	18.1	C	18.0	B	18.1	C	18.1	C	18.2	C	65.1	F	27.3	D	28.8	D	26.3	D
2	Off-Ramp to S.C. 210	Diverge	23.4	C	15.7	B	14.9	B	14.8	B	14.9	B	42.3	E	21.3	C	22.3	C	20.3	C
3	Between S.C. 210 Ramps	Basic	23.9	C	17.8	B	17.7	B	17.7	B	17.9	B	88.3	F	26.0	C	25.5	C	25.6	C
4	On-Ramp from S.C. 210	Merge	23.2	C	14.9	B	14.2	B	14.0	B	14.6	B	90.9	E	20.3	C	20.8	C	20.9	C
5	West of I-26/I-95 System Interchange	Basic	24.6	C	18.9	C	18.3	C	18.4	C	18.3	C	110.6	F	25.6	C	25.4	C	25.7	C
6	Off-Ramp to I-95 SB	Diverge	36.7	E	26.3	C	12.2	B	11.5	B	11.6	B	29.7***	D	16.6	B	15.2	B	15.7	B
7	Between Ramps	Basic	12.3	B	8.6	A	8.3	A	8.5	A	9.0	A	10.6***	A	13.1	B	13.5	B	13.4	B
8	I-26 at I-95 System Weave*	Weave	11.9	B	11.8	B	5.5	A	5.3	A	5.0	A	14.8***	B	8.5	A	8.5	A	8.3	A
9	Between Ramps	Basic	18.9	C	13.8	B	8.4	A	8.6	A	8.5	A	17.2***	B	13.1	B	13.0	B	13.2	B
10	On-Ramp from I-95 NB	Merge	18.1	B	13.0	B	11.1	B	11.2	B	11.3	B	15.6***	B	16.5	B	16.3	B	16.5	B
11	East of I-26/I-95 System Interchange	Basic	19.7	C	15.0	B	11.5	B	11.0	B	11.7	B	17.8***	B	17.7	B	17.2	B	18.1	C
12	Off-Ramp to U.S. 15 SB	Diverge	18.8	B	11.8	B	11.3	B	11.7	B	11.3	B	13.6***	B	16.6	B	16.4	B	16.7	B
13	Between Ramps	Basic	17.0	B	14.2	B	14.5	B	13.8	B	14.1	B	17.2***	B	21.1	C	21.1	C	21.4	C
14	Weave to/from U.S. 15	Weave	8.4	A	4.8	A	5.9	A	5.1	A	6.4	A	5.9***	A	8.5	A	9.4	A	9.0	A
15	Between Ramps	Basic	20.4	C	14.3	B	14.0	B	13.9	B	14.4	B	16.9***	B	21.6	C	20.7	C	21.0	C
16	On-Ramp from U.S. 15 NB	Merge	19.0	B	11.9	B	13.1	B	12.7	B	13.0	B	14.9***	B	18.6	B	19.2	B	19.9	B
17	East of U.S. 15	Basic	19.8	C	14.9	B	15.0	B	15.4	B	14.8	B	17.9***	B	22.2	C	22.0	C	22.1	C

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. This segment is replaced by a diverge segment, which is the off-ramp to I-95 Northbound.

\*\* See TransModeler analysis assumptions as discussed in Section 7.1.2.

\*\*\* For 2050, the No Build has substantial queuing and restricted flow at Link 5 which is a bottleneck. For this reason, densities on downstream links are lower than the Build alternatives based on the TransModeler simulation analysis. Nevertheless, the Build alternatives all represent an improvement in I-26 eastbound flow, serves higher volumes, and maintain LOS C or better operations.



**Table 7.3: TransModeler Freeway Segment Density Results: I-26 Westbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS																	
			2022 Existing		2030 No Build		2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 No Build		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
			7-lanes on I-26 + 6-lanes on I-95**																	
1	East of U.S. 15	Basic	19.6	C	15.0	B	15.0	B	14.9	B	14.9	B	22.8	C	22.7	C	22.4	C	22.7	C
2	Off-Ramp to U.S. 15 NB	Diverge	13.0	B	11.5	B	11.4	B	10.9	B	11.5	B	17.1	B	17.5	B	17.3	B	17.5	B
3	Between Ramps	Basic	19.2	C	14.7	B	14.8	B	14.9	B	14.8	B	22.6	C	22.4	C	22.2	C	22.7	C
4	Weave to/from U.S. 15	Weave	9.4	A	7.2	A	7.0	A	6.9	A	6.7	A	10.8	B	10.8	B	10.2	B	10.7	B
5	Between Ramps	Basic	19.4	C	14.8	B	14.5	B	14.9	B	14.2	B	21.5	C	22.2	C	21.8	C	21.9	C
6	On-Ramp from U.S. 15 SB	Merge	19.3	B	13.4	B	12.3	B	11.9	B	14.1	B	18.9	B	17.9	B	18.0	B	21.0	C
7	East of I-26/I-95 System Interchange	Basic	19.8	C	15.3	B	15.2	B	15.1	B	15.2	B	22.4	C	22.2	C	22.1	C	22.1	C
8	Off-Ramp to I-95 NB	Diverge	19.9	B	14.2	B	15.3	B	15.3	B	17.0	B	18.4	B	22.1	C	22.3	C	27.3	C
9	Between Ramps	Basic	14.1	B	11.0	B	10.2	A	10.2	A	8.7	A	16.4	B	14.9	B	14.6	B	12.7	B
10	I-26 at I-95 System Weave*	Weave	27.3	C	29.3	D	7.9	A	8.0	A	*	*	34.7***	D	10.6	B	10.5	B	*	*
11	Between Ramps	Basic	29.0	D	20.6	C	8.6	A	8.6	A	*	*	26.8***	D	12.8	B	12.8	B	*	*
12	On-Ramp from I-95 SB	Merge	24.3	C	13.5	B	12.9	B	12.6	B	12.5	B	16.8***	B	18.6	B	18.7	B	18.4	B
13	West of I-26/I-95 System Interchange (assumes theoretical westbound auxiliary lane)**	Basic	24.2	C	13.5	B	13.7	B	13.8	B	13.8	B	16.8***	B	20.3	C	20.4	C	20.4	C
14	Off-Ramp to S.C. 210	Diverge	29.1	D	14.7	B	13.7	B	13.1	B	14.7	B	16.8***	B	22.0	C	21.6	C	22.3	C
15	Between S.C. 210 Ramps	Basic	24.4	C	18.1	C	17.9	B	17.9	B	17.8	B	22.0***	C	27.0	D	26.9	D	26.7	D
16	On-Ramp from S.C. 210	Merge	22.6	C	16.2	B	17.8	B	17.7	B	17.4	B	20.5***	C	25.3	C	24.9	C	25.5	C
17	West of S.C. 210	Basic	23.9	C	18.2	C	18.3	C	18.3	C	18.4	C	22.5***	C	27.2	D	27.4	D	27.2	D

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. In Alternatives 1 and 2, this segment is replaced by a diverge segment, which is the off-ramp to I-95 Southbound.

\*\* See TransModeler analysis assumptions as discussed in Section 7.1.2.

\*\*\* For 2050, the No Build has substantial queuing and restricted flow on the I-95 northbound loop to I-26 westbound (needs two lanes). For this reason, I-26 westbound volumes are lower as compared with the Build alternatives. Due to the lower volumes, densities on downstream links are lower than the Build alternatives west of the I-26 at I-95 interchange based on the TransModeler simulation analysis. Nevertheless, the Build alternatives all represent an improvement in I-26 westbound flow (since the densities in the No Build are limited), serves higher volumes, and maintains acceptable LOS D operations.

**Table 7.4: TransModeler Freeway Segment Density Results: I-95 Northbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS																	
			2022 Existing		2030 No Build		2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 No Build		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
					7-lanes on I-26 + 6-lanes on I-95**															
1	South of U.S. 178	Basic	24.7	C	29.2	D	29.0	D	29.1	D	29.0	D	86.4	F	38.8	E	38.6	E	38.7	E
2	I-26 NB Off-Ramp to U.S. 178	Diverge	30.1	D	35.3	E	35.2	E	36.6	E	34.6	D	108.0	E	45.5	E	43.5	E	48.2	E
3	I-26 EB Between U.S. 178 Ramps	Basic	23.4	C	27.4	D	27.6	D	27.9	D	27.6	D	92.6	F	35.7	E	35.0	E	35.5	E
4	I-26 EB On-Ramp from U.S. 178	Merge	25.1	C	22.0	C	19.7	B	19.7	B	19.7	B	121.4	E	25.3	C	25.2	C	25.2	C
5	South of I-26/I-95 System interchange (assumes theoretical I-95 northbound auxiliary lane)**	Basic	25.3	C	22.0	C	19.7	C	19.7	C	19.7	C	121.4	F	25.3	C	25.2	C	25.2	C
6	Off-Ramp to I-26 EB	Diverge	26.0	C	22.0	C	17.1	B	16.9	B	17.1	B	121.4	F	23.6	C	24.0	C	23.6	C
7	Between Ramps	Basic	24.9	C	52.7***	F	12.5	B	12.9	B	12.7	B	86.8	F	13.3	B	13.5	B	13.8	B
8	I-26 at I-95 System Weave*	Weave	27.4	C	45.7***	F	8.9	A	8.8	A	9.0	A	51.0	F	9.6	A	9.9	A	9.4	A
9	Between Ramps	Basic	11.4	B	14.6***	B	12.9	B	12.8	B	12.9	B	11.1***	B	14.3	B	13.9	B	14.2	B
10	On-Ramp from I-26 WB	Merge	17.7	B	21.2***	C	21.2	C	21.2	C	21.1	C	22.4***	C	27.3	C	27.4	C	27.3	C
11	North of I-26/I-95 System interchange	Basic	17.4	B	20.6***	C	20.6	C	20.7	C	20.5	C	20.6***	C	25.3	C	25.3	C	25.2	C
12	Off-Ramp to U.S. 176	Diverge	19.1	B	21.8***	C	23.0	C	22.9	C	23.3	C	23.0***	C	25.6	C	25.9	C	27.1	C
13	Between U.S. 176 Ramps	Basic	16.3	B	19.8***	C	19.3	C	19.5	C	18.9	C	19.2***	C	24.5	C	24.5	C	24.0	C
14	On-Ramp from U.S. 176	Merge	15.6	B	18.3***	B	18.8	B	18.0	B	19.2	B	19.1***	B	23.4	C	23.2	C	23.4	C
15	North of U.S. 176	Basic	16.5	B	19.8***	C	19.7	C	19.7	C	19.4	C	19.4***	C	24.2	C	24.2	C	24.2	C

\* In all 2030 and 2050 Build Alternatives the weave segment is removed. In This segment is replaced by a merge segment, which is the on-ramp to I-26 Eastbound.

\*\* See TransModeler analysis assumptions as discussed in Section 7.1.2.

\*\*\* For 2030 and 2050, the No Build has substantial queuing and restricted flow on I-95 northbound approaching weave area in Link 8. For this reason, I-95 northbound volumes are restricted to links north of the bottleneck in the No Build scenario. Due to the lower volumes, densities on downstream links are lower than the Build alternatives north of the I-26 at I-95 interchange based on the TransModeler simulation analysis. Nevertheless, the Build alternatives all represent an improvement in I-95 northbound flow (since the densities in the No Build are limited), serves higher volumes, and maintains acceptable LOS C or better operations to the north.

**Table 7.5: TransModeler Freeway Segment Density Results: I-95 Southbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS																	
			2022 Existing		2030 No Build		2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 No Build		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
			7-lanes on I-26 + 6-lanes on I-95**																	
1	North of U.S. 176	Basic	16.2	B	19.2	C	19.1	C	19.1	C	19.0	B	24.0	C	24.1	C	24.0	C	24.0	C
2	Off-Ramp to U.S. 176	Diverge	17.7	B	20.9	C	20.5	C	20.4	C	20.8	C	27.6	D	26.1	C	25.9	C	26.3	C
3	Between U.S. 176 Ramps	Basic	15.9	B	18.6	C	19.0	C	19.0	C	19.0	C	24.1	C	24.0	C	24.2	C	23.9	C
4	On-Ramp from U.S. 176	Merge	16.4	B	19.6	B	19.2	B	19.2	B	19.1	B	24.4	C	24.5	C	24.2	C	24.2	C
5	North of I-26/I-95 Interchange	Basic	17.3	B	20.5	C	20.5	C	20.4	C	20.4	C	25.6	C	25.7	C	25.7	C	25.6	C
6	Off-Ramp to I-26	Diverge	16.8	B	19.7	B	19.2	B	18.9	B	18.6	B	26.1	C	24.5	C	24.9	C	24.1	C
7	Between Ramps	Basic	17.3	B	21.1	C	12.7	B	12.5	B	12.5	B	28.7	D	14.3	B	14.5	B	14.6	B
8	I-26 at I-95 System Weave*	Weave	16.4	B	22.4	C	10.4	B	11.5	B	13.5	B	30.5	D	13.9	B	12.6	B	15.3	B
9	Between Ramps	Basic	14.1	B	16.6	B	15.1	B	15.5	B	13.5	B	19.5	C	18.4	C	18.0	B	15.3	B
10	On-Ramp from I-26 EB	Merge	23.7	C	19.8	B	18.0	B	17.3	B	14.6	B	20.6***	C	21.7	C	21.1	C	18.5	B
11	South of I-26/I-95 Interchange (assumes theoretical extra I-95 southbound auxiliary lane**)	Basic	25.5	C	19.8	C	19.8	C	20.5	C	20.7	C	20.6***	C	24.2	C	25.9	C	24.9	C
12	Off-Ramp to U.S. 178	Diverge	25.9	C	19.8	B	19.8	B	19.8	B	19.8	B	20.6***	C	24.2	C	24.3	C	24.1	C
13	Between U.S. 178 Ramps	Basic	24.6	C	28.8	D	30.0	D	29.8	D	29.4	D	31.2***	D	48.3	F	46.6	F	42.5	E
14	On-Ramp from U.S. 178	Merge	25.3	C	31.8	D	32.1	D	31.8	D	31.4	D	34.4***	D	49.9	E	47.9	E	47.0	E
15	South of U.S. 178	Basic	25.4	C	29.8	D	30.0	D	30.4	D	30.1	D	31.7***	D	37.6	E	37.2	E	37.4	E

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. In Alternatives 1 and 2, this segment is replaced by a diverge segment, which is the off-ramp to I-95 Southbound. In Alternative 3, this segment is replaced by a merge segment, which is the flyover on-ramp from I-26 Westbound.

\*\* See TransModeler analysis assumptions as discussed in Section 7.1.2.

\*\*\* For 2030 and 2050, the No Build has substantial queuing and restricted flow on I-26 eastbound due to the existing one lane ramp from I-26 eastbound to I-95 southbound. The I-26 bottleneck and ramp constraint substantially reduces the amount of traffic able to access and merge into I-95 southbound at the Link 10 merge. For this reason, I-95 southbound volumes are restricted south of the Link 10 merge. Due to the lower volumes, densities on downstream links are lower than the Build alternatives south of the I-26 at I-95 interchange based on the TransModeler simulation analysis. Nevertheless, the Build alternatives all represent an improvement in I-26 eastbound flow. There is slightly increased congestion and higher densities on I-95 southbound because I-95 southbound serves higher peak period volumes. The increased congestion on I-95 south of the interchange is a key reason for additional analysis in Chapters 7 and 8.

## 7.2 TransModeler Capacity Analysis Criteria

The following section describes the capacity analysis for the I-26 at I-95 system interchange. In contrast to Chapter 6 which has merge, diverge, and weave analysis, the analysis in this section primarily focuses on the ramp roadway capacity and volume served results from TransModeler. Ramp roadway analysis is important because it provides far more detail into how the interchange operates today and will operate with different alternatives. HCS only looks at freeway segments and only includes the on and off-ramp lane, while this section of the report examines each interchange ramp. This additional analysis provides insightful information about No Build conditions and how each potential concept compares to each other and to the No Build.

To compare each modeled scenario, the following characteristics were collected:

- Ramp Density LOS
- Ramp Volume Served
- System Travel Times

Using engineering judgment, the basic freeway segment HCM LOS criteria was selected to evaluate the ramp segments of the system interchange. **Table 7.6** shows the HCM LOS criteria for basic freeway segments.

**Table 7.6: HCM Basic Segment LOS Criteria**

LOS	Density (pc/mi/ln)
A	< 11
B	> 11 - 18
C	> 18 - 26
D	> 26 - 35
E	> 35 - 45
F	> 45

Based on the design criteria for rural freeways presented in SCDOT's 2021 Roadway Design Manual, HCM LOS C is the preferred minimum LOS for a rural interstate analysis. SCDOT guidance for this project is that LOS D will be used as the minimum LOS.

One indicator of congestion in TransModeler is the percent of the volume served. Percent volume served is the number of vehicles that are actually served compared to the volume input coded into the model, in this case the volumes described in Chapter 4. If the input volume cannot be served, this indicates an operational or capacity issue. To verify it was a true capacity issue, a throughput threshold of 80 percent to identify locations that specific movements were potentially restricted. No specific guidance was utilized in identifying 80 percent threshold, but it was based on the evaluation of the 2022 calibrated network data in Table 7.7 which identifies some

of the lower volume ramps at or near the 80 percent traffic served. This means that any movement served less than 80 percent of the volume put into the model was inspected more closely to ensure the issue was not related to model coding. Regardless, this was a secondary quality control review and all links were thoroughly checked to verify that modeling errors were not causing backups.

Additionally, TransModeler travel times are compared to show time saved for each interchange alternative. Each travel time represents a system-to-system movement in the network and each one is measured to and from each extent of the study area.

## 7.3 I-26 at I-95 System Interchange Existing and No Build Analysis

The following section describes the evaluation of the I-26 at I-95 system interchange as well as proposed alternative interchange configurations to address deficiencies. As described in Section 7.1.2, this initial analysis was conducted assuming additional lanes on I-95 to the south and I-26 to the west in order to test interchange design needs without flow restrictions impacting upstream and downstream volumes. Final TransModeler analysis of the final interchange layouts with anticipated laneage on both I-26 and I-95 are included in Chapter 9.

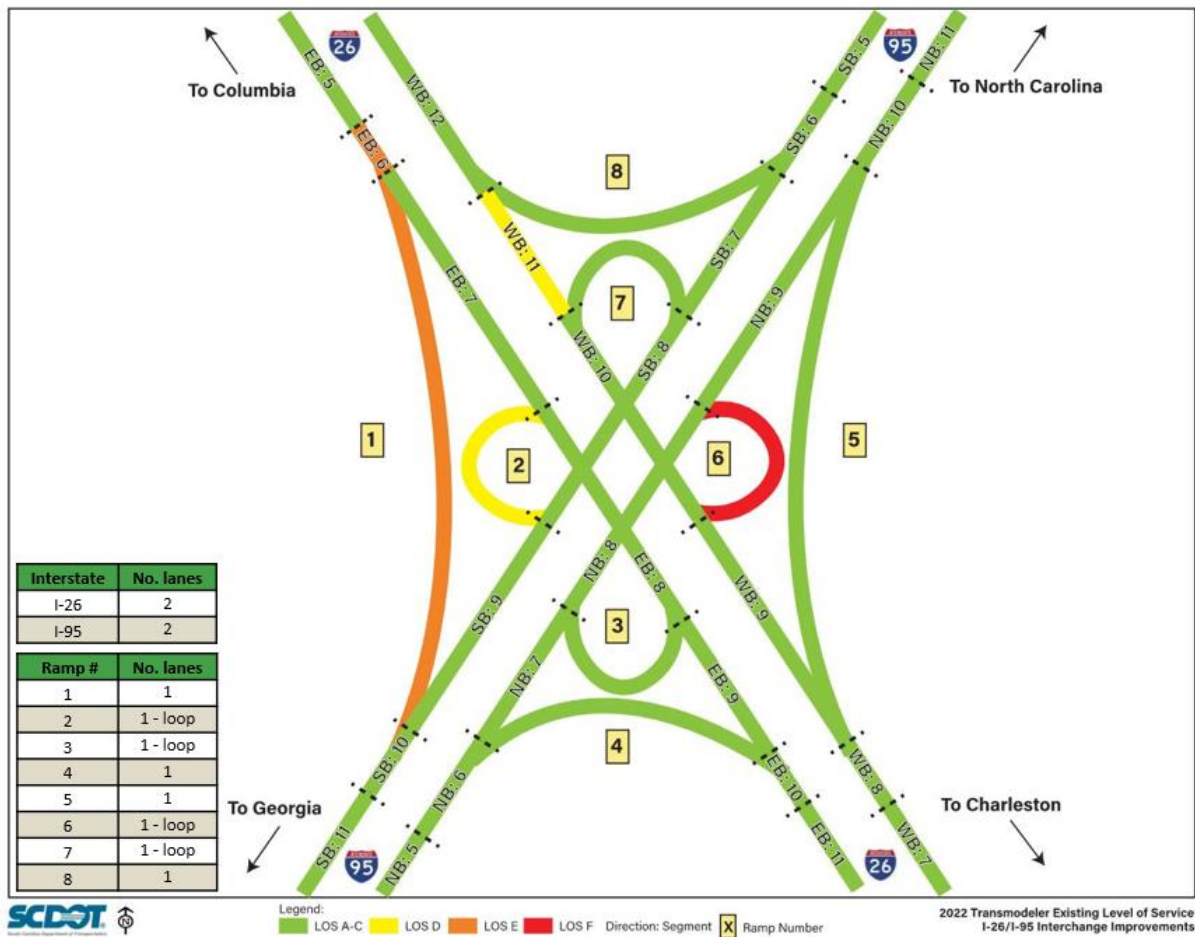
### 7.3.1 2022 Existing Conditions

The evaluation of existing volumes under current interchange geometry is discussed in the sections below. TransModeler output for the 2022 existing conditions analysis are provided in **Appendix H**.

**Figure 7.7** shows the existing I-26 at I-95 system interchange with numbered ramps that correspond with the TransModeler results of the 2022 existing analysis, shown in the following table. Table 7.7 shows the volume served, percent volume served, density, and LOS results for each ramp. Despite capacity issues, the results show each ramp serves at least 80 percent of the traffic demand. Based on density, five ramps perform at LOS C or better (preferred), one ramp operates at LOS D (acceptable) and two perform at an unacceptable LOS of E and F. Widening of ramps 1 and 6 are needed under existing conditions, especially for the Ramp 6 loop which has the highest density. These results do not reflect the weave issues which would only worsen the congestion findings and are looked at in the following analysis.



**Figure 7.7: TransModeler 2022 Existing Conditions Ramp LOS**



**Table 7.7: 2022 Existing Interchange Ramp Volume and Capacity Results**

2022 Demand	Number of Lanes	Volume Served   % Volume Served	Density (pcpmpl)   LOS
1	1,365	1   1,342   98%	43.0   E
2	714	1 (loop)   694   97%	29.2   D
3	42	1 (loop)   33   82%	1.2   A
4	242	1   222   92%	6.1   A
5	714	1   706   99%	21.6   C
6	1,365	1 (loop)   1,331   98%	62.6   F
7	242	1 (loop)   201   83%	7.4   A
8	42	1   33   88%	0.9   A

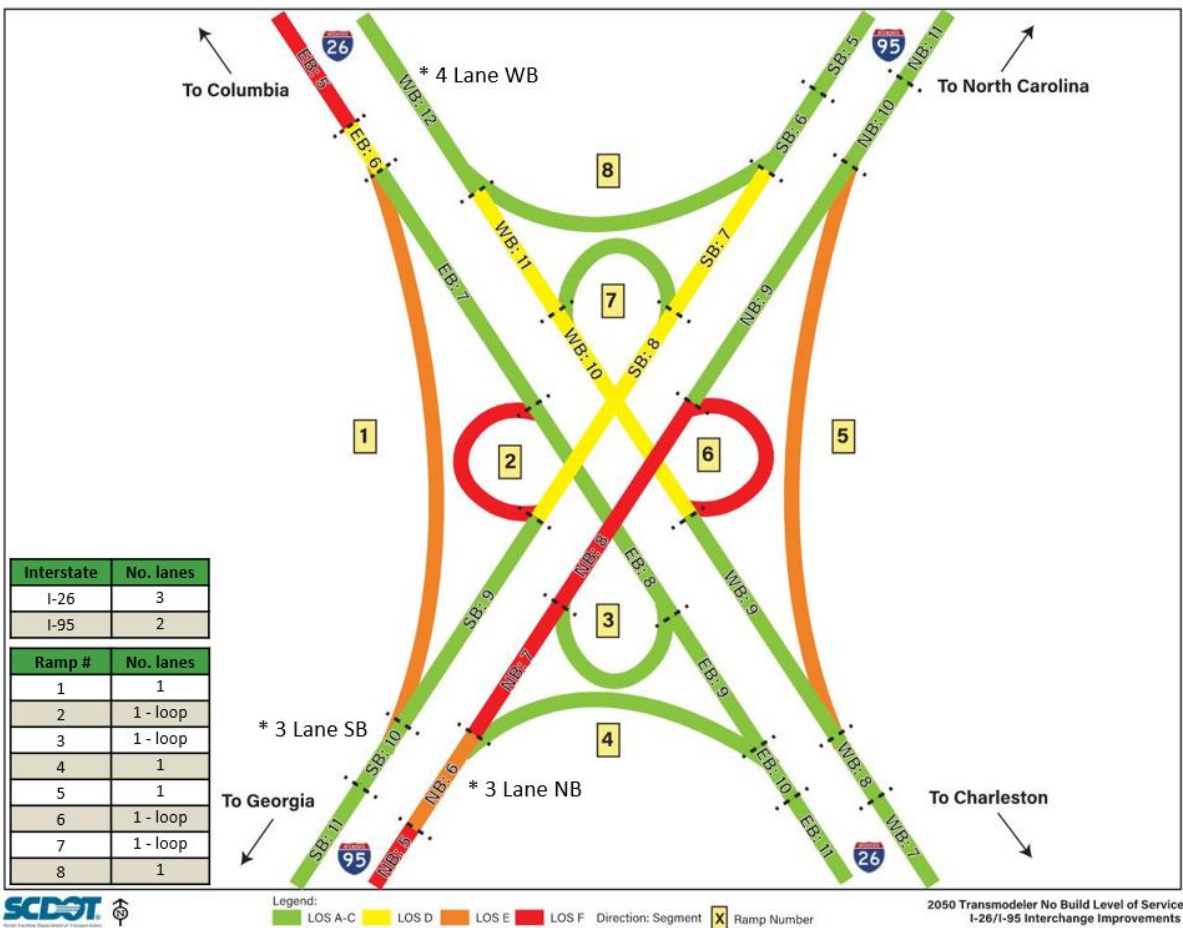
Note: All ramps are single lane under existing conditions.

### 7.3.2 2030 and 2050 No Build Conditions

The evaluation of future volumes under current geometry with the widening of I-26 to 3 lanes in each direction is discussed in the sections below. TransModeler output for the 2030 and 2050 No Build conditions analysis is provided in **Appendix I**.

**Figure 7.8** shows the 2050 No Build I-26 at I-95 system interchange with numbered ramps that correspond with the TransModeler results of the 2050 No Build analysis. 2030 No Build results are presented with the 2050 results in the following tables.

**Figure 7.8: TransModeler 2050 No Build Conditions Ramp LOS**



Note: \* TransModeler LOS results shown include theoretical improvements on I-95 northbound, I-95 southbound and I-26 westbound as described in Section 7.1.2.

**Table 7.8** shows the volume served and percent volume served results for each ramp.

**Table 7.8: TransModeler No Build Interchange Ramp Volume Results**

Segment Description		2030 Demand	2050 Demand	Volume Served   % Demand Served			
				2030 No Build		2050 No Build	
1	I-26 EB to I-95 SB	1,570	2,192	1,516	97%	1,378	63%
2	I-95 SB to I-26 EB	821	1,152	782	95%	1,075	93%
3	I-26 EB to I-95 NB	48	70	49	100%	50	71%
4	I-95 NB to I-26 EB	278	375	264	95%	236	63%
5	I-26 WB to I-95 NB	821	1,154	791	96%	1,100	95%
6	I-95 NB to I-26 WB	1,570	2,194	1,507	96%	1,517	69%
7	I-26 WB to I-95 SB	278	375	279	100%	314	84%
8	I-95 SB to I-26 WB	48	70	45	93%	59	85%
<b>Total Volume Served</b>		<b>5,434</b>	<b>7,582</b>	<b>5,232</b>	<b>96%</b>	<b>5,729</b>	<b>76%</b>

Note:

All ramps are single lane in existing conditions.

Output with less than 80% of demand served is shown in **red**

Table 7.8 indicates that the ramps should perform acceptably through 2030, but Ramps 1, 3, 4, and 6 could degrade by 2050 due to deficiencies that restrict volume flow.

- Ramp 1 is only able to serve 63 percent of demand because it is over capacity as a one-lane ramp and creates a bottleneck on I-26 eastbound.
- The Ramp 1 bottleneck constricts the ability of demand to reach Ramp 3, affecting its volume served.
- Ramp 4 is only able to serve 63 percent of demand because of the bottleneck on I-95 northbound south of this ramp. Percent demand served for Ramps 3 and 4 is not an indication of a deficiency, but instead an indication that upstream flow is metered.
- Ramp 6 is only able to serve 69 percent of demand because it is over capacity as a one-lane loop ramp and creates a bottleneck on I-95 northbound. This bottleneck constricts the ability of demand to reach Ramp 4, in a manner similar to Ramp 3.
- Overall, the No Build interchange only serves 76 percent of the 2050 design hour peak volumes. This is an indicator that improvements are required to at the interchange.

**Table 7.9** shows the density and LOS results for each ramp.

**Table 7.9: TransModeler No Build Interchange Ramp Capacity Results**

Ramp Description		Number of Lanes*	Density (pcpmpI)   LOS			
			2030 No Build		2050 No Build	
1	I-26 EB to I-95 SB	1	48.6	F	43.4	E*
2	I-95 SB to I-26 EB	1	32.3	D	46.9	F
3	I-26 EB to I-95 NB	1	2.1	A	2.0	A*
4	I-95 NB to I-26 EB	1	7.3	A	6.7	A*
5	I-26 WB to I-95 NB	1	24.7	C	34.1	D
6	I-95 NB to I-26 WB	1	76.8	F	85.2	F
7	I-26 WB to I-95 SB	1	10.4	A	12.6	B
8	I-95 SB to I-26 WB	1	1.3	A	1.7	A

Notes:

\* All ramps are single lane in existing conditions

\*\* In all cases, ramp volumes increase from 2030 to 2050. Reductions in density or improvements in LOS are reflective of bottlenecks restricting flow onto some ramps and are not indicative of improved conditions.

Table 7.9 indicates Ramps 1, 2, and 6 will exceed the LOS threshold by 2050. Ramp 1 appears to improve in LOS from 2030 to 2050 but is due to the failing merge on I-95 southbound, reducing the volume on the ramp, as shown in Table 7.9.

## 7.4 I-26 at I-95 System Interchange Alternatives Analysis

Three Build alternatives were developed, analyzed and compared as part of the initial TransModeler analysis. As described in Section 7.1.2, this initial analysis was conducted assuming additional lanes on I-95 to the south and I-26 to the west to test interchange design needs without flow restrictions impacting upstream and downstream volumes. Final TransModeler analysis of the final interchange layouts with anticipated laneage on both I-26 and I-95 are included in Chapter 9.

### 7.4.1 Alternative 1 Interchange

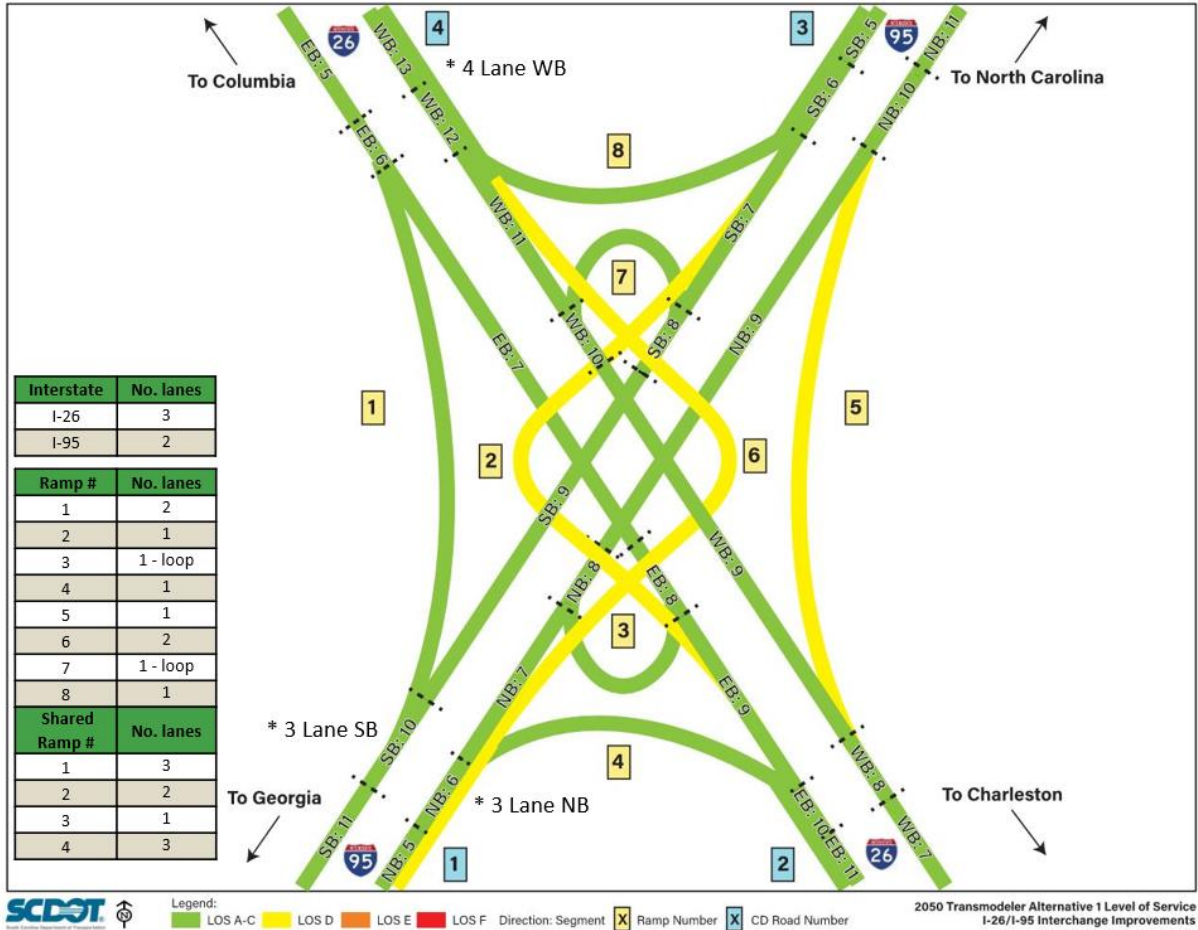
The Alternative 1 interchange is a stacked four-level flyover interchange with two loops as described in Section 5.1. Specific features include:

- Ramp 1 is widened to two lanes and maintains a similar alignment to the existing ramp.
- Ramp 5 remains a one lane ramp on a similar alignment.
- Ramp 4 remains a one lane ramp and will follow a similar alignment, but the design speed and radii are increased. The ramp will pull off I-95 northbound on a combined shared ramp segment with Ramp 6 (the old Loop 6) and then exit the shared ramp segment to I-26 eastbound.
- Ramp 8 remains a one lane ramp and will be very similar to Ramp 4 with a similar layout to the existing ramp with a higher design speed and radii. The ramp will pull off I-95 southbound on a shared ramp segment with Ramp 2 (the old Loop 2) and then exit the shared ramp segment to I-26 westbound.
- Ramps 2 and 6 (the old Loops 2 and 6) are replaced with fly-over ramps connecting to the shared ramp segments both at the exit from I-95 and the merge segments with I-26. Ramp 2 is a one lane fly-over and Ramp 6 is a two-lane fly-over.
- Loops 3 and 7 (i.e., Loops 3 and 7) will be reconstructed as improved loops in the same quadrant as currently located and will both be one lane. The loop radii and design speed will be increased to meet the design speed for the project. These loops carry the two lowest loop volumes and are diagonally opposite each other. They can both be maintained as isolated merges and diverges with the mainline with no weave segments.



TransModeler output for the 2030 and 2050 Build Alternative 1 conditions ramp output is provided in **Appendix J**. **Figure 7.9** shows the 2050 Build Alternative 1 interchange with numbered ramps and shared ramp segments that correspond with the TransModeler results of the 2050 Build Alternative 1 analyses.

**Figure 7.9: TransModeler 2050 Build Alternative 1 Ramp LOS**



Note: \* TransModeler LOS results shown include theoretical improvements on I-95 northbound, I-95 southbound and I-26 westbound as described in Section 7.1.2.

**Table 7.10** shows the volume served and percent volume served results for each ramp. It also indicates that the Alternative 1 interchange improvements allow for the ramps to serve above the 80 percent volume threshold through 2050.

**Table 7.10: TransModeler Build Alternative 1 Interchange Ramp Volume Results**

Segment Description		2030 Demand	2050 Demand	Volume Served   % Demand Served			
				2030 Build Alternative 1		2050 Build Alternative 1	
1	I-26 EB to I-95 SB	1,570	2,192	1,516	97%	1,870	85%
2	I-95 SB to I-26 EB	821	1,152	779	95%	1,070	93%
3	I-26 EB to I-95 NB	48	70	46	96%	65	92%
4	I-95 NB to I-26 EB	278	375	266	96%	338	90%
5	I-26 WB to I-95 NB	821	1,154	789	96%	1,159	100%
6	I-95 NB to I-26 WB	1,570	2,194	1,529	97%	2,218	100%
7	I-26 WB to I-95 SB	278	375	281	100%	333	89%
8	I-95 SB to I-26 WB	48	70	44	92%	59	84%
<b>Total Volume Served</b>		<b>5,434</b>	<b>7,582</b>	<b>5,250</b>	<b>97%</b>	<b>7,110</b>	<b>94%</b>

Note: Output with less than 80% of demand served is shown in **red**

**Table 7.11** shows the density and LOS results for each ramp. Table 7.11 indicates that the interchange ramps perform at an acceptable LOS under 2030 and 2050 Build Alternative 1 conditions with three ramps links operating at LOS D and the remaining five ramps at LOS C or better.

**Table 7.11: TransModeler Build Alternative 1 Interchange Ramp Capacity Results**

Ramp Description		Number of Lanes	Density (pcpmpl)   LOS			
			2030 Build Alternative 1		2050 Build Alternative 1	
1	I-26 EB to I-95 SB	2	20.0	C	25.3	C
2	I-95 SB to I-26 EB	1	20.4	C	28.8	D
3	I-26 EB to I-95 NB	1	1.3	A	1.7	A
4	I-95 NB to I-26 EB	1	7.5	A	9.1	A
5	I-26 WB to I-95 NB	1	21.7	C	33.4	D
6	I-95 NB to I-26 WB	2	20.4	C	29.9	D
7	I-26 WB to I-95 SB	1	8.8	A	10.0	A
8	I-95 SB to I-26 WB	1	1.0	A	1.5	A

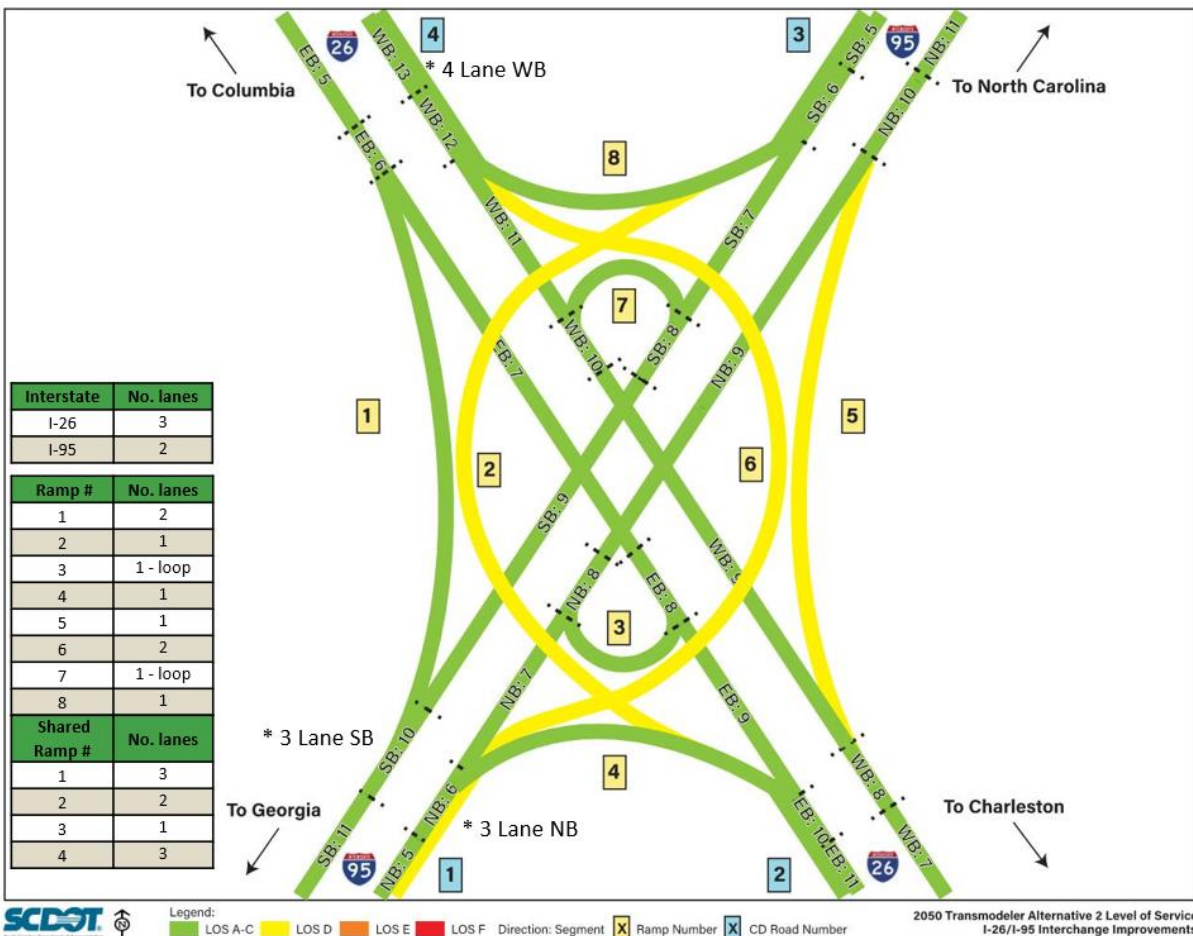
### 7.4.2 Alternative 2 Interchange

The Alternative 2 interchange operates almost identically to Alternative 1. The only difference is the flyover ramps replacing Loop 2 and Loop 6. Instead of following an alignment creating a third level and fourth level structure over the center of the interchange, the ramps are taken on a longer alignment requiring more two level structures, but no third and fourth level structure. As a result, Alternative 2 does require a bigger footprint with more impacts and ROW.

TransModeler output for the 2030 and 2050 build alternative 2 conditions ramp output is provided in **Appendix K**.

**Figure 7.10** shows the 2050 Build Alternative 2 I-26 at I-95 System interchange with numbered ramps and shared ramp segments that correspond with the TransModeler results of the 2050 Build Alternative 2 analyses.

**Figure 7.10: TransModeler 2050 Build Alternative 2 Ramp LOS**



Note: \* TransModeler LOS results shown include theoretical improvements on I-95 northbound, I-95 southbound and I-26 westbound as described in Section 7.1.2.

**Table 7.12** shows the volume served and percent volume served results for each ramp. The results indicate that the Alternative 2 interchange improvements allow for the ramps to serve above the 80 percent volume threshold through 2050.

**Table 7.12: TransModeler Build Alternative 2 Interchange Ramp Volume Results**

Segment Description		2030 Demand	2050 Demand	Volume Served   % Demand Served			
				2030 Build Alternative 2		2050 Build Alternative 2	
1	I-26 EB to I-95 SB	1,570	2,192	1,516	97%	1,850	84%
2	I-95 SB to I-26 EB	821	1,152	779	95%	1,071	93%
3	I-26 EB to I-95 NB	48	70	46	96%	64	91%
4	I-95 NB to I-26 EB	278	375	268	96%	336	90%
5	I-26 WB to I-95 NB	821	1,154	789	96%	1,160	100%
6	I-95 NB to I-26 WB	1,570	2,194	1,528	97%	2,218	100%
7	I-26 WB to I-95 SB	278	375	279	100%	333	89%
8	I-95 SB to I-26 WB	48	70	43	90%	60	85%
<b>Total Volume Served</b>		<b>5,434</b>	<b>7,582</b>	<b>5,249</b>	<b>97%</b>	<b>7,091</b>	<b>94%</b>

Note: Output with less than 80% of demand served is shown in **red**

**Table 7.13** shows the density and LOS results for each ramp. Three ramps operate at LOS D and 5 operate at LOS C or better.

**Table 7.13: TransModeler Build Alternative 2 Interchange Ramp Capacity Results**

Segment Description		Number of Lanes	Density (pcpmpl)   LOS			
			2030 Build Alternative 2		2050 Build Alternative 2	
1	I-26 EB to I-95 SB	2	20.4	C	25.2	C
2	I-95 SB to I-26 EB	1	20.3	C	28.9	D
3	I-26 EB to I-95 NB	1	1.4	A	1.9	A
4	I-95 NB to I-26 EB	1	7.0	A	10.0	A
5	I-26 WB to I-95 NB	1	21.8	C	33.7	D
6	I-95 NB to I-26 WB	2	20.1	C	29.4	D
7	I-26 WB to I-95 SB	1	8.1	A	10.0	A
8	I-95 SB to I-26 WB	1	1.2	A	1.5	A

Table 7.13 indicates that the interchange ramps perform at an acceptable LOS under 2030 and 2050 Build Alternative 2 conditions.

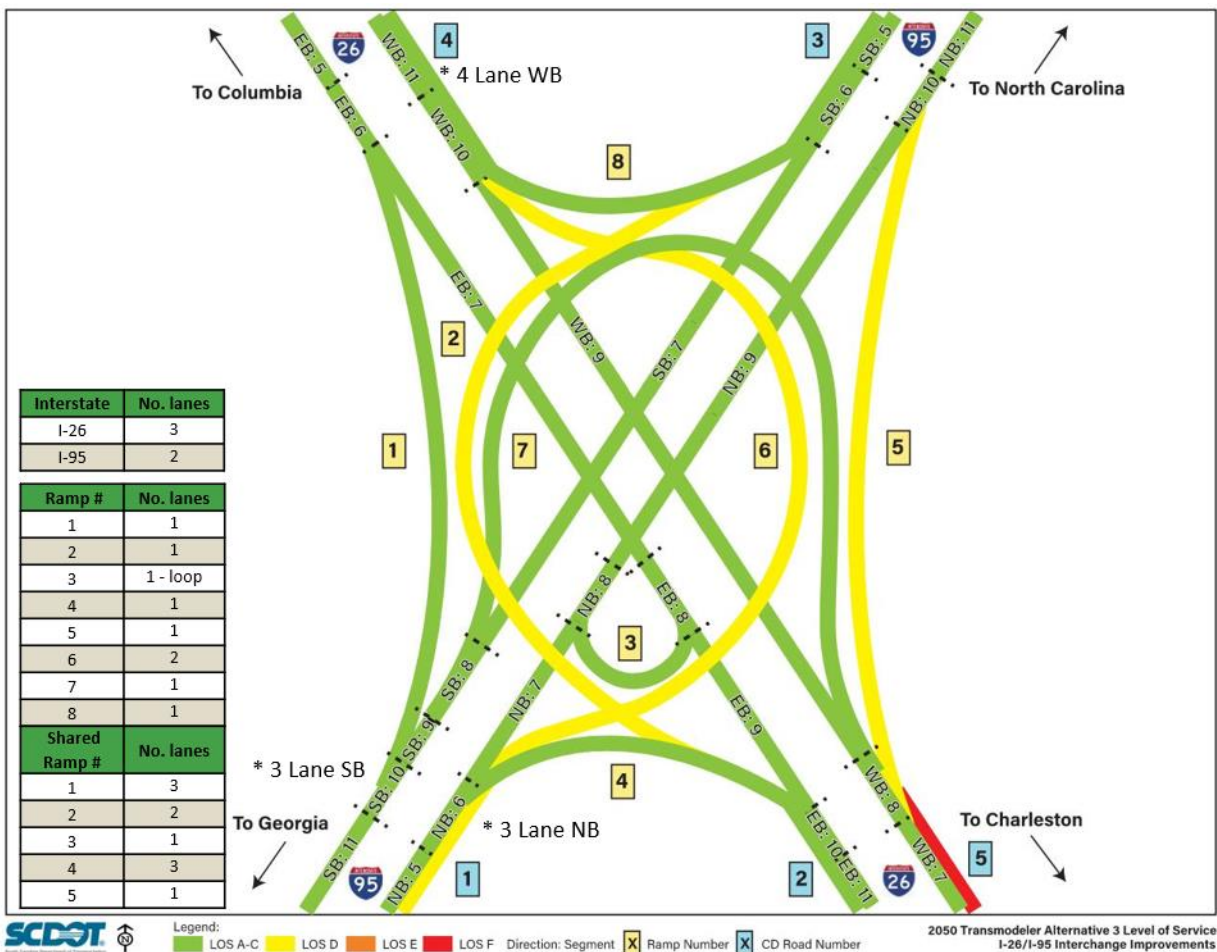
### 7.4.3 Alternative 3 Interchange

The Alternative 3 interchange is very similar to Alternative 2 except that three existing loops are converted to flyovers. Specifically, Loop 7 is converted to a flyover from I-26 westbound to I-95 southbound. In providing the flyover it introduces a need for a short shared ramp segment with Ramp 5 at the diverge from I-26 westbound. The proposed merge with I-95 southbound does not use a shared ramp segment but does shift the southbound merge further south than the existing loop reducing spacing to the heavy downstream merge of Ramp 1 with I-95 southbound.

TransModeler output for the 2030 and 2050 build alternative 3 conditions ramp output is provided in **Appendix L**.

**Figure 7.11** shows the 2050 Build Alternative 3 I-26 at I-95 System interchange with numbered ramps and shared ramp segments that correspond with the TransModeler results of the 2050 Build Alternative 3 analyses.

**Figure 7.11: TransModeler 2050 Build Alternative 3 Ramp LOS**



Note: \* TransModeler LOS results shown include theoretical improvements on I-95 northbound, I-95 southbound and I-26 westbound as described in Section 7.1.2.



**Table 7.14** shows the volume served and percent volume served results for each ramp. In both 2030 and 2050, the Alternative 3 interchange improvements allow for the ramps to serve above the 80 percent volume threshold through 2050.

**Table 7.14: TransModeler Build Alternative 3 Interchange Ramp Volume Results**

Segment Description		2030 Demand	2050 Demand	Volume Served   % Demand Served			
				2030 Build Alternative 3		2050 Build Alternative 3	
1	I-26 EB to I-95 SB	1,570	2,192	1,512	96%	1,881	86%
2	I-95 SB to I-26 EB	821	1,152	780	95%	1,068	93%
3	I-26 EB to I-95 NB	48	70	47	98%	67	96%
4	I-95 NB to I-26 EB	278	375	269	97%	336	90%
5	I-26 WB to I-95 NB	821	1,154	790	96%	1,157	100%
6	I-95 NB to I-26 WB	1,570	2,194	1,531	97%	2,211	100%
7	I-26 WB to I-95 SB	278	375	280	100%	328	87%
8	I-95 SB to I-26 WB	48	70	43	90%	59	84%
<b>Total Volume Served</b>		<b>5,434</b>	<b>7,582</b>	<b>5,252</b>	<b>97%</b>	<b>7,107</b>	<b>94%</b>

Note: Output with less than 80% of demand served is shown in red

**Table 7.15** shows the density and LOS results for each ramp. It indicates that the interchange ramps perform at an acceptable LOS under 2030 and 2050 Build Alternative 3 conditions. The ramps operate at the same LOS as Alternatives 1 and 2.

**Table 7.15: TransModeler Build Alternative 3 Interchange Ramp Capacity Results**

Segment Description		Number of Lanes	Density (pcpmpl)   LOS			
			2030 Build Alternative 3		2050 Build Alternative 3	
1	I-26 EB to I-95 SB	2	20.9	C	25.7	C
2	I-95 SB to I-26 EB	1	20.5	C	29.1	D
3	I-26 EB to I-95 NB	1	1.4	A	1.9	A
4	I-95 NB to I-26 EB	1	7.5	A	9.3	A
5	I-26 WB to I-95 NB	1	22.5	C	33.7	D
6	I-95 NB to I-26 WB	2	20.1	C	34.6	D
7	I-26 WB to I-95 SB	1	9.4	A	11.0	B
8	I-95 SB to I-26 WB	1	1.1	A	1.6	A

### 7.4.4 Shared Ramp Diverge & Merge Segment Analysis

The proposed design alternatives for the proposed flyovers reflect a “single exit” and “single entrance” design type. This design approach combines traffic bound for two separate ramps into a single ramp exit from the mainline followed by a separate split to the two destinations. In other locations, this treatment may include a full collector distributor roadway, but the proposed alternatives do not strictly provide CD sections because the shared ramp does not allow for a parallel route through the entire interchange. Instead, the proposed alternatives include the following shared ramp sections:

Shared ramp sections at exits:

- I-95 northbound has a single exit point to I-26 which then separates as a proposed two-lane flyover to I-26 westbound and a single lane ramp to I-26 eastbound. (Alternatives 1, 2 and 3)
- I-95 southbound has a single exit point to a single lane flyover to I-26 eastbound and a single lane ramp to I-26 westbound. (Alternatives 1, 2 and 3)
- I-95 westbound also has an option with a shared ramp section for the exits to I-95 southbound (a single lane flyover) and I-95 southbound (a single lane ramp). (Alternative 3 only)

Shared ramp sections at merges:

- I-26 westbound includes a shared section of ramp when the two-lane I-95 northbound flyover and the I-95 southbound exit ramp merge together before merging with the I-26 westbound mainline traffic (Alternatives 1, 2 and 3)
- I-26 eastbound includes a shared section of ramp when the one-lane I-95 southbound flyover merges with the I-95 northbound ramp to I-26 eastbound (Alternatives 1, 2 and 3)
- With Alternative 3, the flyover from I-26 westbound is not proposed as a shared ramp and instead merges directly onto I-95 southbound in a separate merge from the I-26 eastbound to I-95 southbound merge.

Each alternative interchange design incorporates short sections of shared ramps that combine entering and exiting ramp volumes. These shared ramp segments are short and require a separate capacity analysis. **Table 7.16** shows the capacity analysis of the shared ramps for each alternative based on the density of the combined segment. TransModeler output for the 2030 and 2050 build alternatives shared ramp segment analysis is provided in **Appendix M**.

Table 7.16 indicates that the four shared ramp segments in common to all three alternatives operate similarly and function at LOS D or better. Alternative 3, however, is the only alternative with shared ramp Segment 5. Segment 5 is forecast to operate at LOS E in 2030 and LOS F in 2050. As currently designed, Alternative 3 does not meet the required acceptable LOS. Note that the shared ramp segment could be widened and would likely function at LOS D or better, but this would require additional construction on the I-26 approach resulting in increased costs and impacts.

**Table 7.16: TransModeler Interchange Shared Ramp Capacity Results**

Shared Ramp Description	Number of Lanes	2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
		Value	LOS	Value	LOS	Value	LOS	Value	LOS	Value	LOS	Value	LOS
1 I-95 NB to I-26	3	19.5	C	21.0	C	20.7	C	30.3	D	30.1	D	29.0	D
2 I-95 to I-26 EB	2	12.9	B	12.8	B	12.7	B	16.3	B	17.9	B	17.1	B
3 I-95 SB to I-26	1	22.3	C	19.1	C	19.0	C	29.5	D	30.1	D	26.6	D
4 I-95 to I-26 WB	3	14.0	B	13.7	B	13.6	B	20.7	C	21.4	C	21.4	C
5 I-26 WB to I-95	1	-	-	-	-	43.2	E	-	-	-	-	64.4	F

## 7.4.5 Interchange Travel Times

Each interchange alternative significantly reduces congestion, which impacts overall service and results in shorter travel times. **Table 7.17** shows travel times for each system-to-system movement in the network, associated with an interchange ramp. **Table 7.18** shows the associated average speeds. TransModeler output for the 2030 and 2050 build alternatives travel time analysis is provided in **Appendix N**.

Table 7.17 indicates that travel times will continue to increase from 2022 to 2030 and 2050 if no interchange improvements are made. Travel times will decrease with the alternative interchange improvements. Compared to 2030 and 2050 No Build conditions, the Alternative 1 interchange improvements will result in a network-wide travel time savings of more than 3 minutes by 2030 and 2 hours by 2050. The Alternative 2 interchange improvements will result in a network-wide travel time savings of almost 3 minutes by 2030 and 2 hours by 2050. The Alternative 3 interchange improvements will result in a network-wide travel time savings of 1 minute and 36 seconds by 2030 and 2 hours by 2050.

**Table 7.17: TransModeler Alternative Travel Time Results**

Travel Time Segment		Associated Ramp	Travel Time (mm:ss)														
			2022 Existing	2030 No Build	2030 Build Alternative 1	Time Diff	2030 Build Alternative 2	Time Diff	2030 Build Alternative 3	Time Diff	2050 No Build	2050 Build Alternative 1	Time Diff	2050 Build Alternative 2	Time Diff	2050 Build Alternative 3	Time Diff
Start	End		7-lanes on I-26 + 6-lanes on I-95														
I-26 Eastbound, West of S.C. 210	I-26 Eastbound, East of U.S. 15	-	08:15	08:12	08:05	-00:07	08:05	-00:06	08:05	-00:07	08:20	-18:09	08:43	-17:45	08:17	-18:12	08:15
	I-95 Northbound, North of U.S. 176	3	10:15	10:21	10:11	-00:10	10:11	-00:10	10:11	-00:10	10:25	-16:04	10:49	-15:40	10:21	-16:08	10:15
	I-95 Southbound, South of U.S. 178	1	09:24	09:24	09:10	-00:14	09:11	-00:13	09:14	-00:10	09:39	-15:47	09:58	-15:28	09:35	-15:51	09:24
I-26 Westbound, East of U.S. 15	I-26 Westbound, West of S.C. 210	-	08:15	08:08	08:02	-00:06	08:02	-00:06	08:04	-00:04	08:13	-01:42	08:14	-01:41	08:16	-01:39	08:15
	I-95 Northbound, North of U.S. 176	5	08:19	08:21	08:14	-00:07	08:14	-00:07	08:27	00:06	08:23	-01:32	08:24	-01:31	08:39	-01:16	08:19
	I-95 Southbound, South of U.S. 178	7	08:08	08:09	08:03	-00:07	08:03	-00:07	08:51	00:42	08:26	-01:22	08:21	-01:27	09:12	-00:35	08:08
I-95 Northbound, South of U.S. 178	I-26 Eastbound, East of U.S. 15	4	07:24	07:40	07:32	-00:08	07:32	-00:08	07:32	-00:08	07:45	-17:28	07:45	-17:28	07:45	-17:27	07:24
	I-26 Westbound, West of S.C. 210	6	10:01	10:28	09:32	-00:56	09:48	-00:40	09:47	-00:40	10:03	-18:28	10:05	-18:26	10:03	-18:27	10:01
	I-95 Northbound, North of U.S. 176	-	08:59	09:33	08:38	-00:54	08:38	-00:55	08:38	-00:55	08:48	-16:38	08:49	-16:38	08:48	-16:39	08:59
I-95 Southbound, North of U.S. 176	I-26 Eastbound, East of U.S. 15	2	09:33	09:35	09:07	-00:28	09:26	-00:09	09:26	-00:09	09:36	-00:09	09:35	-00:10	09:37	-00:08	09:33
	I-26 Westbound, West of S.C. 210	8	10:16	10:13	10:18	00:05	10:15	00:02	10:15	00:02	10:25	00:06	10:26	00:07	10:25	00:06	10:16
	I-95 Southbound, South of U.S. 178	-	09:38	09:43	09:40	-00:03	09:40	-00:03	09:39	-00:04	10:02	-15:25	09:56	-15:30	09:56	-15:30	09:38
<b>Time saved compared to No Build</b>						<b>-0:03:14</b>			<b>-0:02:42</b>		<b>-0:01:36</b>		<b>-2:02:35</b>		<b>-2:01:36</b>		<b>-2:01:45</b>

**Table 7.18: TransModeler Alternative Average Speed Results**

Travel Time Segment		Associated Ramp	2022 Existing	Average Speed (mph)							
				2030 No Build	2030 Build Alternative 1	2030 Build Alternative 2	2030 Build Alternative 3	2050 No Build	2050 Build Alternative 1	2050 Build Alternative 2	2050 Build Alternative 3
Start	End										
I-26 Eastbound, West of S.C. 210	I-26 Eastbound, East of U.S. 15	-	68	68	69	69	69	39	67	66	67
	I-95 Northbound, North of U.S. 176	3	68	67	68	69	68	44	67	66	67
	I-95 Southbound, South of U.S. 178	1	66	66	67	68	67	40	65	65	64
I-26 Westbound, East of U.S. 15	I-26 Westbound, West of S.C. 210	-	68	69	70	70	70	61	68	68	68
	I-95 Northbound, North of U.S. 176	5	67	67	67	69	66	60	68	68	65
	I-95 Southbound, South of U.S. 178	7	67	67	67	68	63	59	65	66	61
I-95 Northbound, South of U.S. 178	I-26 Eastbound, East of U.S. 15	4	68	67	66	65	66	39	63	63	64
	I-26 Westbound, West of S.C. 210	6	66	66	66	66	66	43	65	64	64
	I-95 Northbound, North of U.S. 176	-	69	67	68	69	68	43	67	67	67
I-95 Southbound, North of U.S. 176	I-26 Eastbound, East of U.S. 15	2	67	67	67	66	66	66	65	65	65
	I-26 Westbound, West of S.C. 210	8	68	69	68	68	68	68	67	67	67
	I-95 Southbound, South of U.S. 178	-	69	68	68	68	68	67	66	67	67
<b>Average Speed</b>			<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>52</b>	<b>66</b>	<b>66</b>	<b>65</b>

## 7.4.6 Initial TransModeler Interchange Alternatives Capacity Analysis Summary

**Table 7.19** and **Table 7.20** show the TransModeler volumes served and density/LOS at each ramp of the I-26 at I-95 System interchange for all existing and future conditions.

The TransModeler results indicate that existing interchange conditions will continue degrading by 2030 and 2050 under projected volumes, potentially impacting the operation of I-95 by 2030 and I-26 by 2050. Each of the alternatives showed improvements in ramp volumes served, ramp density/LOS, travel times, and average speeds, compared to the No Build analyses. All three alternatives had similar ramp volume served and LOS results. Alternative 1 and 2 showed better operations on the shared ramp segments also. Additional year of failure analysis is documented in the next section for the I-26 and I-95 corridors.



**Table 7.19: TransModeler Comparison of Build Alternative Interchange Ramp Volume Results**

Segment Description		2030 Demand	2050 Demand	Volume Served   % Demand Served													
				2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 No Build:		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
1	I-26 EB to I-95 SB	1,570	2,192	1,516	97%	1,516	97%	1,512	96%	1,378	63%	1,870	85%	1,850	84%	1,881	86%
2	I-95 SB to I-26 EB	821	1,152	779	95%	779	95%	780	95%	1,075	93%	1,070	93%	1,071	93%	1,068	93%
3*	I-26 EB to I-95 NB	48	70	46	96%	46	96%	47	98%	50	71%	65	92%	64	91%	67	96%
4	I-95 NB to I-26 EB	278	375	266	96%	268	96%	269	97%	236	63%	338	90%	336	90%	336	90%
5	I-26 WB to I-95 NB	821	1,154	789	96%	789	96%	790	96%	1,100	95%	1,159	100%	1,160	100%	1,157	100%
6	I-95 NB to I-26 WB	1,570	2,194	1,529	97%	1,528	97%	1,531	97%	1,517	69%	2,218	100%	2,218	100%	2,211	100%
7*	I-26 WB to I-95 SB	278	375	281	100%	279	100%	280	100%	314	84%	333	89%	333	89%	328	87%
8	I-95 SB to I-26 WB	48	70	44	92%	43	90%	43	90%	59	85%	59	84%	60	85%	59	84%
<b>Total Volume Served</b>		<b>5,434</b>	<b>7,582</b>	<b>5,250</b>	<b>97%</b>	<b>5,249</b>	<b>97%</b>	<b>5,252</b>	<b>97%</b>	<b>5,729</b>	<b>76%</b>	<b>7,110</b>	<b>94%</b>	<b>7,091</b>	<b>94%</b>	<b>7,107</b>	<b>94%</b>

\*Ramps 7 and 3 are loops in Alternative 1 and 2. Alternative 7 replaces the loop with a fly-over ramp.

**Table 7.20: TransModeler Comparison of Build Alternative Interchange Ramp Capacity Results**

Segment Description		Density (pcpmp)   LOS																	
		2022 Existing		2030 No Build		2030 Build Alternative 1		2030 Build Alternative 2		2030 Build Alternative 3		2050 No Build		2050 Build Alternative 1		2050 Build Alternative 2		2050 Build Alternative 3	
1	I-26 EB to I-95 SB	43.0	E	48.5	F	20.0	C	20.4	C	20.9	C	43.5	E	25.3	C	25.2	C	25.7	C
2	I-95 SB to I-26 EB	29.2	D	33.0	D	20.4	C	20.3	C	20.5	C	47.0	F	28.8	D	28.9	D	29.1	D
3*	I-26 EB to I-95 NB	1.2	A	2.0	A	1.3	A	1.4	A	1.4	A	2.0	A	1.7	A	1.9	A	1.9	A
4	I-95 NB to I-26 EB	6.1	A	7.6	A	7.5	A	7.0	A	7.5	A	6.5	A	9.1	A	10.0	A	9.3	A
5	I-26 WB to I-95 NB	21.6	C	24.9	C	21.7	C	21.8	C	22.5	C	36.6	E	33.4	D	33.7	D	33.7	D
6	I-95 NB to I-26 WB	62.6	F	77.0	F	20.4	C	20.1	C	20.1	C	85.7	F	29.9	D	29.4	D	34.6	D
7*	I-26 WB to I-95 SB	7.4	A	10.8	A	8.8	A	8.1	A	9.4	A	13.0	B	10.0	A	10.0	A	11.0	B
8	I-95 SB to I-26 WB	0.9	A	1.2	A	1.0	A	1.2	A	1.1	A	1.5	A	1.5	A	1.5	A	1.6	A

\*Ramps 7 and 3 are loops in Alternative 1 and 2. Alternative 7 replaces the loop with a fly-over ramp.

## 8. REFINED TRANSMODELER ANALYSIS OF KEY MERGES

Chapters 6 and 7 provided a comparative analysis of the No Build and proposed Build alternatives using HCS and TransModeler. The purpose of Chapter 8 is to test and identify improvements to the proposed design that could be applied to improve traffic operations. As identified in both Chapters 6 and 7, two key capacity issues requiring additional analysis are:

- The merge of southbound I-95 with the ramp carrying traffic from I-26 eastbound to I-95 southbound. This issue is especially critical given that no widening is currently planned on I-95 south of I-26.
- Similarly, an operational issue on the I-26 westbound merge with the proposed flyovers carrying traffic from I-95 northbound to I-26 westbound. The planned widening of I-26 helps relieve this issue, but some operational and queuing effects are noted that impact flow through the project interchange.

Note that the Chapter 6 and 7 analyses were preliminary analyses used to develop and refine the preferred design. For both chapters, assumptions were made analyzing flows on all ramps by including extra capacity on I-95 to the south and I-26 to the west. This assumption maximized traffic volumes through the I-26 at I-95 interchange.

### 8.1 I-26 and I-95 Corridor Year of Failure Analysis

Preliminary unconstrained analysis identified two segments where congestion impacted ramp flow: I-95 southbound south of the interchange and I-26 westbound west of the interchange. In both cases, the highest volume ramps in the corridor must merge into interstate mainline lanes despite higher volumes on the ramps. As a result, while the interchange has adequate capacity, queuing from the downstream interstate queues backs to the interchange.

TransModeler was used to evaluate a year of failure to determine when mitigation might be needed and different options for mitigation. Alternative 1, without additional widening to I-95, was used in each evaluation to allow for free-flowing ramp operations but would apply similarly for all three Build alternatives.

The analysis began with estimating origin-destination matrices for 2040 by averaging the 2030 and 2050 matrices. These volumes were used to evaluate the critical segments in 2040 and 2045. **Table 8.1** shows the capacity results for 2030, 2040, and 2045. TransModeler output for the year of failure analysis is provided in **Appendix O**.

**Table 8.1: TransModeler I-95 Southbound and I-26 Westbound Freeway Segment Year of Failure Results**

Basic Segment Location	Density (pc/mpl)   LOS					
	2030 Build Alternative 1		2040 Build Alternative 1		2045 Build Alternative 1	
<b>I-95 Southbound</b> South of I-26 and I-95 System Interchange	36.14	E	50.53	F	52.03	F
<b>I-26 Westbound</b> West of the I-26 and I-95 System Interchange	14.01	B	24.16	C	56.03	F

Thresholds for LOS D and E are densities  $>29$  pc/mi/ln and  $>35$  pc/mi/ln. LOS F occurs with  $V/C > 1.0$ .

Table 8.1 suggests the I-95 southbound basic segment reaches LOS E by 2030. When the I-95 southbound segment reaches LOS E in 2030, the I-26 eastbound to I-95 southbound ramp will queue back to I-26 eastbound. The I-26 westbound basic segment exceeds LOS D between 2040 and 2045.

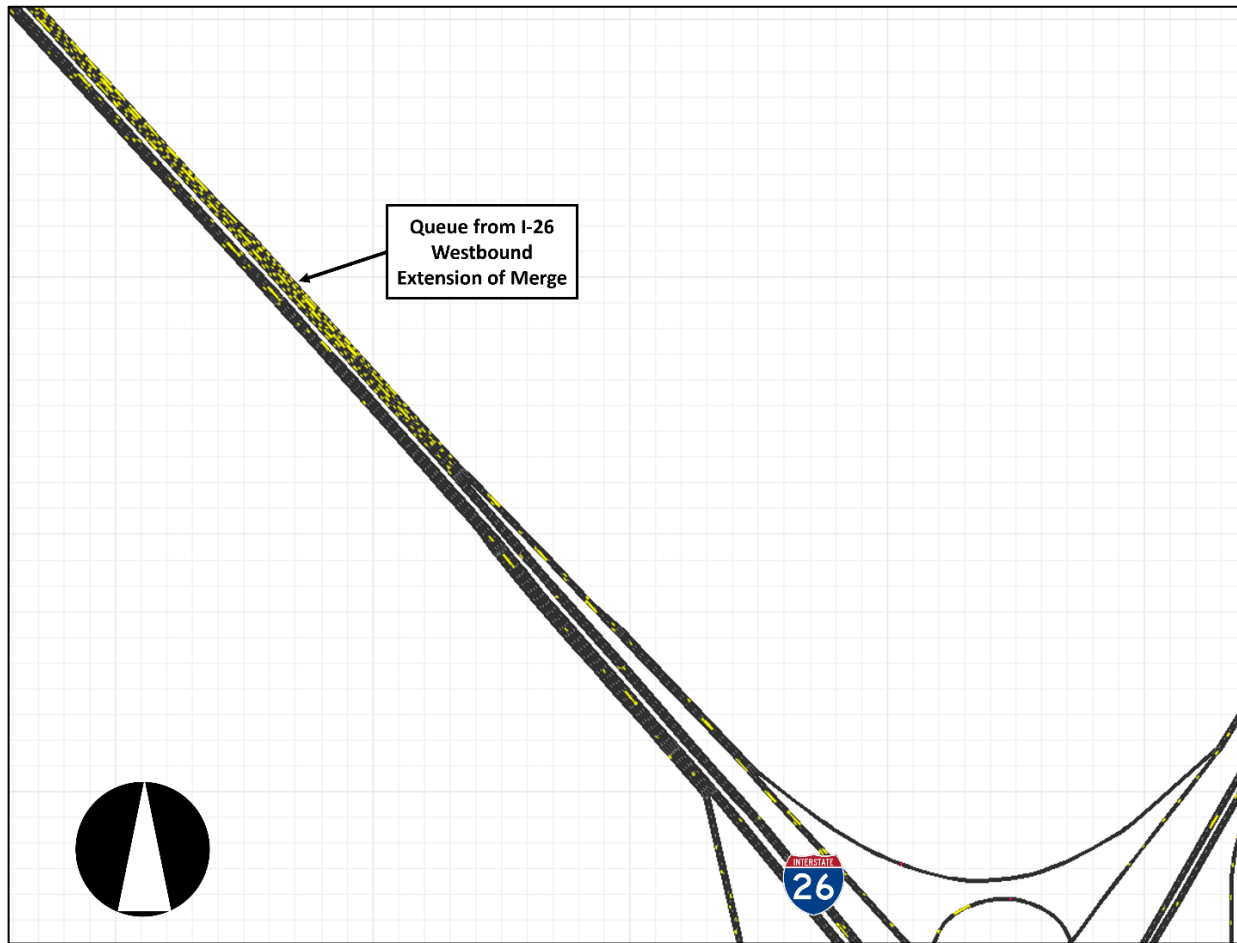
## 8.2 Merge Length Analysis for I-26 Westbound

As a follow-on analysis to the freeway year of failure analysis, a second analysis was developed examining the length of a merge lane required to prevent queuing into the I-26 at I-95 interchange. The I-26 westbound merge congestion begins where the two-lane flyover Ramp 6 (which replaces loop Ramp 6) merges onto I-26 westbound. Using 2050 data, a temporary extension of merge areas was analyzed to determine what length of merge can keep congestion queues off the interchange ramps without needing a full auxiliary lane carried the to the S.C. 210 interchange. Visual queue lengths were the basis of this analysis and simulations were stopped just before the peak hour ended.

A series of model runs were completed showing queuing issues on the westbound merge. For I-26 westbound, an iterative lengthening of the 4-lane merge area determined that an additional 4,000 feet is needed to keep the congestion from queuing onto the I-95 northbound to I-26 westbound ramp. **Figure 8.1** shows the queue not spilling back to the I-95 northbound to I-26 westbound ramp.

Key findings of this analysis for the westbound merge include:

- A 4,000-foot westbound merge of the two-lane ramp would be needed to minimize potential of queuing back into the interchange area or ramp in 2050.
- This analysis was done assuming that all ramp traffic from I-95 northbound would be processed on the flyover Ramp 6. To do this, the TransModeler network assumed an additional I-95 northbound lane. Since an additional lane on I-95 is not planned, the traffic demand may be metered during the highest periods of congestion, reducing the ramp movement and subsequent merge movement that was analyzed to determine the 4,000-foot merge length.

**Figure 8.1: TransModeler 2050 Build Alternative 1 - I-26 Westbound Widening**

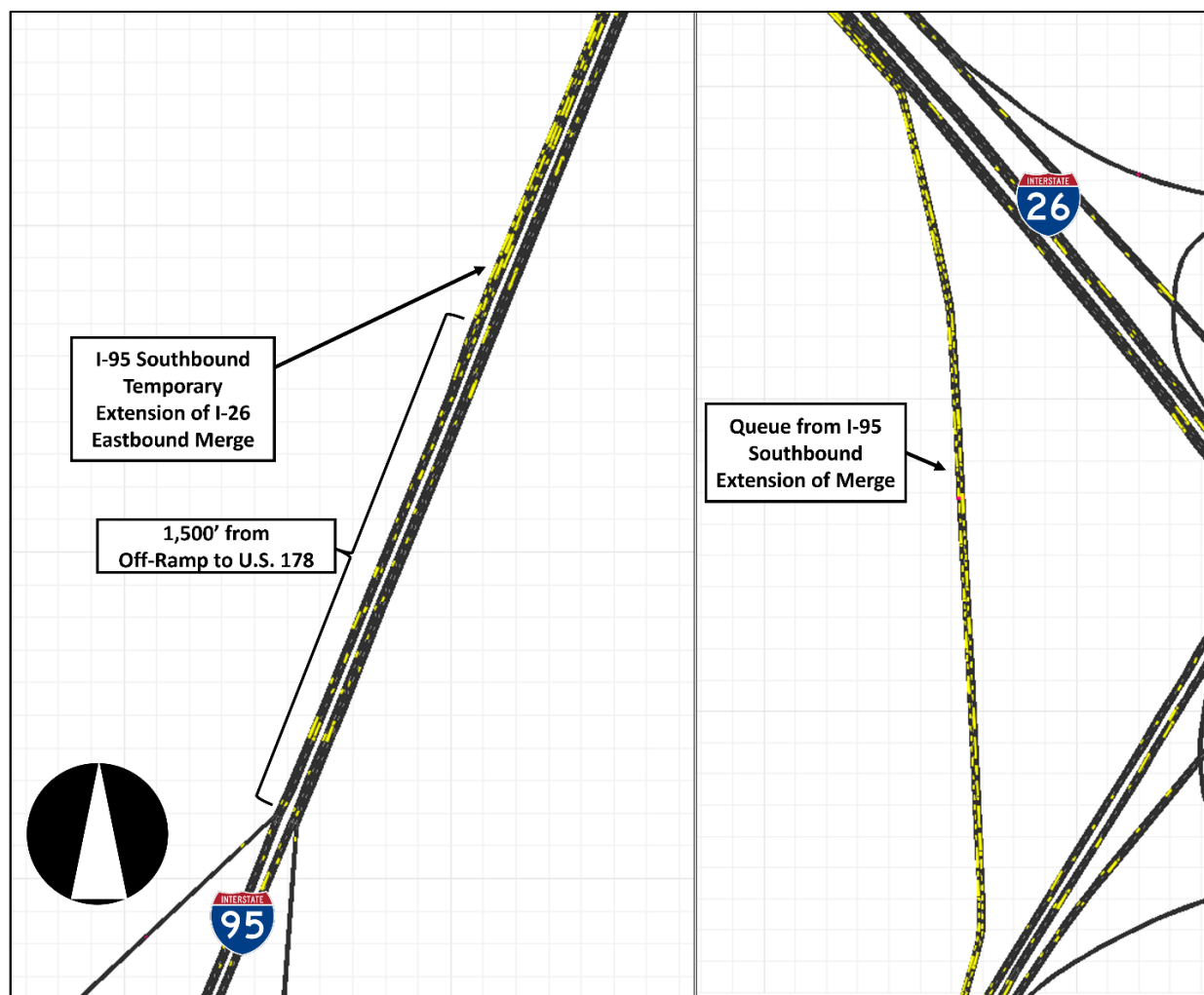
### 8.3 Merge Length Analysis for I-95 Southbound

An additional merge length analysis was also completed for I-95 southbound that further examines the segment of I-95 southbound south of the system interchange in 2030 and 2050 to determine mitigation of the merge area. The analysis focused on the length of a merge lane required to prevent queuing into the I-26 at I-95 interchange caused by a two-lane section on I-95 having inadequate capacity. Using 2050 data, a temporary extension of merge areas was analyzed to determine what length of merge can keep congestion queues off the interchange ramps without needing a full auxiliary lane carried the full two and one-half miles to the U.S. 178 interchange. Visual queue lengths were the basis of this analysis and simulations were stopped just before the peak hour ended.

### 8.3.1 Initial Testing of Extended Merge

**Figure 8.2** shows the extension of the merge area just north of U.S. 178 and the resulting queue on the ramp. For I-95 southbound, an iterative lengthening of the three-lane merge area determined that the congestion would continue queuing onto the I-26 eastbound to I-95 southbound ramp even if this merge is extended to provide three southbound lanes over two miles to within 1,500 feet from the off-ramp to U.S. 178. Figure 8.2 shows the queue spilling back onto the I-26 eastbound mainline. In general, the findings were that simply extending the merge lane would not address the congestion issue related to inadequate capacity on I-95 south of the I-26 at I-95 interchange.

**Figure 8.2: TransModeler 2050 Build Alternative 1 - I-95 Southbound Widening**





### 8.3.2 Alternative Merge Treatments for I-95 Southbound based on ITE Interchange Design Handbook Guidance

Based on the previous analysis in Section 8.3.1 simply extending the merge lane at the I-95 southbound merge would not eliminate queuing back into the I-26 at I-95 interchange even with the proposed Build alternative improvements. The key issue is that 2050 volumes are expected to exceed the volume of a two-lane freeway section on I-95 south of the interchange. This analysis also indicated that congestion would persist with improvements to the merge area in 2050.

Further analysis for 2030 and 2050 was used to examine alternative merging solutions to mitigate congestion in the merge area to ideally allow for free-flowing ramp operations. Alternative 1 was used in each evaluation to allow for free-flowing ramp operations but would apply similarly for all three Build alternatives.

All merges were assumed to be for a two-lane ramp merging into a two-lane freeway. The section starts with four lanes and the ramp lanes are dropped from the right side. It is assumed that the rightmost lane is merged over approximately half the total merge distance resulting in a three-lane section. The next ramp lane is similarly merged into the two interstate lanes in the second half of the merge.

As noted, two merge lengths were tested on I-95 southbound. The shorter merge section of 2,500 feet was provided in the initial interchange concept based on minimum geometric requirements from AASHTO's "A Policy on Geometric Design of Highways and Streets" (ISBN-13: 978-1560516767, 2018 edition) for a two-lane merge comparing gap acceptance length and acceleration length.

After consultation with SCDOT staff, reference was made to the Institute of Transportation Engineers "Freeway and Interchange Geometric Design Handbook" (ISBN: 0-935403-94-9 published January 2005) as an alternate guideline. Chapter 6 of this document includes a section on auxiliary lanes with the following guidance which is applicable to our current situation.

*When interchanges are widely spaced, it might not be feasible or necessary to extend the auxiliary lane from one interchange to the next. In such cases, an auxiliary lane added at a two-lane entrance should be carried along the freeway for an effective distance beyond the merging point, or an auxiliary lane introduced on a two-lane exit should be carried along the freeway for an effective distance in advance of the exit and extended onto the ramp. Experience indicates that distances of about 2,500 feet are needed to produce the necessary operational effect and develop the full capacity of two-lane entrances and exits on high-type facilities.*

The key element is that once a distance of 2,500 feet is reached for a lane merge, the operational effects and capacity benefits are effectively achieved, and additional

extension provide minimal benefit. After consultation with SCDOT, it was confirmed that the 2,500-foot guidance was for each lane to be dropped in the merge. Based on the feedback and consideration of the ITE guidance, a 5,000-foot merge was tested and compared with a 2,500-foot merge.

Based on these assumptions, four scenarios were analyzed for both 2030 and 2050 analyses:

1. Build Alternative 1 concept with no I-95 widening
  - a. Southbound merge section of 2,500 feet (reflects the initial concept design for the interchange Alternative 1)
2. Build Alternative 1 with no I-95 widening
  - a. Increase southbound merge section to 5,000 feet (reflects the proposed ITE method for maximizing the effective merging distance)
3. Build Alternative 1 with I-95 widened to 3-lanes southbound (tests ultimate future layout)
  - a. Southbound merge section of 2,500 feet
4. Build Alternative 1 with I-95 widened to 3-lanes southbound (tests ultimate future layout)
  - a. Increase southbound merge section to 5,000 feet

Option 1 represents the base condition with a 2,500-foot merge for the key merge area. This option was utilized to compare the mitigations described in Options 2, 3, and 4. I-95 southbound operational improvements were compared using freeway density, LOS, and travel times. Focusing only on the I-95 southbound operations, freeway density and LOS was analyzed for the I-95 southbound segments south of the I-26 and I-95 system interchange and shown in **Table 8.2**. Additionally, travel time was analyzed for segments ending at I-95 southbound, south of U.S. 178 and shown in **Table 8.3**. TransModeler output for the I-95 southbound south of the system interchange analysis is provided in **Appendix P**.

**Table 8.2: TransModeler I-95 Southbound Freeway Segment Density Results**

Segment Number	Segment Description	Segment Type	Density (pcpmp)   LOS																			
			2030 No Build - No Widening		1. 2030 Build Alternative 1 - No I-95 Widening with 2,500 ft merge		2. 2030 Build Alternative 1 - No I-95 Widening + Extended 5,000 ft Merge		3. 2030 Build Alternative 1 - I-95 Widening with 2,500 ft merge		4. 2030 Build Alternative 1 - I-95 Widening + Extended 5,000 ft Merge		2050 No Build		1. 2050 Build Alternative 1 - No I-95 Widening + with 2,500 ft merge		2. 2050 Build Alternative 1 - No I-95 Widening + Extended 5,000 ft merge		3. 2050 Build Alternative 1 - I-95 Widening with 2,500 ft merge		4. 2050 Build Alternative 1 - I-95 Widening + Extended 5,000 ft merge	
1	North of U.S. 176	Basic	19.2	C	19.1	C	19.1	C	12.6	B	12.6	B	24.1	C	24.1	C	24.1	C	15.7	B	15.8	B
24.1	Off-Ramp to U.S. 176	Diverge	22.3	C	21.5	C	21.2	C	13.1	B	13.1	B	26.6	D	26.5	C	27.2	C	17.0	B	16.7	B
26.5	Between U.S. 176 Ramps	Basic	18.9	C	19.0	C	18.8	C	12.5	B	12.4	B	24.1	C	24.1	C	24.0	C	15.5	B	15.5	B
24.1	On-Ramp from U.S. 176	Merge	19.5	B	19.5	B	19.4	B	12.0	B	12.4	B	24.3	C	23.9	C	24.3	C	14.9	B	14.7	B
23.9	North of I-26/I-95 Interchange	Basic	20.5	C	20.5	C	20.4	C	13.4	B	13.4	B	25.7	C	25.7	C	25.7	C	16.7	B	16.8	B
25.7	Off-Ramp to I-26	Diverge	21.2	C	18.6	B	19.6	B	13.5	B	13.6	B	26.6	C	24.1	C	23.7	C	17.5	B	17.1	B
24.1	Between Ramps	Basic	21.1	C	12.9	B	12.1	B	8.2	A	8.3	A	28.9	D	15.1	B	15.1	B	9.5	A	9.8	A
15.1	Loop On-Ramp from I-26 WB	Merge	19.3	B	11.4	B	10.8	B	6.6	A	6.8	A	30.0	D	13.1	B	13.6	B	8.7	A	8.0	A
13.1	Between Ramps	Basic	16.3	B	15.4	B	16.2	B	9.9	A	10.1	A	20.1	C	22.0	C	24.0	C	12.1	B	12.0	B
22.0	On-Ramp from I-26 EB	Critical Merge under Study	28.7	D	25.4	C	18.6	B	18.9	B	15.7	B	30.2	D	109.3	F	93.8	F	23.1	C	18.9	B
109.3	South of I-26/I-95 Interchange	Basic	30.6	D	36.1	E	20.0	C	19.7	C	14.6	B	32.6	D	115.4	F	51.4	F	24.5	C	17.8	B
115.4	Off-Ramp to U.S. 178	Diverge	31.3	D	29.8	D	20.0	B	19.1	B	14.6	B	32.4	D	29.8	D	29.7	D	22.2	C	22.7	C
115.4	Between U 178 Ramps	Basic	29.8	D	29.7	D	30.0	D	18.4	C	18.9	C	32.1	D	28.8	D	29.4	D	23.5	C	22.9	C
14	On-Ramp from U.S. 178	Merge	30.8	D	32.0	D	32.4	D	18.4	B	18.8	B	33.5	D	30.7	D	30.8	D	21.0	C	22.2	C
15	South of U.S. 178	Basic	30.0	D	29.7	D	29.9	D	19.4	C	19.7	C	31.7	D	29.9	D	29.7	D	24.0	C	23.8	C

**Table 8.3: TransModeler I-95 Southbound Travel Time Results**

Travel Time Segment		Travel Time (mm:ss) \ Average Speed (mph)													
		1. 2030 Build Alternative 1 - No I-95 Widening with 2,500 ft merge	2. 2030 Build Alternative 1 - No I-95 Widening + Extended 5,000 ft Merge	Time Diff	3. 2030 Build Alternative 1 - I-95 Widening with 2,500 ft merge	Time Diff	4. 2030 Build Alternative 1 - I-95 Widening + Extended 5,000 ft Merge	Time Diff	1. 2050 Build Alternative 1 - No I-95 Widening with 2,500 ft merge	2. 2050 Build Alternative 1 - No I-95 Widening + Extended 5,000 ft Merge	Time Diff	3. 2050 Build Alternative 1 - I-95 Widening with 2,500 ft merge	Time Diff	4. 2050 Build Alternative 1 - I-95 Widening + Extended 5,000 ft Merge	Time Diff
Start	End														
I-26 Eastbound, West of S.C. 210	I-95 Southbound, South of U.S. 178	09:16	09:03	-00:13	09:06	-00:10	09:05	-00:11	24:14	17:37	-06:37	09:18	-14:56	09:16	-14:57
Average Speed (mph)		66	67	-	68	-	68	-	45	52	-	66	-	66	-

Using these model results, a matrix comparison was prepared of the key findings and results of this comparison as shown in **Table 8.4** and **Table 8.5**.

**Table 8.4: TransModeler I-95 Southbound LOS Comparison**

Movement	2030 LOS from TransModeler		2050 LOS from TransModeler	
	Ramp from I-26 EB to I-95 SB	I-95 SB merge	Ramp from I-26 EB to I-95 SB	I-95 SB merge
	<b>Maintain 2 SB lanes on I-95</b>			
2,500-foot merge	C	E	E	F
5,000-foot merge	B	C	E	F
	<b>Widen to 3 SB lanes on I-95</b>			
2,500-foot merge	A	A	A	B
5,000-foot merge	A	A	A	B

**Table 8.5: TransModeler I-26 Eastbound to I-95 Southbound Movement: Travel Time & Speed Comparison**

Movement	Travel Time EB to SB		Delay per Vehicle over Uncongested Travel Time of 09:00 (in min:sec)		Travel Speed EB to SB	
	2030	2050	2030	2050	2030	2050
I26 EB to I-95 SB						
	<b>Maintain 2 SB lanes on I-95</b>					
2,500-foot merge	09:16	24:14	0:16	15:14	66 mph	45 mph
5,000-foot merge	09:03	17:37	0:03	8:37	67 mph	52 mph
	<b>Widen to 3 SB lanes on I-95</b>					
2,500-foot merge	09:06	09:18	0:06	0:18	68 mph	66 mph
5,000-foot merge	09:05	09:16	0:05	0:16	68 mph	66 mph

### 8.3.3 Level of Service

- 2030: With a 2,500-foot merge, LOS E will be observed on I-95 immediately south of the ramp merge. Lengthening the merge to 5,000 feet improves 2030 operations to LOS C.
- 2050: Increasing volumes on I-95 will result in LOS F operations at the merge regardless of whether a 2,500-foot merge or 5,000-foot merge. This is consistent with the iterative merge analysis that showed queuing even if the merge were extended more than two miles.

- Widening I-95 to a six lane section results in LOS C and B operations in 2050 with a 2,500-foot or 5,000-foot merge, respectively.

### 8.3.4 Travel Times and Travel Speeds

- Baseline for Uncongested Operations: Relative free flow (LOS A and B) are anticipated for all scenarios with three southbound lanes on I-95. Using this as a base for comparison, uncongested conditions are assumed to be occurring with a travel time of 9 minutes corresponding to a travel speed of 68 mph.
- 2030: With a 2,500-foot merge, queuing and congestion will slightly increase travel times and decrease travel speed to 66 mph (a reduction of 2 mph). In comparison, a 5,000-foot merge maintains relatively uncongested travel times through the southbound merge.
- 2050: With either a 2,500 foot or a 5,000-foot merge, congested conditions will increase travel time and reduce travel speed substantially on both the ramp from I-26 eastbound to I-95 southbound as well as on I-95 southbound if I-95 is not widened. Nevertheless, a 5,000-foot merge still provides substantial benefit compared with the 2,500-foot merge in terms of travel time saving and operational speeds:
  - With a 5,000-foot merge, travel time (17 minutes 37 seconds) is almost twice as long as uncongested conditions (approx. 9 minutes 0 seconds). In comparison, the 2,500-foot merge travel time (24 minutes 14 seconds) is near three times the uncongested travel time.
  - Looked at in terms of delay, the 5,000-foot merge has 8 minutes 37 seconds of delay per vehicle which is near half the 15 minutes 14 seconds of delay with a 2,500-foot merge.
  - Average travel speeds with the 5,000-foot merge ramp is 52 mph compared with 45 mph with a 2,500 foot ramp. If I-95 were to be widened in the future, 66 mph flow is anticipated with either merge treatment.

Based on this analysis (especially the travel time, delay and speed analysis), it is recommended that a 5,000-foot merge section be utilized for the two-lane ramp merging onto I-95 southbound. With the 5,000-foot merge, peak hour delays on the eastbound to southbound movement will be approximately half that which occurs with a 2,500-foot merge.



## 9. FINAL TRANSMODELER COMPARISON OF NO BUILD & PREFERRED ALTERNATIVE

### 9.1 Selection of Preferred Interchange Alternative & Design Enhancements

Based on the initial analysis comparison of alternatives in Chapter 6 and the more detailed findings and refinements in Chapter 8, the following conclusions were reached for the comparison of alternatives.

- From a traffic perspective, Alternatives 1 and 2 operate almost identically since the traffic volumes and recommended laneage are the same at all merge and diverge points.
- Alternative 3 operates similarly to Alternatives 1 and 2 but does exhibit some operational deficiencies. Specifically, the replacement with a flyover introduces two traffic capacity issues:
  - The merge from the flyover onto I-95 southbound occurs further south than the loop merge that is being replaced. Due to the shift southward, there is a shorter distance to the critical four lane merging section of the I-26 eastbound to I-95 southbound merge. The reduced spacing causes disruptions in flow at both merge areas.
  - With the third flyover, the I-26 westbound shared ramp requires a combined exit of both the I-95 northbound and I-95 southbound traffic. This ramp exit then divides approximately 800 to 1000 feet downstream. The combination of these two movements into a single lane shared ramp results in a poor LOS on the combined ramp segment.

Based on this review, both Alternative 1 and 2 meet the traffic operational requirements for the project and provide essentially the same level of traffic operations and are equally acceptable as a preferred alternative from a traffic perspective. After additional analysis examining multiple planning, impact, design and cost characteristics (in addition to the traffic analysis), Alternative 2 was identified as the Preferred Alternative for the project.

In addition to the identification of the highest functioning interchange alternatives from a traffic perspective, Chapter 8 examined some key operational requirements of the proposed alternatives. The two key elements are:

- On I-95 southbound, no widening of I-95 is currently planned. As a result, there are capacity issues noted for the high-volume merge of the I-26 eastbound to I-95 southbound ramp with I-95 southbound south of the interchange.

- After a series of iterative runs and examination of alternatives, it is recommended that this merge area be extended to 5,000 feet (approximately 1 mile) with a four-lane section carried for 2,500 feet followed by a three-lane section of an additional 2,500 feet.
- Even with this configuration some queuing is anticipated in the southbound direction from the ultimate merge back into two lanes. This queue is expected to back into the interchange during the peak analysis period (based on TransModeler), but additional length on the merge does not substantially improve traffic flows.
- In order to eliminate queuing at this merge in 2050, I-95 widening to a three-lane section would be required. If this were to happen in the future, the proposed 5,000-foot weave would provide adequate capacity for operations without anticipated queuing.
- On I-26 westbound, there is also a high-volume merge from proposed two-lane I-95 northbound to I-26 westbound flyover located west of the interchange. Even with the planned six-lane widening of I-26, the merge area westbound was determined to require a 4,000-foot merge. Ideally, the merge would be 5 lanes for the first 1,500 feet and four lanes for the next 2,500 feet before merging into the planned three mainline lanes on westbound I-26.

As part of the Interchange Modification Report requirements, this section examines the No Build scenario and the preferred alternative scenario in both the 2030 opening year and the 2050 design year. For the preferred alternative, the Alternative 2 TransModeler simulation model is used as a base with modifications to include the longer merge distance on I-95 southbound and I-26 westbound. Note that although the Alternative 2 model is being used as a base, the results are intended to reflect either Alternative 1 or 2 for traffic analysis.

## 9.2 Final Comparison of No Build and Preferred Alternative with TransModeler

The final step in the traffic analysis was to test operations for the No Build scenarios with the preferred alternative as revised based upon the Chapter 8 analysis of key merges – specifically the provision of a 5,000-foot merge onto I-95 southbound and a 4,000-foot westbound merge onto I-26.

The analysis methods will be the same as originally applied in the Section 7.1.3 TransModeler analysis and the Section 7.4 comparison of Build alternatives. The analysis findings in this new section are different and show higher levels of congestion for the preferred alternative. The key reason is that Section 7.1.3 analysis assumed widening of I-95 (and westbound auxiliary lanes on I-26) to maximize flows entering and exiting the interchange on all approaches and departures. This was necessary at

that stage to verify the overall design requirements and still allowed for comparison of alternatives.

The updated analysis in this section assumes no widening on I-95 (four mainline lanes – two northbound and two southbound) as well as the lengthened merge areas on I-26 westbound and I-95 southbound. As a result, there are locations with poor LOS and reduced speeds (primarily due to congestion at the I-26 westbound merge area and the I-95 southbound merge area). Due to the future congestion issues with the preferred alternative operations in 2050, an interim year analysis of both of these key merges is also addressed. TransModeler output for the 2030 and 2050 No Build and Build preferred alternative conditions output is provided in **Appendix Q**.

The updated TransModeler analysis provides a comparison of five scenarios:

- 2022 Existing
- 2030 No Build and 2030 Build Preferred Alternative
- 2050 No Build and 2050 Build Preferred Alternative

## 9.2.1 Freeway Operations and Key Merge, Diverge and Weave Operations

The following section describes the evaluation of the I-26 at I-95 system interchange as well as proposed alternative interchange configurations to address deficiencies. The analysis examined traffic flows in the four key directions along I-26 and I-95. Key findings from each table include:

### Eastbound on I-26

As shown in **Table 9.1**, there is congestion anticipated in 2050 on the three-lane approach to the I-26 at I-95 interchange and on the ramp to I-95 southbound. Specific observations include:

- The three-lane freeway approach (Link 5 EB) to the ramp is projected to operate at LOS F in both the 2050 No Build and Build scenarios. That said, the preferred alternative congestion is substantially lower with a density (46.6 pcpmpl) less than half of the No Build density (110.2 pcpmpl).
- The diverge section (Link 6 EB) just past the freeway section is showing as LOS F with the preferred alternative compared to LOS E with the No Build. Key issues in both the No Build and Build operations are:
  - For the No Build, the existing one lane ramp to I-95 southbound (at the Link 6 EB diverge) is not able to process the full volume of demand. As a result, substantial volumes of traffic is queuing back onto I-26 (Link 5 EB). Once I-26 is congested it hits a bottleneck which meters eastbound traffic from

reaching the diverge at Link 6. Diverging traffic is able to travel at a lower density on the ramp to southbound I-95 once the bottleneck is passed.

- In the 2050 Build scenario, the simulation is showing impacts of queuing and congestion backing onto the widened two-lane ramp from the merge with I-95 southbound. This downstream queuing represents a shift in the bottleneck point from the southern merge point on the ramp. As a result, the two-lane ramp is processing higher volumes, but the density is increased (and LOS worsened) on the ramp.
- Operations with the proposed alternative is preferred to the No Build since the two-lane ramp processes higher volumes and queuing on I-26 eastbound is reduced (and shifted to the two-lane ramp).
- As noted, the southbound merge area is a key constraint affecting Link 6 and likely Link 5. Therefore, more detailed analysis of the southbound merge is presented in Section 9.2.5 to examine the interim operations between 2030 and 2050.
- The preferred alternative eliminates the weave section. The TransModeler analysis underestimates congestion at most links east of Links 5 and 6 as through traffic is metered downstream of Links 5 and 6.

### **Westbound on I-26**

As shown in **Table 9.2**, there is congestion noted for the 2050 preferred alternative. Key observations are:

- For the preferred alternative, eastbound operations are at LOS B and C until the merge of the I-95 northbound to I-26 westbound ramp. This high-volume ramp (Link 12 WB) operates at LOS E due primarily to the merging section at the freeway (Link 13 WB which is split into two segments) that operates at LOS F in 2050. Similar to the I-95 southbound merge, more detailed analysis of the I-26 westbound merge is included in Section 9.2.5.
- The preferred alternative eliminates the westbound weave section due to the removal of the high-volume ramp in the northeast quadrant. The removal of the weave decreases density, improves LOS, and improves operations overall. Note that in the No Build scenario, the weave meters flow merging onto I-26 westbound since it cannot process the demand volumes (i.e., the one lane loop is replaced by a two-lane flyover in order to serve the demand). As a result, the westbound operations are artificially reflecting LOS C westbound operations downstream of the weave.

### **Northbound on I-95**

As shown in **Table 9.3**, LOS C is maintained on I-95 northbound with the preferred alternative. Key observations are:

- The preferred alternative eliminates the northbound weave section. The removal of the northeast quadrant loop and the existing weave addresses one of the key congestion bottlenecks within the existing interchange with LOS F operations in 2030 (Link 8 NB) and queuing back to the nearest upstream segment (Link 7 NB). By 2050, the queuing for the weave and single lane loop ramp extends south to the U.S. 178 interchange.
- In both the No Build and preferred alternative, I-95 is assumed to remain two lanes northbound. In both cases, the two-lane I-95 section is unable to serve the 2050 northbound traffic with LOS F in the No Build and LOS E with the preferred alternative on Links 1 NB through 3 NB. The difference is due to residual effects of the weaving section's failed operations in the No Build.

### **Southbound on I-95**

As shown in **Table 9.4** (and discussed in detail), the merge of the I-26 eastbound to I-95 southbound ramp with the I-95 southbound traffic is a key bottleneck. Key observation of how this affects southbound flow include:

- The merge to the southbound I-95 operates at a LOS F by 2050. For this analysis the merge has been divided into each lane drop to illustrate the increasing congestion as the available lanes are reduced. More detailed analysis is shown in Section 9.2.5 to look at interim years.
- The southbound merge appears to operate at LOS D in the No Build condition. The primary reason, however, is that the high-volume ramp from I-26 eastbound to I-95 southbound is only one lane in the No Build resulting in queuing from the ramp back onto I-26 eastbound and reduced volumes being processed.
- The preferred alternative also eliminates the southbound weave section improving operations and reducing conflicts.



**Table 9.1: TransModeler Freeway Segment Density Results: I-26 Eastbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS									
			2022 Existing		2030 No Build		2030 Build Preferred Alt		2050 No Build		2050 Build Preferred Alt	
1	West of S.C. 210	Basic	23.9	C	18.0	C	18.1	C	61.9	F	26.3	D
2	Off-Ramp to S.C. 210	Diverge	23.4	C	15.2	B	13.9	B	39.9	E	20.9	C
3	Between S.C. 210 Ramps	Basic	23.9	C	17.9	B	18.0	C	85.1	F	25.6	C
4	On-Ramp from S.C. 210	Merge	23.2	C	14.7	B	14.2	B	87.6	E	21.4	C
5	West of I-26/I-95 System Interchange	Basic	24.6	C	19.0	C	18.3	C	110.2	F	46.6	F
6	Off-Ramp to I-95 SB	Diverge	36.7	E	27.0	C	12.2	B	30.5**	F***	58.9	F
7	Between Ramps	Basic	12.3	B	9.2	A	8.6	A	11.0	B	13.1	B
8	I-26 at I-95 System Weave* (No Build) Off ramp to Loop (Preferred Alt)	Weave Diverge	11.9	B	10.4	B	4.6	A	15.8	B	7.9	A
9	Between Ramps	Basic	18.9	C	13.1	B	8.4	A	17.5	B	11.3	B
10	On-Ramp from I-95 NB	Merge	18.1	B	13.3	B	11.6	B	15.7	B	15.9	B
11	East of I-26/I-95 System Interchange	Basic	19.7	C	15.0	B	11.5	B	17.9	B	16.6	B
12	Off-Ramp to U.S. 15 SB	Diverge	18.8	B	11.2	B	11.4	B	13.8	B	15.6	B
13	Between Ramps	Basic	17.0	B	14.2	B	14.1	B	17.3	B	20.0	C
14	Weave to/from U.S. 15	Weave	8.4	A	4.4	A	6.1	A	5.6	A	9.3	A
15	Between Ramps	Basic	20.4	C	15.2	B	14.9	B	17.6	B	20.5	C
16	On-Ramp from U.S. 15 NB	Merge	19.0	B	12.0	B	13.2	B	14.4	B	17.9	B
17	East of U.S. 15	Basic	19.8	C	14.2	B	14.3	B	18.2	C	19.8	C

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. This segment is replaced by a diverge segment, which is the off-ramp to I-95 Northbound.

\*\* For 2050, the No Build has substantial queuing and restricted flow at Link 6 which is a bottleneck due to the ramp from I-26 eastbound to I-95 southbound having inadequate capacity (one lane compared with two lanes in the Build). As a result, queuing and delays occur on I-26 upstream of the ramp with increased densities and poor LOS. Densities on downstream links are lower than the Build alternatives based on the lower volumes being served.

\*\*\* Although density reflect better LOS, the capacity of the one lane exit is exceeded in the No Build resulting in substantial delays and queuing.

**Table 9.2: TransModeler Freeway Segment Density Results: I-26 Westbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS									
			2022 Existing		2030 No Build		2030 Build Preferred Alt		2050 No Build		2050 Build Preferred Alt	
1	East of U.S. 15	Basic	19.6	C	15.1	B	15.0	B	22.7	C	22.6	C
2	Off-Ramp to U.S. 15 NB	Diverge	13.0	B	11.2	B	11.2	B	17.7	B	17.1	B
3	Between Ramps	Basic	19.2	C	14.5	B	14.8	B	22.3	C	22.8	C
4	Weave to/from U.S. 15	Weave	9.4	A	6.9	A	5.8	A	11.2	B	11.5	B
5	Between Ramps	Basic	19.4	C	15.3	B	15.0	B	21.4	C	21.8	C
6	On-Ramp from U.S. 15 SB	Merge	19.3	B	13.2	B	12.2	B	19.9	B	18.3	B
7	East of I-26/I-95 System Interchange	Basic	19.8	C	15.4	B	15.0	B	23.8	C	22.5	C
8	Off-Ramp to I-95 NB	Diverge	19.9	B	14.0	B	15.4	B	20.8	C	22.8	C
9	Between Ramps	Basic	14.1	B	10.8	A	10.3	A	16.4	B	14.8	B
10	I-26 at I-95 System Weave* (No Build) Off ramp to Loop (Preferred Alt)	Weave	27.3**	C	29.0	D	7.8	A	33.7**	D	10.8	B
11	Between Ramps	Basic	29.0	D	21.3	C	8.6	A	25.8	C	12.8	B
12	On-Ramp from I-95 SB	Merge	24.3	C	17.0	B	14.0	B	20.8	C	47.4	F
13	West of I-26/I-95 System Interchange	Basic – 4 Lanes	24.2	C	18.5	C	13.8	B	23.3	C	78.6	F
		Basic – 3 Lanes					19.0	C			99.7	F
14	Off-Ramp to S.C. 210	Diverge	29.1	D	16.5	B	18.1	B	22.5	C	30.0	D
15	Between S.C. 210 Ramps	Basic	24.4	C	17.7	B	18.6	C	23.3	C	25.5	C
16	On-Ramp from S.C. 210	Merge	22.6	C	13.8	B	13.8	B	17.3	B	19.0	B
17	West of S.C. 210	Basic	23.9	C	18.2	C	18.2	C	22.4	C	22.4	C

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. This segment is replaced by a diverge segment for the off-ramp to I-95 Northbound.

\*\* For 2050, I-26 westbound flow is less congested based on the TransModeler simulation because the loop serving I-95 northbound to I-26 westbound is only one lane severely limiting the volumes that can access I-26 westbound. Densities on downstream links are lower than the Build alternatives based on the lower volumes being served.

**Table 9.3: TransModeler Freeway Segment Density Results: I-95 Northbound**

Segment No.	Segment Description	Segment Type	Density (pcpmp)   LOS									
			2022 Existing		2030 No Build		2030 Build Preferred Alt		2050 No Build		2050 Build Preferred Alt	
1	South of U.S. 178	Basic	24.7	C	29.3	D	29.2	D	87.0	F	38.6	E
2	I-26 NB Off-Ramp to U.S. 178	Diverge	30.1	D	37.9	E	34.5	D	106.5	F	41.4	E
3	I-26 EB Between U.S. 178 Ramps	Basic	23.4	C	27.3	D	27.6	D	93.1	F	35.9	E
4	I-26 EB On-Ramp from U.S. 178	Merge	25.1	C	21.6	C	19.8	B	121.8	F	25.2	C
5	South of I-26/I-95 System interchange	Basic	25.3	C	21.6	C	19.8	C	121.8	F	25.2	C
6	Off-Ramp to I-26 EB	Diverge	26.0	C	21.6	C	17.0	B	121.8	F	23.4	C
7	Between Ramps	Basic	24.9	C	66.0	F	12.4	B	87.0	F	13.7	B
8	I-26 at I-95 System Weave*	Weave	27.4	C	48.6	F	8.2	A	51.3**	F	9.4	A
9	Between Ramps	Basic	11.4	B	14.9	B	12.9	B	11.0	A	14.1	B
10	On-Ramp from I-26 WB	Merge	17.7	B	21.1	C	21.1	C	22.6	C	27.3	C
11	North of I-26/I-95 System interchange	Basic	17.4	B	20.5**	C	20.6	C	20.5	C	25.3	C
12	Off-Ramp to U.S. 176	Diverge	19.1	B	21.7**	C	21.8	C	23.4	C	25.4	C
13	Between U.S. 176 Ramps	Basic	16.3	B	19.5**	C	19.5	C	19.2	C	24.2	C
14	On-Ramp from U.S. 176	Merge	15.6	B	17.8**	B	18.9	B	18.4	B	22.1	C
15	North of U.S. 176	Basic	16.5	B	19.8**	C	19.5	C	19.6	C	24.4	C

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. This segment is replaced by a diverge segment, which is the off-ramp to I-95 Northbound

\*\* For 2050, I-95 northbound flow has very high levels of congestion and delays due to inadequate capacity on the one lane loop serving I-95 northbound to I-26 westbound. This queue extends south of the interchange for a substantial distance. Densities on downstream links (to the north) are lower than the Build alternatives based on the lower volumes being served.

**Table 9.4: TransModeler Freeway Segment Density Results: I-95 Southbound**

Segment No.	Segment Description	Segment Type	Density (pcpmpl)   LOS									
			2022 Existing		2030 No Build		2030 Build Preferred Alt		2050 No Build		2050 Build Preferred Alt	
1	North of U.S. 176	Basic	16.2	B	19.1	C	19.0	C	24.1	C	24.1	C
2	Off-Ramp to U.S. 176	Diverge	17.7	B	23.5	C	22.4	C	25.3	C	25.2	C
3	Between U.S. 176 Ramps	Basic	15.9	B	19.0	C	18.9	C	24.0	C	24.3	C
4	On-Ramp from U.S. 176	Merge	16.4	B	19.6	B	19.7	B	24.8	C	23.7	C
5	North of I-26/I-95 Interchange	Basic	17.3	B	20.5	C	20.5	C	25.6	C	25.6	C
6	Off-Ramp to I-26	Diverge	16.8	B	20.5	C	18.6	B	24.7	C	24.6	C
7	Between Ramps	Basic	17.3	B	22.1	C	12.2	B	29.3	D	14.6	B
8	I-26 at I-95 System Weave (No Build)* Between Ramps (Preferred Alt)	Weave	16.4	B	19.5	B	11.2	B	29.7	D	14.1	B
9	Between Ramps	Basic	14.1	B	15.9**	B	16.3	B	19.8	C	23.2	C
10	On-Ramp from I-26 EB	Merge	23.7	C	29.0	D	20.3	C	30.2**	D	110.5	F
11	South of I-26/I-95 Interchange	Basic – 4 Lanes	25.5	C	30.9	D	20.2	C	32.6	D	125.0	F
		Basic – 3 Lanes					30.5	D			33.4***	F
12	Off-Ramp to U.S. 178	Diverge	25.9	C	30.4	D	19.9	B	32.6	D	104.2	F
13	Between U.S. 178 Ramps	Basic	24.6	C	29.9	D	30.4	D	31.9	D	28.4	D
14	On-Ramp from U.S. 178	Merge	25.3	C	31.4	D	31.3	D	32.7	D	30.5	D
15	South of U.S. 178	Basic	25.4	C	29.7	D	30.2	D	31.9	D	29.5	D

\*In all 2030 and 2050 Build Alternatives the weave segment is removed. This segment is replaced by a diverge segment, which is the off-ramp to I-95 Northbound.

\*\* For 2050, I-95 southbound flow has high levels of congestion and delays due to inadequate capacity on the two lane I-95. In the No Build, however, these delays are less apparent because the on-ramp from I-26 eastbound (Link 10) is a single lane restricting traffic flow from ramp merging onto I-95 southbound. A high level of delays on I-26 eastbound results in the No Build.

\*\*\* Although density reflects better LOS, the capacity of the segment is exceeded in the No Build resulting in substantial delays and queuing.

## 9.2.2 Ramp Operations

In addition to the merges, diverges and weaves along the two interstate corridors, the TransModeler analysis was completed for specific ramp movements as shown in **Table 9.5**. The preferred alternative operates better than the No Build due to a combination of ramp widenings and the elimination of high-volume loop ramps. The preferred alternative operates at LOS C or better for all ramps in 2030 with an acceptable LOS D on three ramps in 2050. In contrast, the No Build has two ramps operating at LOS F in 2030 and four ramps operating at LOS E or F in 2050. In some cases, ramp volumes are also constrained in the No Build resulting in congestion impacts to adjacent segments.

There is one exception (Ramp 1) where the 2050 No Build LOS is better than the 2050 preferred alternative scenario (LOS E). This discrepancy is a result of merging and diverging issues discussed in Section 9.2.1 affecting flows due to metering as well as queuing. A comparison of the No Build and preferred alternative simulations at Ramp 1 indicates:

- In the No Build, the ramp from I-26 eastbound to I-95 southbound is a single lane. Since one lane is inadequate to serve the demand, the eastbound diverge from I-26 serves as a bottleneck creating a queue back onto I-26 eastbound. Downstream of this bottleneck (i.e. on the ramp), a reduced volume of traffic is served, speed increases, and density is reduced. The lower density and better LOS on this one-lane ramp compared to the Build reflects congestion on I-26 restricting flow that reaches the ramp.
- In the Build scenario with the preferred alternative, the Segment 1 ramp is widened to two lanes. With the two lane section, the bottleneck at the I-26 eastbound diverge is removed. Despite the widened section, the TransModeler results show a LOS F on the ramp in 2050 with a high density. The reason for this is that the ramp is operating upstream of a bottleneck at the I-95 southbound merge. As a result, more traffic enters onto the ramp than can be processed at the southern end of merge with I-95.

In addition to the basic ramp sections, the proposed preferred alternative has four shared ramp segments at the exit and entrances of the two proposed flyovers. Since these segments have combined ramp volumes, the laneage can be more than the ramps being separated or merged together. **Table 9.6** illustrates operations on these shared ramps. All shared ramp sections will operate at LOS D or better in 2050. No comparison with the No Build is applicable since shared ramps are not included in the existing interchange layout.

**Table 9.5: TransModeler No Build & Preferred Alternative Ramp Capacity**

Ramp Description		# Lanes	Density (pcmpl)   LOS									
			2022 Existing		2030 No Build		2030 Build Preferred Alt		2050 No Build		2050 Build Preferred Alt	
1	I-26 EB to I-95 SB	1 lane Ramp - NB 2 lane Ramp - Pref Alt	43.0	E	48.7	F	20.4	C	44.1**	F	121.3***	F
2	I-95 SB to I-26 EB	1 lane Loop - NB 1 lane Flyover - Pref Alt	29.2	D	33.4	D	20.4	C	47.1	F	28.6	D
3*	I-26 EB to I-95 NB	1 lane Loop	1.2	A	2.1	A	1.3	A	2.1	A	1.4	A
4	I-95 NB to I-26 EB	1 lane Ramp	6.1	A	7.2	A	7.6	A	6.6	A	9.3	A
5	I-26 WB to I-95 NB	1 lane Ramp	21.6	C	24.6	C	21.7	C	36.7	E	33.2	D
6	I-95 NB to I-26 WB	1 lane Loop - NB 2 lane Flyover - Pref Alt	62.6	F	75.8	F	20.1	C	87.5	F	29.3	D
7*	I-26 WB to I-95 SB	1 lane Loop	7.4	A	10.6	A	8.0	A	12.6	B	11.1	B
8	I-95 SB to I-26 WB	1 lane Ramp	0.9	A	1.1	A	1.1	A	1.5	A	1.3	A

\* Ramps 7 and 3 are loops in Alternative 1 and 2. Alternative 3 replaces Loop 7 with a fly-over ramp.  
 \*\* The 2050 No Build analysis of Ramp 1 reflects an upstream bottleneck on I-26 restricting flow onto the existing one lane ramp. The metering results in fewer vehicles and lower densities being served by the ramp and queuing back onto I-26 eastbound.  
 \*\*\*The 2050 Build analysis of Ramp 1 reflects a downstream bottleneck occurring at the merge of Ramp 1 with I-95 southbound due to inadequate capacity on I-95. The queuing from this bottleneck backs onto Ramp 1 resulting in restricted flow, queuing, and increased density.

**Table 9.6: TransModeler Shared Ramp Capacity**

Shared Ramp Description	Number of Lanes	2030 Build Preferred Alt		2050 Build Preferred Alt	
1 I-95 NB to I-26	3	19.9	C	29.4	D
2 I-95 to I-26 EB	2	12.8	B	18.6	C
3 I-95 SB to I-26	1	19.9	C	30.6	D
4 I-95 to I-26 WB	3	13.6	B	22.3	D*

\* Although density would indicate LOS C, high concentration of volume on flyover Ramp 6 controls flow and LOS.

### 9.2.3 Summary of TransModeler LOS Results

Utilizing the data from Table 9.1 through Table 9.6, a colored illustration of the interchange was developed for both the No Build and the Preferred Alternative in 2030 and 2050. These illustrations utilize the color coding first introduced in Section 6.1 to represent LOS A (low levels of congestion – green) to LOS F (very high congestion and unstable flow – red). Key bottlenecks in each scenario are also identified. The scenarios and corresponding figures are:

- 2030 No Build (**Figure 9.1**)
- 2050 No Build (**Figure 9.2**)
- 2030 Build Preferred Alternative (**Figure 9.3**)
- 2050 Build Preferred Alternative (**Figure 9.4**)



Figure 9.1: TransModeler LOS Results 2030 No Build

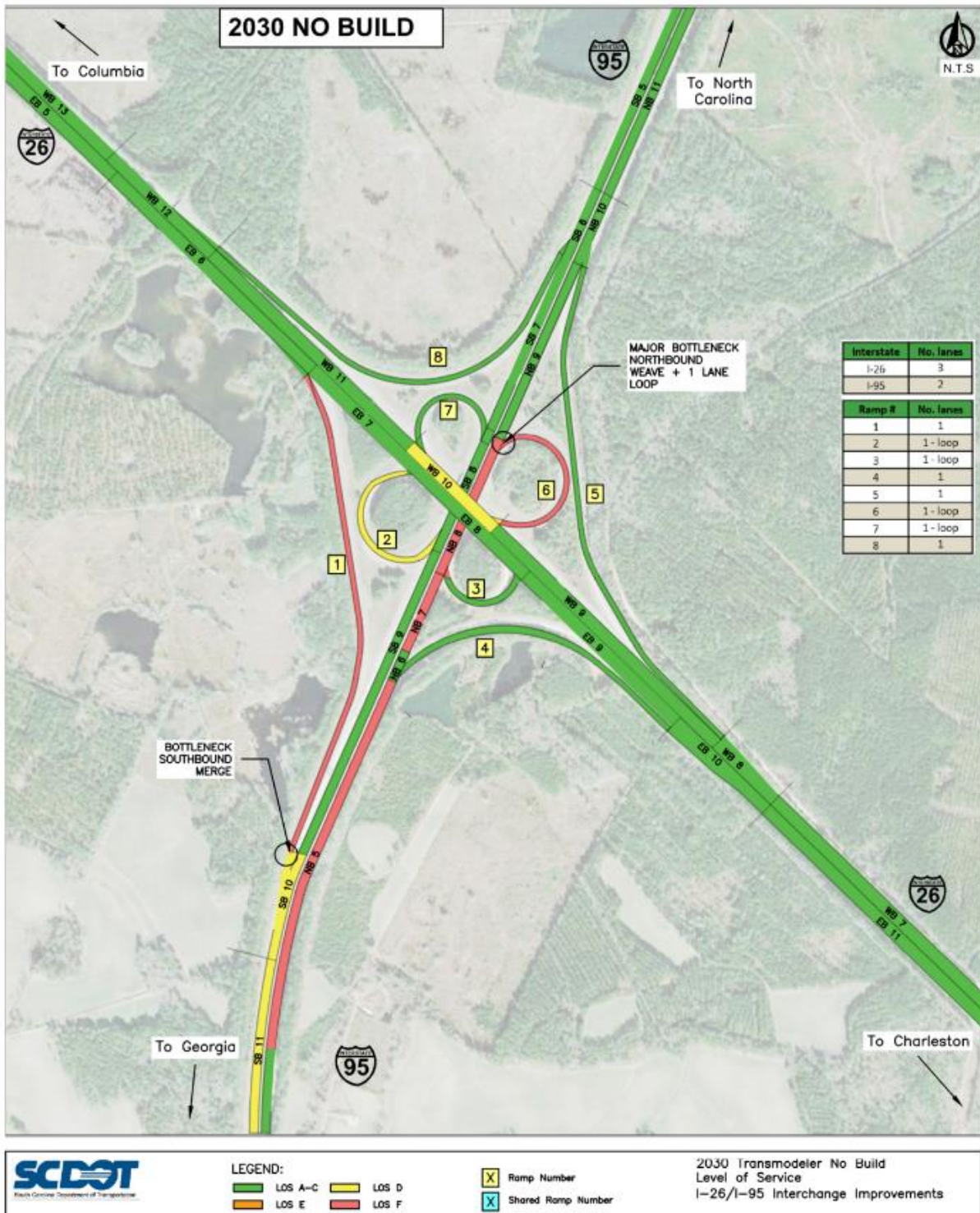
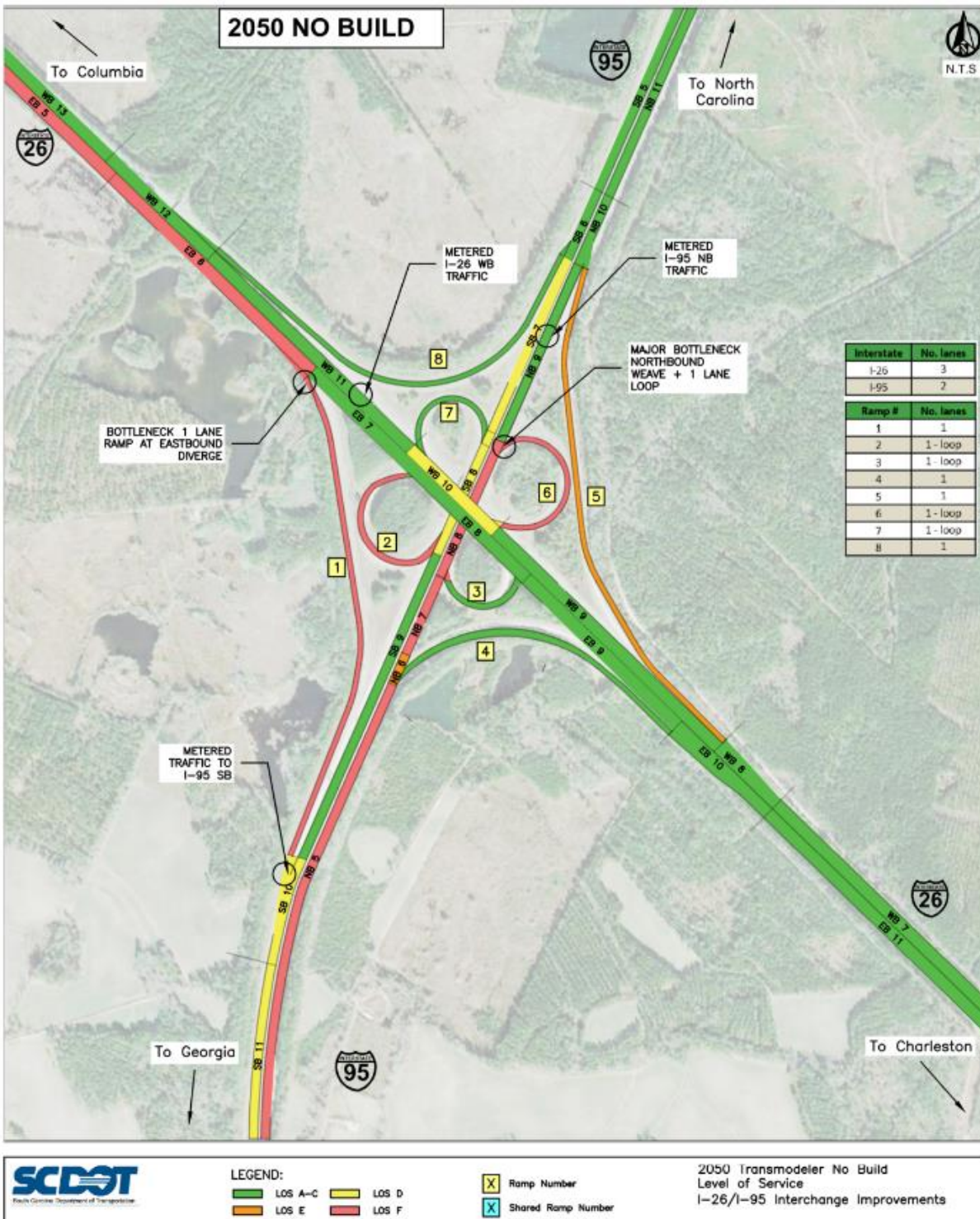


Figure 9.2: TransModeler LOS Results 2050 No Build





**Figure 9.3: TransModeler LOS Results 2030 Build Preferred Alternative**

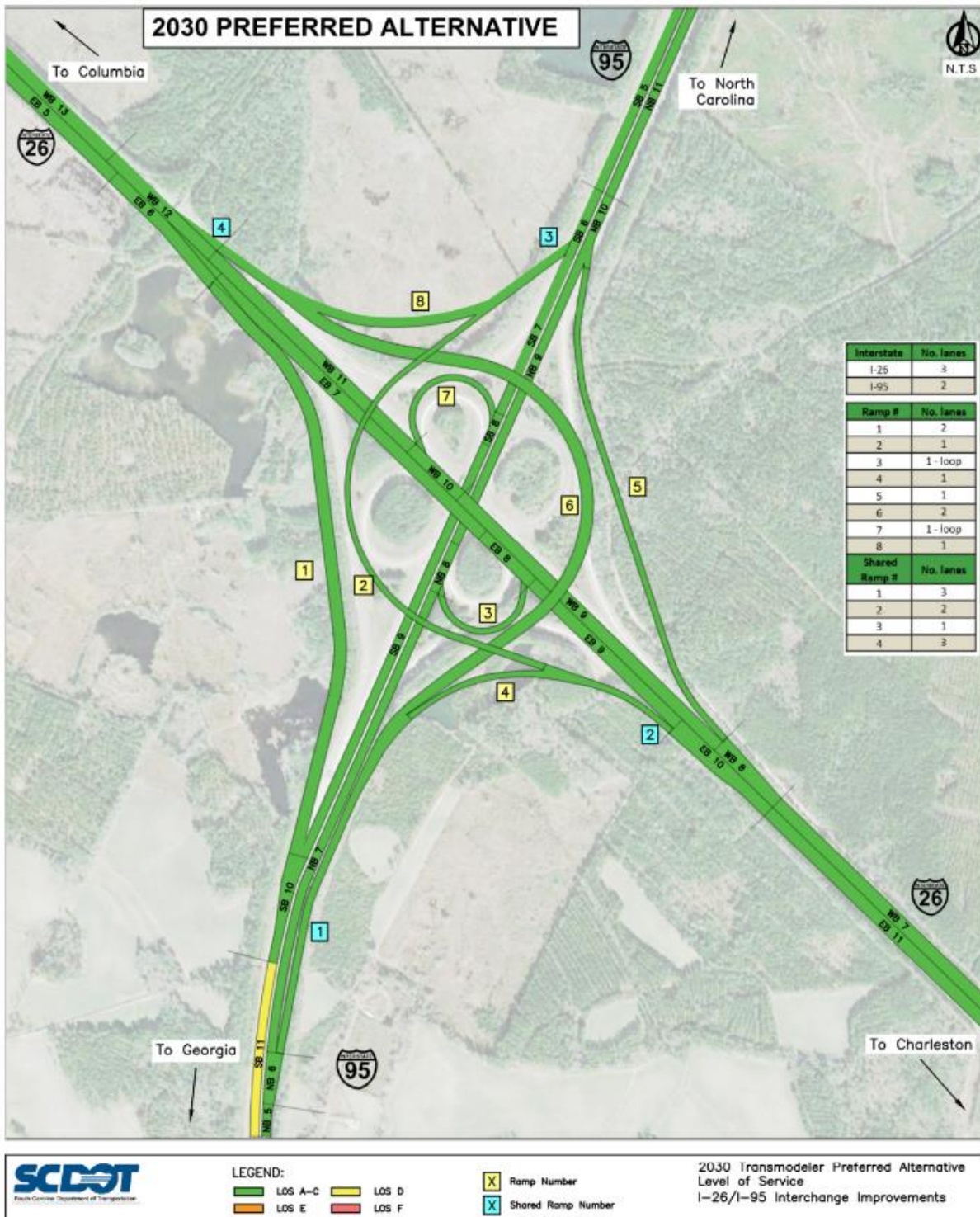
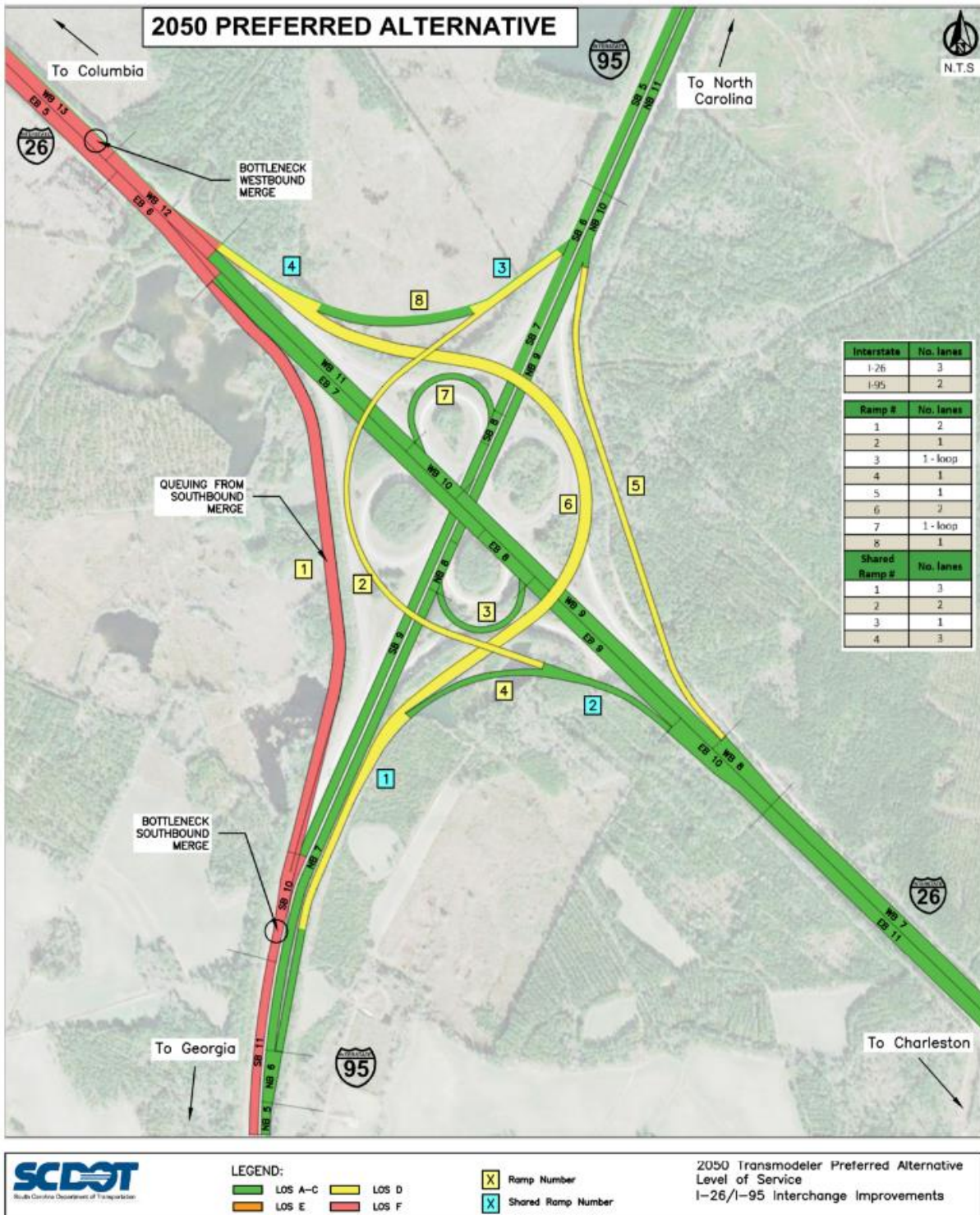


Figure 9.4: TransModeler LOS Results 2050 Build Preferred Alternative





## 9.2.4 Travel Times & Average Travel Speed through Corridor

In order to examine overall flow through the network, travel times and speed for 12 movements through the entire network were examined. The length of each movement varied but in general ranged from 6 to 8 miles. This measure can give insights into overall operations instead of focusing on just a single segment or merge/diverge point. At the same time, it also reflects the impacts that a single merge or diverge point may have on other segments either due to heavy queuing or metered flows allowing for improved operations once a bottleneck is passed.

**Table 9.7** illustrates the travel times through the corridor for both the No Build and Build scenarios as well as the time saved with the preferred alternative in place. **Table 9.8** illustrates the average travel speed on the same 12 travel paths, averaging the travel time of the distance traveled. Key observations include:

- Starting from west of SC 210, eastbound traffic can save between 6 and 7 minutes compared with the No Build depending upon their path. The most savings are noticed by vehicles travelling to I-95 to the north or I-26 east, primarily as a result of queuing near the weave section and blockage of the loop to the north due to I-95 northbound queues. The move to I-95 southbound has the lowest time savings, likely due to the queuing issues at the I-95 southbound merge.
- Starting from I-26 east of U.S. 15, westbound traffic experiences an increase in travel time in each direction. This is due to traffic on the northeast quadrant loop being metered in the No Build resulting in lower volumes on I-26 itself.
- Starting from south of U.S. 178, I-95 northbound traffic has the most reduction in travel times through the corridor with between 17 and 20 minutes of travel time savings in all directions. The key reason is the replacement of the northeast quadrant loop with a two-lane flyover. In addition to directly impacting the move to I-26 westbound, the replacement of the loop and elimination of the weave reduces queuing on I-95 northbound that spills back to the south impacting both the I-95 through movement and the ramp to the east on I-26.
- Starting from I-95 north of U.S. 176, I-95 southbound traffic also has limited travel time benefit and, in some cases, have longer travel times by up to 2 minutes. For the through movement on I-95, the additional time is due to congestion at the I-95 southbound merge. In the No Build, the one lane ramp from I-26 eastbound to I-95 southbound causes delays at the exit point to the ramp on I-26, but the metered flows improve operations at the southbound merge point. For the traffic bound to I-26 westbound, the slightly longer travel time is due to the I-26 westbound merge. In the No Build, this merge is less critical since the loop in the northeast quadrant is limited in the volume of traffic it can carry and meters flow to the west.

- The results of the average travel speed summary in Table 9.8 reflects these same trends. Traffic originating from the south on I-95 have the highest increase in average travel speeds with an increase of between 14 mph to 27 mph on the three trip destinations. Similarly, travel originating from the west on I-26 also have an increase of average travel speed from between 6 mph to 18 mph. For traffic from the east on I-26 and north on I-95, the preferred alternative speeds are slower by 0 mph to 7 mph. As explained, the key reason is that these trip patterns avoid the highest delays and queuing and have a hidden benefit of metered traffic not being able to access their preferred path.



**Table 9.7: TransModeler No Build & Preferred Alternative Travel Time Results**

Travel Time Segment		Travel Time (mm:ss)						
		2022 Existing	2030 No Build	2030 Build Preferred Alt	Time Diff	2050 No Build	2050 Build Preferred Alt	Time Diff
Start	End							
I-26 Eastbound, West of S.C. 210	I-26 Eastbound, East of U.S. 15	08:15	08:12	08:05	-00:07	23:49	10:45	-13:04
	I-95 Northbound, North of U.S. 176	10:56	11:05	10:50	-00:15	26:43	13:30	-13:13
	I-95 Southbound, South of U.S. 178	09:24	09:30	09:09	-00:20	25:02	17:49	-07:13
I-26 Westbound, East of U.S. 15	I-26 Westbound, West of S.C. 210	08:15	08:12	06:37	-01:34	08:30	09:39	01:09
	I-95 Northbound, North of U.S. 176	08:59	09:02	08:52	-00:10	09:16	09:04	-00:12
	I-95 Southbound, South of U.S. 178	08:08	08:14	08:01	-00:13	08:29*	10:22	01:53
I-95 Northbound, South of U.S. 178	I-26 Eastbound, East of U.S. 15	07:24	07:36	07:33	-00:04	25:40	07:43	-17:57
	I-26 Westbound, West of S.C. 210	10:01	10:35	08:24	-02:12	29:09	11:30	-17:39
	I-95 Northbound, North of U.S. 176	09:40	10:19	09:17	-01:01	28:39	09:28	-19:11
I-95 Southbound, North of U.S. 176	I-26 Eastbound, East of U.S. 15	09:33	09:34	09:18	-00:15	09:44	09:36	-00:09
	I-26 Westbound, West of S.C. 210	10:16	10:17	08:43	-01:34	10:27*	11:53	01:26
	I-95 Southbound, South of U.S. 178	09:38	09:47	09:39	-00:08	09:54*	11:57	02:03
<b>Total Time &amp; Time saved compared to No Build</b>		<b>1:50:30</b>	<b>1:52:23</b>	<b>1:44:29</b>	<b>0:07:54</b>	<b>3:35:23</b>	<b>2:13:15</b>	<b>-1:22:08</b>

\* Lower volumes served in No Build due to upstream metering caused by congestion.

**Table 9.8: TransModeler No Build & Preferred Alternative Average Speed Results**

Travel Time Segment		Average Speed (mph)					
		Associated Ramp	2022 Existing	2030 No Build	2030 Build Preferred Alt	2050 No Build	2050 Build Preferred Alt
Start	End						
I-26 Eastbound, West of S.C. 210	I-26 Eastbound, East of U.S. 15	-	68	68	69	40	58
	I-95 Northbound, North of U.S. 176	3	68	67	68	45	60
	I-95 Southbound, South of U.S. 178	1	66	66	66	40	46
I-26 Westbound, East of U.S. 15	I-26 Westbound, West of S.C. 210	-	68	69	70	66*	60
	I-95 Northbound, North of U.S. 176	5	67	67	67	65*	66
	I-95 Southbound, South of U.S. 178	7	67	66	67	64*	58
I-95 Northbound, South of U.S. 178	I-26 Eastbound, East of U.S. 15	4	68	67	66	38	65
	I-26 Westbound, West of S.C. 210	6	66	65	65	42	56
	I-95 Northbound, North of U.S. 176	-	68	66	68	48	67
I-95 Southbound, North of U.S. 176	I-26 Eastbound, East of U.S. 15	2	67	67	66	66*	65
	I-26 Westbound, West of S.C. 210	8	68	68	67	67*	60
	I-95 Southbound, South of U.S. 178	-	69	68	68	67*	62
<b>Average Speed</b>			<b>67</b>	<b>67</b>	<b>67</b>	<b>54*</b>	<b>60</b>

\* Lower volumes served in No Build due to upstream metering caused by congestion.

## 9.2.5 Interim Year Analysis of the I-95 Southbound and I-26 Westbound Merges

As noted, the I-95 southbound merge and the I-26 westbound merge points are the two key congestion points and are both anticipated to operate at LOS F in the 2050 design year. This analysis is intended to illustrate the operations for not just 2030 and 2050, but also for each five-year increment (2035, 2040 and 2045). The analysis focuses on the preferred alternative.

Additional traffic analysis was conducted to examine operations for interim years at these key merge points between 2030 and 2050.

### ***I-26 Westbound Merge***

For the I-26 westbound merge, the proposed two-lane flyover from I-95 northbound must merge with the future three westbound I-26 lanes. As documented, a 4,000-foot merge is proposed – 1,500 feet to merge in the first lane and 2,500 feet for the second lane (effectively merging five lanes into three lanes). A key assumption in this analysis is that I-26 is widened to six lanes from the current four lane section.

**Table 9.9** provides a comparison of operations on multiple segments of both the ramp and I-26 through the I-26 westbound merge. As indicated in previous summaries, the merge is forecast to operate at LOS C in 2030 and at LOS F in 2050. Examining the interim years provides some key insights:

- The ramp from eastbound I-95 carries higher volumes than the I-95 southbound flow approaching the merge. This reflects the observation that the movement between I-26 to the west (Columbia) to/from I-95 to the south (Georgia) is the highest demand volume in the interchange area.
- Congestion is observed in 2045 and 2050. Specifically:
  - The operations of the merge area are relatively uncongested through 2040 (LOS C and 65 mph).
  - By 2045, however, the final three lane bottleneck operates at LOS F with speeds reduced to 25 mph. Congested operations, however, are focused on this segment and have not resulted in backup into the upstream segments.
  - By 2050, congested operations are noted in both the five lane (LOS E and 36 mph) and four lane (LOS F and 26 mph) merge segments. LOS D is observed on the ramp with minimal queuing. This matches the previous analysis where a 4,000-foot merge was deemed the minimum applicable merge length to prevent queuing back onto the flyover.

- As noted, this section is planned for widening from four to six lanes by 2030. This is the primary reason congestion is less at this location than the I-95 southbound merge (which has similar volumes). Widening beyond six lanes is not currently anticipated for I-26.
- Provision of an auxiliary lane to the SC 210 interchange would reduce potential for queuing back into the interchange. At the same time, it would not provide a true solution – ultimately the three-lane section would be reached. Since SC 210 does not have a substantial volume of traffic exiting, it does not seem efficient to provide an auxiliary lane.

As demonstrated, the westbound merge is anticipated to operate at LOS F in 2050 and will see substantial congestion by 2045. The solution to this issue, however, is not achievable by improvements to the interchange ramps or layout. Nevertheless, the improvements provided by the preferred alternative are still recommended as needed to improve overall flow, including travel onto I-26 westbound from I-95 northbound. As noted, the movement between I-26 to the west (Columbia) and I-95 to the south (Georgia) is the highest volume movement at this interchange, higher than the through movements on both I-26 and I-95. TransModeler output for the I-26 westbound merge with the Build preferred alternative year of failure analysis is provided in **Appendix R**.

### **I-95 Southbound Merge**

For the I-95 southbound merge, the proposed two-lane widened ramp must merge with the two I-95 southbound merge lanes. As documented, a 5,000-foot merge is proposed – 2,500 feet to merge in the first lane and 2,500 feet for the second lane (effectively merging four lanes into two lanes). As noted, however, the four lane I-95 does not provide adequate capacity in 2050 (south of the I-26 interchange) and there are no widening projects currently planned for I-95.

**Table 9.10** provides a comparison of operations on multiple segments of both the ramp and I-95 through the I-95 southbound merge. As indicated in previous summaries, the merge is forecast to operate acceptably in 2030 and at LOS F in 2050. Examining the interim years provides some key insights:

- The ramp carries higher volumes than I-95 approaching the merge.
- The ramp from I-26 eastbound degrades sooner with LOS D in 2040 quickly degrading to LOS F by 2045. A key measure is the travel speed on the ramp which decreases from 41 mph to 10 mph between 2030 and 2035. Note that the congestion and slowdowns are a result of spillback from the merge – if the ramp were in isolation it would operate at LOS D.

**Table 9.9: TransModeler Preferred Alternative I-26 Westbound Merge Year of Failure Analysis**

Segment Description	Segment Type	# of Lanes	Density (pcmppl)   LOS   Speed (mph)														
			2030 Build Preferred Alternative			2035 Build Preferred Alternative			2040 Build Preferred Alternative			2045 Build Preferred Alternative			2050 Build Preferred Alternative		
I-95 to I-26 Westbound	Ramp	2	20.1	C	49	22.1	C	49	23.7	C	48	25.0	C	48	29.3	D	48
Between Ramps	Basic	3	8.6	A	71	9.7	A	71	10.7	A	70	11.7	B	71	12.8	B	70
On-Ramp from I-95 NB + SB	Merge	5	14.0	B	67	14.9	B	66	16.9	B	65	18.5	B	65	47.4	E	36
West of I-26/I-95 System Interchange	Basic	4	13.8	B	69	15.6	B	68	17.0	B	68	18.5	B	67	78.6	F	26
		3	19.0	C	67	21.4	C	66	24.0	C	65	68.0	F	25	99.7	F	16

**Table 9.10: TransModeler Preferred Alternative I-95 Southbound Merge Year of Failure Analysis**

Segment Description	Segment Type	# of Lanes	Density (pcmppl)   LOS   Speed (mph)														
			2030 Build Preferred Alternative			2035 Build Preferred Alternative			2040 Build Preferred Alternative			2045 Build Preferred Alternative			2050 Build Preferred Alternative		
I-26 Eastbound to I-95 Southbound	Ramp	2	20.4	C	48	22.2	C	47	29.0	D	41	101.6	F	10	121.3	F	7
North of I-26 EB Merge	Basic	2	16.3	C	68	15.2	B	68	19.1	C	66	22.3	C	57	23.2	C	54
On-Ramp from I-26 Eastbound	Merge	4	20.3	C	62	22.4	C	61	53.2	E	32	99.7	F	12	110.5	F	10
South of I-26/I-95 Interchange	Basic	3	20.2	C	67	21.8	C	65	76.5	F	17	119.4	F	11	125.0	F	11
		2	30.5	D	66	33.0	D	66	33.2	D	62	33.3	D	61	33.4	D	61



- The I-95 southbound mainline section approaching the merge is anticipated to operate at LOS C into 2050. Nevertheless, the impact of the queue congestion is reflected primarily by a decrease in speed of 66 mph in 2040 (still relatively uncongested) to 57 mph in 2045 and 54 mph in 2050.
- The key impacts and degraded flow are observed in the merge section. For this analysis, TransModeler was used to examine operations in both the initial four lane merge (where the two-ramp lane and two I-95 lanes come together), the following three lane segment and then the final two-lane segment. Note that all traffic on I-95 and the ramp are impacted in these segments.
  - The first portion of the merge section is the four-lane segment which ultimately merges down to three lanes. In 2035, this section is still operating acceptably (LOS C and 61 mph), but it degrades by 2040 (LOS E and 32 mph). In 2045, the density increases substantially from 2040 and speeds reach 12 mph. The 2050 results are similar to 2045 at the merge which is indicative that the merge area is saturated, and queues are extending further back.
  - The key bottleneck is observed in the three-lane segment (more precisely, the bottleneck is at the point where the two-lane segment is reached so the delay is observed in the three-lane segment). This section is expected to degrade rapidly between 2035 (LOS C and 65 mph) to 2040 (LOS F and 17 mph). Flow continues to degrade, with density increasing between 2040 and 2045 (reflective of more stop and go operations) and decreasing in speed to 11 mph.
  - South of the merge section, the analysis shows LOS D through 2050. This is misleading in that the merge point is a bottleneck. As traffic queues north of the bottleneck, the flows south of the bottleneck are metered resulting in the LOS D operations.

As demonstrated, the southbound merge is anticipated to operate at LOS F in 2050 and will see substantial congestion by 2040. The solution to this issue, however, is not achievable by improvements to the interchange ramps or layout. Instead, it is recommended that widening of I-95 south of the I-26 interchange be considered as part of future projects. Nevertheless, the improvements provided by the preferred alternative are still recommended as needed to improve overall flow, including travel onto I-95 southbound from I-26 west of I-95. As noted, the movement between I-26 to the west (Columbia) and I-95 to the south (Georgia) is the highest volume movement at this interchange, higher than the through movements on both I-26 and I-95. TransModeler I-95 southbound merge output for the Build preferred alternative year of failure analysis is provided in **Appendix R**.

## 10. INTERCHANGE MODIFICATION REPORT

### 10.1 Design Exceptions & Operational Deficiencies

No formal design exceptions are being requested or planned for the proposed I-26 at I-95 interchange improvements project.

In terms of the preferred design level of service and operations, there are some features that operate at an acceptable but not a preferred level of service. In general, the preferred 2050 level of service for this project is LOS C, although LOS D is deemed acceptable. LOS D operations are identified in 2050 at the following ramps:

- The proposed two-lane flyover from I-95 northbound to I-26 westbound will operate at LOS D in 2050. Widening to three lanes would introduce multiple issues in terms of lane balance and driver expectations.
- The relocated and widened two-lane ramp from I-26 eastbound to I-95 southbound will operate at LOS D in 2050. Similar to the opposing flyover, widening this section to three lanes would introduce multiple issues related to lane balance and driver expectations.
- The relocated one lane ramp from I-26 westbound to I-95 northbound operates at LOS D in 2050 (two-lanes required for LOS C or better).
- The proposed one lane flyover from I-95 southbound to I-26 eastbound operates at LOS D in 2050 (two lanes required for LOS C or better).

It is also noted that capacity constraints with LOS F operations in 2050 are anticipated on both I-26 and I-95 if the existing four lane sections on each facility is not widened before 2050.

- I-26 has already been identified for widening as part of SCDOT's 2021-2027 Statewide Transportation Improvement Program (STIP). Therefore, both the No Build and Build analyses assume a future six-lane section is provided on I-26 through the study area. Even with the six-lane section on I-26, the westbound merge area is expected operate at LOS F in 2050. To minimize queuing impacts, a 4,000-foot merge area has been identified for this two-lane merge.
- I-95 is anticipated to operate over capacity with queuing and stop and go operations in the 2050 PM peak period, if the existing four lane section is not widened. No widening of I-95 is currently planned or scheduled in the current plans. For this analysis, the following findings and assumptions for I-95 include:
  - Southbound on I-95, analysis was conducted to provide a design that would minimize the frequency and extent of queuing on I-95. As a result, a 5,000-foot merge south of the proposed interchange was identified in Chapter 8.

Nevertheless, queuing is still anticipated in the southbound direction due to the two-lane limitation on I-95.

- Northbound on I-95, I-95 will bottleneck resulting in metering of new traffic entering into the interchange from the south. For this analysis, the TransModeler network was theoretically assumed to be three lanes to confirm that the simulation analysis included the forecasted traffic volumes.
- Although widening of I-95 is not in the current plan for implementation by 2050, testing was performed for operations in 2050 if I-95 was widened south of the I-26 at I-95 interchange. The proposed interchange design (including the proposed I-95 southbound merge configuration) would operate at an acceptable LOS in 2050. Note, however, that widening of I-95 to the south is a future corridor level improvement and not just needed in the immediate vicinity of the I-26 at I-95 interchange.
- Despite the 2050 scenario having operational deficiencies for some movements, the analysis confirms that all Build Alternatives considered improve operations as compared with the No Build. Key improvements include widening of two key ramps, elimination of four weave sections impacting I-26 and I-95 in all four directions, and improvement of major merge, particularly on I-95 south of the interchange and I-26 west of the interchange.

## 10.2 FHWA Policy Points

FHWA policy requires that all requests for new or revised access to an interstate facility must provide sufficient supporting information to allow FHWA to independently evaluate the request. The FHWA decision to approve a request requires documentation of two key policy points. Note that Policy Point 1 is divided into three key issues: Operations & Safety, Adjacent Interchanges, and Crossroads. Policy Point 2 focuses on partial access interchanges (which would not apply to the proposed interchange configuration) as well as requiring access request meet or exceed current standards. The policy points are addressed in **Table 10.1**.

**Table 10.1: Responses to FHWA Policy Points****Policy Point 1 – Operations & Safety**

***“An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections.”***

The proposed revisions and modifications to the existing I-26 at I-95 interchange will have an overall positive impact on both traffic safety and the operations of I-26, I-95 and the I-26 at I-95 interchange overall. Key improvements in the preferred alternative include:

**Widening of Key Ramps**

The two highest volume movements within the interchange are between I-26 to the west toward Columbia and I-95 to the south toward Georgia with approximately 4,400 vph (both directions combined) in the 2050 peak period. This movement is currently served by a single lane ramp in the eastbound to southbound direction and a single lane loop ramp in the returning direction. The preferred alternative replaces the existing ramps with a two-lane ramp in the eastbound to southbound direction and a two-lane flyover for northbound to westbound traffic. In addition, the diverge and merge areas for these widened ramps are converted to two lanes at each of the ramp tie-ins to I-26 and I-95. These changes improve traffic operations and level of service to an acceptable LOS D (from LOS F) and increase design speeds (particularly related to elimination of the existing loop in the northeast quadrant).

**Elimination of Weaves on I-26 and I-95**

The current interchange configuration is a full cloverleaf with loops in all four quadrants. This type of interchange allows for free flow for all turning movements (no stops or signals) as is required for an interstate-to-interstate system interchange. By 2050, however, the weave areas between loop ramps will degrade resulting in queuing and delays on the freeway segments. The issue affects each of the weave areas in the main interchange, in particular the weave along I-95 northbound which operates at LOS F in 2030. Also note that the four weave areas were all identified as part of the crash and safety analysis as having a high frequency of crashes in Table 3.10. The elimination of the four weaves improves operations and safety for both ramp traffic and through vehicles on I-26 and I-95.

### **Improvement of Major Merge Areas**

Two major weave areas are proposed to be widened from a single lane merge to dual lane merges on I-26 westbound and I-95 southbound. The capacity improvements are key to improving flow in the future, but it is still anticipated that there will be queuing and operational issues by 2050, in particular for the I-95 southbound merge. In addition to the 2030 and 2050 analysis, interim year operations were examined in 5-year increments. The primary reason for the operational issues at the merge is the future need to widen I-95 south of I-26.

To minimize the future impact of these flow issues, the merge areas have been lengthened in accordance with recommendations from the Institute of Transportation Engineers (ITE) *Freeway and Interchange Geometric Design Handbook* as discussed in Section 8.3.2. Even with these caveats, the proposed ramp improvements substantially improve traffic operations as compared with the No Build interchange.

Safety is improved at the major merge areas being improved. The I-95 southbound merge is the highest frequency crash location in the study area as shown in Table 3.10 primarily due to rear end crashes likely resulting from queues at the merge congestion point onto I-95. The I-26 westbound merge improvements is also identified as a crash hot spot in Figure 3.2.

### **Other Safety Recommendations**

As part of the safety analysis in Chapter 3, three safety recommendations were identified and detailed in Section 3.7. These included elimination of the weave areas as well as improvements at high volume merge areas (especially at the I-95 southbound merge due to capacity constraints on I-95) that are noted above.

In addition, the analysis of fatal crashes indicated that multiple fatal crashes on I-26 in the study area (8 of 11 fatal crashes) ultimately involved a vehicle impacting a tree off the edge of the road. To minimize this, the proposed design should consider the elimination of trees in the clear zones on both the outer and inner (i.e., the median) sides of I-26 in both directions.



**Policy Point 1 (continued) – Adjacent Interchanges**

***“The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f).”***

The study area and network limits examined in this analysis include four interchanges on each approach to the system interchange. Despite the interchange being located in a rural area, the adjacent interchanges were included in recognition of the key regional importance and high volumes along both I-26 and I-95. Each of these interchanges are spaced more than two miles from I-26 at I-95 interchange as noted below. The four interchanges are detailed in Section 1.3.3 and include:

- I-95 at U.S. 176 Old State Road (Exit 90): 4 miles to the north
- I-95 U.S. 178 Charleston Highway (Exit 82): 2.9 miles to the south
- I-26 at S.C. 210 Vance Road (Exit 165): 3.2 miles to the west
- I-26 at U.S. 15 (Exit 172): 2.4 miles to the east

The HCS analysis in Section 6.2 included freeway operations analysis for each of the four interchanges. As part of the traffic forecasting, however, all four interchanges were identified as serving relatively low volume facilities (maximum 2021 AADT of 3,000 vpd was noted) and low historical and forecasted annual growth rates.

Based on the analysis, it was concluded that the adjacent interchanges are not adversely impacted by the proposed improvements at the I-26 at I-95 interchange. Key observations included:

- The freeway operations analysis indicated that ramp operations were not critical in either 2030 or 2050.
- It was noted that I-95 requires future widening south of I-26 (LOS F in 2050) which would address any merge or diverge improvement needs. Similarly, some LOS E operations were noted on I-26 west of I-95 in 2050 even with a six-lane segment. To address potential modeling issues associated with downstream bottlenecks impacting flows into the key interchange with the TransModeler network, theoretical widening assumptions were applied as detailed in Chapter 8.

Since the operations at the four interchanges do not require future capacity improvements and are spaced more than two miles on all approaches to the I-26 at I-95 interchange, the specific operations are not critical to this IMR. All four adjacent interchanges were included in the TransModeler simulation models to provide proper flow patterns into the interchange.

**Policy Point 1 (continued) – Crossroads & Local Street Network**

***“The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)).”***

The local road network at each of the four adjacent interchanges was examined as part of the traffic forecasting process discussed in Chapter 4 and detailed in Appendix D. Key observations included:

- All four interchanges have low AADT volumes based on 2021 AADT data (3,000 vpd or less).
- Growth rates are low at the three diamond interchanges (SC 210, U.S. 176 and U.S. 178) which is reflective by the historical trends noted in both historical AADT volumes and land use patterns for Orangeburg County. In addition, at each of the three diamond interchanges, no traffic signals are currently in place and are not anticipated in the future based on the forecast traffic growth rates and volumes.
- For the existing full cloverleaf interchange at U.S. 15, a higher growth rate was noted likely reflected of the regional nature of the highway flow. Nevertheless, the increase in volumes was minimal due to the low existing volumes. The HCS freeway operations capacity analysis confirmed the adequacy of the weaves (LOS C in 2050) on I-26.

Based on these observations, a formal capacity analysis of the local road network and intersection operations was not conducted since it would not impact traffic flows or design requirements at the I-26 at I-95 interchange. The adjacent interchanges were included in the TransModeler network, however, to better reflect flows loading into the study interchange.

**Policy Point 1 (continued) – Conceptual Signing Plan**

***“Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).”***

A conceptual signing plan is provided for the proposed interchange layout and is attached in Appendix S. The conceptual plan focuses on guide signs on the approaches to the interchange as well as guide signs at various ramp exits and splits.

**Policy Point 2 – Provision of All Movements & Public Road Access**

***“The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.”***

The I-26 at I-95 interchange is a system interchange with all movements currently provided in a full cloverleaf configuration. The preferred alternative (Alternative 2) maintains and improves all movements including the provision of flyover ramps to replace some loop ramps. All new ramps (including two loops) will be reconstructed and will meet or exceed current design standards. Each of these movements are between I-26 and I-95 which are both public roads serving key national, regional, state and local network connections.

## 11. CONCLUSIONS

The South Carolina Department of Transportation (SCDOT) proposes to improve the I-26 at I-95 System interchange in Orangeburg County, South Carolina. This project will be a full interchange improvement to address the operational deficiencies of the current full cloverleaf configuration. Key elements include removal of the four existing weaving sections (two on I-26 and two on I-95), provision of directional ramps for key movements, and improving overall operations. The interchange currently experiences congestion issues that are expected to worsen with proposed traffic growth.

This Interchange Modification Report (IMR) summarizes the traffic operations and safety analyses performed for the proposed interchange alternatives. After extensive analysis, it summarizes the traffic recommendations for the project including the identification of either Alternative 1 or 2 as the preferred alternative from a traffic analysis perspective. After additional planning analysis related to the environmental impacts, design requirements, and construction costs, Alternative 2 was selected as the Preferred Alternative. The report also includes responses answering the two key policy points from FHWA for modifying access to an existing interstate interchange.

### 11.1 Crash & Safety Analysis

Crash analysis of the study area is summarized in Chapter 3. The analysis shows that the total crash rate and the injury crash on both I-26 and I-95 are below the statewide average for similar rural interstate facilities. On I-26, however, it was noted that both the serious injury and fatal crash rate exceed the statewide average crash rates.

In addition to each corridor, the crash patterns at the existing I-26 at I-95 interchange were examined and five high frequency crash locations were noted including (in order of highest frequency):

- I-95 merge of ramp serving I-26 eastbound to I-95 southbound with the I-95 southbound mainline traffic – 55 crashes
- I-26 westbound weave – 46 crashes
- I-95 northbound weave – 41 crashes
- I-26 eastbound weave – 32 crashes
- I-95 southbound weave – 30 crashes

Examining each of these locations, some patterns were noted:

- The highest frequency of crashes occurs at the I-95 southbound merge with 65 percent of crashes being rear end crashes. Review of the crashes indicates that

capacity constraint at the merge area as well as on I-95 likely result in stop and go conditions on I-95 that is not typical operations for a rural interstate.

- Similarly, the crash types in the I-95 weaves were primarily rear end crashes (70 to 80 percent) that is indicative of speed reduction and queuing related to capacity constraints.
- On I-26, the crash types were primarily a combination of angle and sideswipe crashes (50 to 60 percent) which is more typical for weave areas.

Examination of the fatal crashes on I-26 indicated a high percentage of fatal crashes ultimately involving impact of a vehicle with a tree. Review of aeriels show a narrower clear zone on I-26 than I-95. In addition, trees are on both sides of I-26 including the median (although trees have been removed from some sections of the median).

The analysis also indicated that although Friday, Saturday and Sunday carry an average of 24 percent higher daily traffic volumes, each of these days has an average 130 percent higher frequency of crashes.

## 11.2 Traffic Forecast

Traffic forecasts were developed for the project based on multiple sources of data and analysis steps. Baseline traffic data were analyzed, and growth factors were applied to identify 2030 and 2050 traffic volumes for I-26, I-95 and study area interchanges. Some key elements of the analysis included:

- In determining the k percentages for I-26 and I-95, a review of the highest hourly volume data was conducted, focused on identifying the “knee of the curve”.
  - On I-26, a k-factor of 10.5 percent was selected reflecting the 78<sup>th</sup> Highest Hourly Volume (HHV).
  - On I-95, a k-factor of 10.5 percent was also selected reflecting the 98<sup>th</sup> HHV on I-95 (although the I-95 HHV is likely closer to the 150<sup>th</sup> HHV if all holiday data for 2019 were available).
- Based on these observations, this forecast has been developed assuming a single mid-day peak period (approximately 3 PM to 4 PM) with peak flows in both directions on I-95 and I-26.
- Although there is variation in actual counts, the design period reasonably approximates a typical Friday afternoon in the spring for both I-26 and I-95.

The estimated peak hour volumes developed for this study are presented in Figure 4.2 (2022 Base Year), Figure 4.3 (2030), and Figure 4.4 (2050). The details of the traffic forecasting assumptions and methodologies is detailed in the Appendix D Traffic Forecast Technical Memorandum.



## 11.3 Capacity Analysis & Alternative Comparison

### 11.3.1 No Build

The future traffic conditions were evaluated for the proposed opening year of 2030 and design year of 2050. Given the high volumes and variability of traffic flows on both I-26 and I-95, it was determined in cooperation with SCDOT that although the preferred level of service (LOS) for operations on a rural interstate is typically LOS C, LOS D would be considered acceptable for the peak period of analysis at the I-26 at I-95 interchange. Both Highway Capacity Software (HCS) and TransModeler microsimulation software was used in analyzing traffic flows. The HCS analysis is summarized in Chapter 6 and the TransModeler analysis is in Chapter 7.

Another key factor in the future No Build and subsequent Alternative analyses is that I-26 has been identified and funding is being assigned for the widening of I-26 from four to six lanes through the study area. No widening or improvement project has been identified for I-95, so the future assumed typical section on I-95 remains two lanes in each direction for the 2030 and 2050 analyses. Note that the highest volume roadways at the interchange is on I-26 west of the interchange and on I-95 south of the interchange. Similarly, the heaviest volume of flow is between I-26 on the west (to/from Columbia) and I-95 to the south (to/from Georgia).

The analysis of the existing interchange was performed for future operations (2030 and 2050). Key observations of the No Build interchange include:

- The loop movement from I-95 northbound to I-26 westbound (as well as the ramp serving the reverse movement) will require widening to two-lane segments. With the widening LOS D operations would be anticipated.
- The loop movement from I-95 southbound to I-26 eastbound (and the reverse movement) requires two lanes each to reach LOS C, but it was determined that leaving these movements a single lane would allow for acceptable LOS D operations.
- I-95 southbound has substantial capacity constraints with LOS F anticipated in the peak periods. In the southbound direction, the capacity constraint results in queuing extending back into and through the study interchange (resulting in queues on I-26 eastbound). On I-95 northbound LOS F condition with queuing and operational issues, occur on I-95 mainline north to the northbound loop to I-26 westbound.
- The weave areas on both I-26 and I-95 are key constraints in traffic flow both in terms of capacity as well as safety and crashes. Removing the weave areas from both I-26 and I-95 are recommended. Nevertheless, loops can be effectively utilized as part of concept alternatives, especially the lowest volume

loops in the northwest quadrant (I-26 westbound to I-95 southbound) and the southeast quadrant (I-26 eastbound to I-95 northbound).

### 11.3.2 Comparison of Build Alternatives

Three Build Alternatives were examined using the same software and assumptions as the No Build in 2030 and 2050. Overall, the three alternatives have the following similarities and differences:

- The two highest volume loops are eliminated in all alternatives. The two replaced loops are the northeast quadrant (serving I-95 northbound to I-26 westbound traffic flows) and the southeast quadrant (serving I-95 southbound to I-26 eastbound). Each of these loops is replaced by higher speed flyover movements.
  - The removal of these two loops located in opposite (diagonal) quadrants effectively eliminates all four of the critical weave movements on both I-26 and I-95.
  - Alternative 3 removes a third loop in the northwest quadrant serving I-26 westbound to I-95 southbound and replaces it with a third flyover.
- Two-lane ramps are provided for the I-95 northbound to I-26 westbound movement as well as the return movement for all alternatives. The two-lane ramps are required for multiple reasons including the initial freeway diverge, the ramp movement itself, and the merge back into the final freeway link. In both cases, the two-lane ramp sections have adequate capacity, but the 2050 merges with I-95 and I-26 are anticipated to have LOS F and queuing issues. Since LOS F is anticipated in 2050, additional capacity analysis was focused on these two-lane merges in subsequent steps.
- In all alternatives, the six remaining ramps are single lane ramps. Of these ramps, LOS C is expected at the four lowest volume ramps, while LOS D is expected on the one lane ramps between I-26 westbound to I-95 northbound (and the opposite direction).
- Each alternative has short shared ramp segments where two ramps exit from I-95, split into two ramps, continue as a new flyover, and then merge with another ramp before merging into I-26. These shared ramp segments all function at LOS D or better as currently designed. Alternative 3, however, has a fifth shared ramp segment which operates at an unacceptable LOS E in 2030 and LOS F in 2050.

### 11.3.3 Capacity Constraints on I-95 and I-26 merges

As previously noted, the future analyses assume a widening of I-26 from four to six lanes will be in place by 2030, but no widening is currently planned for I-95. A series of analyses were examined to identify options for providing a merge solution that minimizes potential for queuing to impact operations within the study interchange. This analysis is presented in Chapter 8. Key observations included:

- A 5,000-foot southbound merge onto I-95 (2 + 2 lanes = 4 lanes) is recommended to minimize queuing back into the proposed interchange. The merge would be evenly divided into two 2,500-foot merges for each merge lane. This recommendation is despite the observation that there is queuing on I-95 southbound and the merging ramp in 2050 with LOS F operations. Key reasons are:
  - The LOS restriction and queuing in 2050 is not due to deficiencies in the proposed interchange. Instead, the future traffic volumes on I-95 south of I-26 are projected to exceed the capacity of a four-lane freeway (two mainline lanes in each direction). Widening of I-95 is not the primary purpose of this project and is not currently planned for the corridor. If I-95 were to be widened, the proposed design for the I-26 at I-95 interchange would provide acceptable LOS at the the I-95 southbound merge.
  - The 5,000-foot merge provides acceptable operations with LOC C at the merge in 2030 based on TransModeler analysis. A 2,500-foot merge is anticipated to operate at an unacceptable LOS E in 2030.
  - By 2050 congested operations (LOS F and queuing on I-95 southbound and the merging ramp from I-26) are noted with both a 2,500 foot and a 5,000-foot merge. During the 2050 peak period analysis, however, the 2,500-foot merge has twice the delay per vehicle compared to the same period with the 5,000-foot merge.
  - A 5,000-foot merge is also applicable based on the Institute of Transportation Engineers (ITE) *Freeway and Interchange Geometric Design Handbook*. The guidance addresses the design of a two-lane entrance when the preferred approach would be the provision of an auxiliary lane or addition of a new lane, but other constraints do not allow for that treatment. The key element is that once a distance of 2,500 feet is reached for a single lane merge, the operational effects and capacity benefits are effectively achieved, and additional extensions provide minimal benefit. More discussion is provided in Section 8.3.2.

A similar merge issue was noted on I-26 westbound where the two-lane flyover Ramp 6 (which replaces loop Ramp 6) merges onto I-26 westbound. In this case, however, I-26 has three lanes westbound which helps disperse the traffic at the merge. Regardless, a series of model runs were completed and indicated:

- A 4,000-foot westbound merge of the two-lane ramp would be needed to minimize potential of queuing back into the interchange area or ramp in 2050.
- This analysis was done assuming that all ramp traffic from I-95 northbound would be processed on the flyover Ramp 6. To do this, the TransModeler network assumed an additional I-95 northbound lane. Since an additional lane on I-95 is not planned, the traffic demand may be metered during the highest periods of congestion, reducing the ramp movement and subsequent merge movement that was analyzed to determine the 4,000-foot merge length.

Note that the I-26 westbound merge is less critical than the I-95 southbound merge (despite a freeway volume that is 10 percent lower on I-95 than I-26). The key reason is that the planned three lane I-26 freeway segment provides more capacity than the existing two-lane I-95 freeway segment.

### 11.3.4 Summary of Initial Capacity Analysis

Based on the initial review of the initial design for Alternatives 1, 2 and 3 the following observations are made:

- All three alternatives operate substantially better than the existing interchange under 2030 and 2050 conditions.
  - The primary improvement is the removal of four weave segments impacting I-95 and I-26 in both directions. In addition to capacity constraints, the elimination of weave segments will also provide safety benefits since the four weave segments are currently the second through fifth highest frequency crash segments in the study area.
  - The other key improvement is the provision of two lanes on the I-26 eastbound to I-95 southbound ramp (Ramp 1 in the report) and the I-95 northbound to I-26 westbound flyover (Ramp 6) replacing the loop in the northeast quadrant.
- Alternatives 1 and 2 effectively operate the same from traffic operations perspective. Both can successfully meet LOS D or better operations in 2050. There is a slight difference in travel times, but this is related to the longer length (albeit partially offset by a higher design speed) on the flyovers in Alternative 2. Nevertheless, from a traffic capacity perspective, there is no key difference.

- Alternative 3 does not meet the LOS D operational goal of the entire interchange through 2030 or 2050. Specifically, the third flyover requires incorporation of a fifth shared ramp segment combining two ramps from I-26 westbound. As currently designed, this single lane shared ramp segment does not provide LOS D operations.

## 11.4 Refined Analysis of No Build Versus the Preferred Alternative

Based upon this analysis and comparison, key decisions were able to be made regarding the preferred traffic alternative for the proposed interchange. The comparison analysis was completed in Chapter 8. An illustration summarizing the TransModeler LOS analysis for both the No Build and Build preferred alternative are shown in Figure 9.1 through Figure 9.4. Overall, the key conclusions were:

- The preferred alternative from a traffic capacity perspective is either Alternative 1 or 2. Design details such as the design speed, grade and other elements could differ based on final design approved for the project.
- The preferred alternative would include a 5,000-foot merge on I-95 southbound mainline merge with the two-lane ramp from I-26 eastbound. Although this treatment still operates at LOS F in 2050, it improves operations and minimizes queuing as compared with a shorter merge and is supported for application of ITE guidance for two-lane merges.
- The preferred alternative will also include a 4,000-foot merge on I-26 westbound with the merge of the proposed I-95 northbound to I-26 westbound flyover. This merge also is anticipated to operate at LOS F in 2050. Nevertheless, the provision of a 4,000-foot merge is sufficient to prevent queuing back onto the proposed flyover ramp.

## 11.5 Design & Operational Exceptions

This document is the Interchange Modification Report (IMR) required by FHWA for modifications or changes to existing interchanges on the interstate network. In addition to the capacity analysis, the IMR requires some additional elements be provided in reviewing the document for approval. These elements include:

- FHWA policy requires that all requests for new or revised access to an interstate facility must provide sufficient supporting information to allow FHWA to independently evaluate the request. The FHWA decision to approve a request requires documentation of two key policy points as discussed in Section 10.2. Table 10.1 addresses each of the Policy Points.



- Design exceptions are typically identified as part of the IMR. For this project, however, there are no anticipated design exceptions.
- There are some operational exceptions, however, to the identified congestion threshold of minimum acceptable LOS D operations in 2050. Detailed analysis of the two-lane merges is included in Section 8.3.2 and addressed as part of this summary. Specifically:
  - The existing four lane I-95 south of I-26 will be over capacity and operate at LOS F in the 2050 design year. No widening or capacity improvements are currently identified for the I-95 corridor in SCDOT's 2021-2027 Statewide Transportation Improvement Program (STIP). Improvement of the I-95 mainline is beyond the intent of the current I-26 at I-95 interchange improvements.
  - The proposed 5,000-foot southbound merge of I-95 and the two-lane ramp from I-26 eastbound will operate at LOS F in 2050. Queuing will extend onto the ramp and I-95 southbound approaches to the merge.
  - The proposed 4,000-foot westbound merge of I-26 and the proposed two-lane flyover from I-95 northbound will operate at LOS F in 2050 (even with the assumed widening of I-26 to six lanes in the No Build). Queuing is expected in the merging section but is not anticipated to back up onto the flyover ramp in 2050.
  - Additional traffic analysis was conducted in Section 9.2.5 to examine operations for interim years at these two key merge points between 2030 and 2050. Key findings for the I-26 westbound merge were:
    - The operations of the merge area are relatively uncongested through 2040 (LOS C and 65 mph). By 2045, however, the final three lane bottleneck operates at LOS F with speeds reduced to 25 mph. Congested operations, however, are focused on this segment and have not resulted in backup into the upstream segments.
    - By 2050, congested operations are noted in both the five lane (LOS E and 36 mph) and four lane (LOS F and 26 mph) merge segments. LOS D is observed on the ramp with minimal queuing. This matches the previous analysis where a 4,000-foot merge was deemed the minimum applicable merge length to prevent queuing back onto the flyover.
  - The I-95 southbound merge interim year analysis that the southbound merge is anticipated to operate at LOS F in 2050 and will see substantial congestion by 2040. Observations include:

- The ramp from I-26 eastbound degrades sooner with LOS D in 2040 quickly degrading to LOS F by 2045. A key measure is the travel speed on the ramp which decreases from 41 mph to 10 mph between 2030 and 2035.
- The key impacts and degraded flow are observed in the merge section. The key bottleneck is observed in the three-lane segment of the merge (more precisely, the bottleneck is at the point where the two-lane segment is reached so the delay is observed in the three-lane segment). This section is expected to degrade rapidly between 2035 (LOS C and 65 mph) to 2040 (LOS F and 17 mph). Flow continues to degrade, with density increasing between 2040 and 2045 (reflective of more stop and go operations) and decreasing in speed to 11 mph.
- As demonstrated, the southbound merge is anticipated to operate at LOS F in 2050 and will see substantial congestion by 2040. The solution to this issue, however, is not achievable by improvements to the interchange ramps or layout. Instead, it is recommended that widening of I-95 south of the I-26 interchange be considered as part of future projects.





**I-26 at I-95 System Interchange Improvement**

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<b>Appendix P. I-95 TransModeler Southbound South of the System Interchange Output .....</b>	<b>P-1</b>
<b>Appendix Q. I-95 TransModeler 2030 and 2050 Preferred Alternative Analysis.....</b>	<b>Q-1</b>
<b>Appendix R. I-95 TransModeler Preferred Alternative Year of Failure Output.....</b>	<b>R-1</b>
<b>Appendix S. I-26 at 95 Conceptual Signing Plan .....</b>	<b>S-1</b>

# APPENDIX A. VEHICLE COUNT DATA





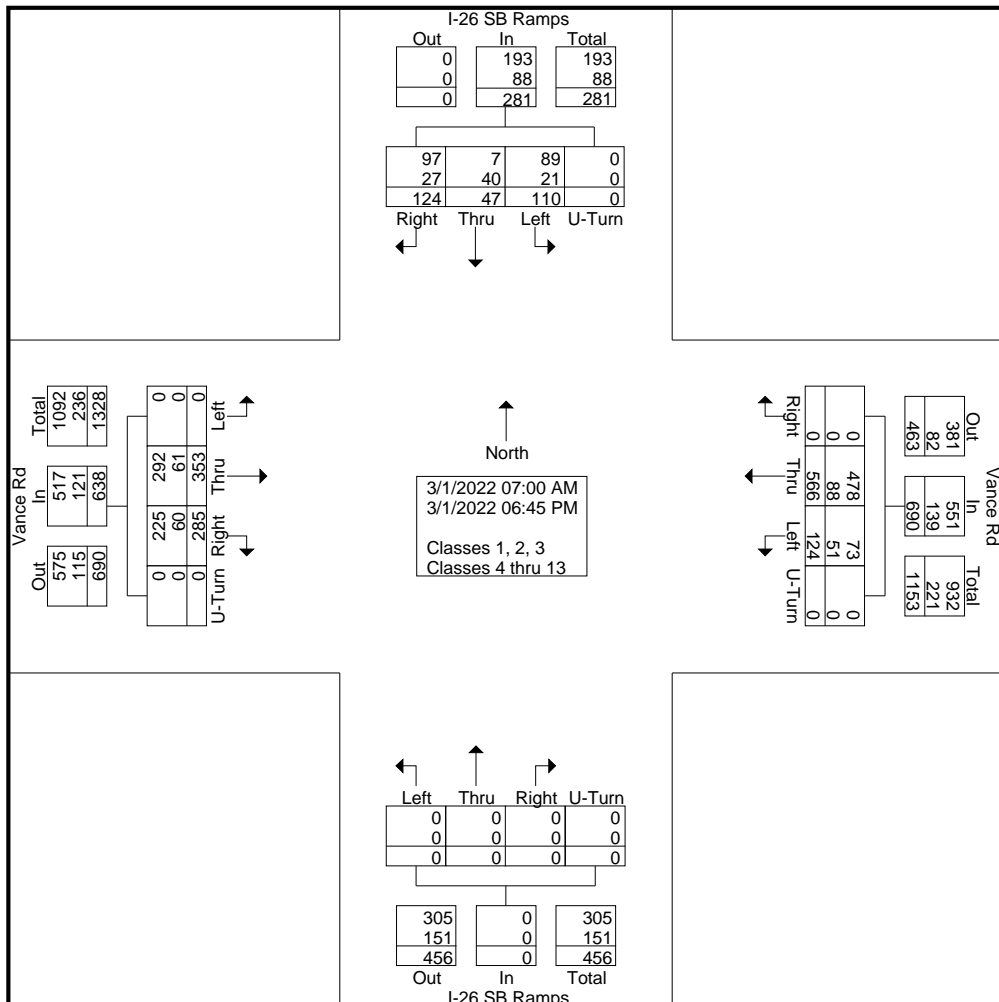
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-26 SB Ramps Southbound					Vance Rd Westbound					I-26 SB Ramps Northbound					Vance Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	1	2	0	0	3	3	10	0	0	13	0	0	0	0	0	0	4	4	0	8	24
07:15 AM	1	2	1	0	4	2	9	0	0	11	0	0	0	0	0	0	5	6	0	11	26
07:30 AM	5	1	1	0	7	3	7	0	0	10	0	0	0	0	0	0	23	6	0	29	46
07:45 AM	2	4	2	0	8	0	5	0	0	5	0	0	0	0	0	0	4	9	0	13	26
Total	9	9	4	0	22	8	31	0	0	39	0	0	0	0	0	0	36	25	0	61	122
08:00 AM	2	2	1	0	5	5	11	0	0	16	0	0	0	0	0	0	12	7	0	19	40
08:15 AM	1	0	2	0	3	6	9	0	0	15	0	0	0	0	0	0	8	3	0	11	29
08:30 AM	3	0	7	0	10	3	8	0	0	11	0	0	0	0	0	0	6	6	0	12	33
08:45 AM	1	5	0	0	6	2	9	0	0	11	0	0	0	0	0	0	5	7	0	12	29
Total	7	7	10	0	24	16	37	0	0	53	0	0	0	0	0	0	31	23	0	54	131
09:00 AM	2	1	3	0	6	4	11	0	0	15	0	0	0	0	0	0	12	3	0	15	36
09:15 AM	5	0	0	0	5	3	6	0	0	9	0	0	0	0	0	0	4	7	0	11	25
09:30 AM	3	3	2	0	8	2	10	0	0	12	0	0	0	0	0	0	7	5	0	12	32
09:45 AM	2	0	3	0	5	1	7	0	0	8	0	0	0	0	0	0	4	8	0	12	25
Total	12	4	8	0	24	10	34	0	0	44	0	0	0	0	0	0	27	23	0	50	118
10:00 AM	1	4	5	0	10	4	6	0	0	10	0	0	0	0	0	0	13	6	0	19	39
10:15 AM	5	0	7	0	12	3	15	0	0	18	0	0	0	0	0	0	3	6	0	9	39
10:30 AM	0	1	4	0	5	2	6	0	0	8	0	0	0	0	0	0	8	17	0	25	38
10:45 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	6	2	0	8	15
Total	6	5	18	0	29	9	32	0	0	41	0	0	0	0	0	0	30	31	0	61	131
11:00 AM	3	2	3	0	8	4	5	0	0	9	0	0	0	0	0	0	2	5	0	7	24
11:15 AM	4	0	2	0	6	9	14	0	0	23	0	0	0	0	0	0	12	6	0	18	47
11:30 AM	0	0	1	0	1	7	6	0	0	13	0	0	0	0	0	0	9	4	0	13	27
11:45 AM	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	0	7	4	0	11	22
Total	7	2	8	0	17	20	34	0	0	54	0	0	0	0	0	0	30	19	0	49	120
12:00 PM	3	2	1	0	6	6	12	0	0	18	0	0	0	0	0	0	4	5	0	9	33
12:15 PM	0	0	3	0	3	2	8	0	0	10	0	0	0	0	0	0	9	10	0	19	32
12:30 PM	3	3	2	0	8	2	4	0	0	6	0	0	0	0	0	0	4	3	0	7	21
12:45 PM	3	0	4	0	7	4	10	0	0	14	0	0	0	0	0	0	4	4	0	8	29
Total	9	5	10	0	24	14	34	0	0	48	0	0	0	0	0	0	21	22	0	43	115
01:00 PM	3	0	2	0	5	3	14	0	0	17	0	0	0	0	0	0	6	6	0	12	34
01:15 PM	2	0	2	0	4	1	8	0	0	9	0	0	0	0	0	0	5	9	0	14	27
01:30 PM	3	1	1	0	5	2	5	0	0	7	0	0	0	0	0	0	9	7	0	16	28
01:45 PM	2	0	4	0	6	3	16	0	0	19	0	0	0	0	0	0	6	3	0	9	34
Total	10	1	9	0	20	9	43	0	0	52	0	0	0	0	0	0	26	25	0	51	123
02:00 PM	5	2	1	0	8	4	14	0	0	18	0	0	0	0	0	0	8	7	0	15	41
02:15 PM	2	0	4	0	6	0	10	0	0	10	0	0	0	0	0	0	5	8	0	13	29
02:30 PM	4	0	1	0	5	4	14	0	0	18	0	0	0	0	0	0	8	5	0	13	36
02:45 PM	3	1	2	0	6	1	12	0	0	13	0	0	0	0	0	0	6	4	0	10	29
Total	14	3	8	0	25	9	50	0	0	59	0	0	0	0	0	0	27	24	0	51	135
03:00 PM	1	2	2	0	5	3	12	0	0	15	0	0	0	0	0	0	4	6	0	10	30
03:15 PM	1	1	0	0	2	3	15	0	0	18	0	0	0	0	0	0	7	2	0	9	29
03:30 PM	2	0	6	0	8	4	19	0	0	23	0	0	0	0	0	0	11	7	0	18	49
03:45 PM	3	1	1	0	5	2	20	0	0	22	0	0	0	0	0	0	7	7	0	14	41
Total	7	4	9	0	20	12	66	0	0	78	0	0	0	0	0	0	29	22	0	51	149
04:00 PM	4	0	6	0	10	2	22	0	0	24	0	0	0	0	0	0	5	6	0	11	45
04:15 PM	0	1	6	0	7	1	20	0	0	21	0	0	0	0	0	0	11	6	0	17	45
04:30 PM	2	0	4	0	6	2	17	0	0	19	0	0	0	0	0	0	7	14	0	21	46
04:45 PM	3	0	2	0	5	3	17	0	0	20	0	0	0	0	0	0	10	8	0	18	43
Total	9	1	18	0	28	8	76	0	0	84	0	0	0	0	0	0	33	34	0	67	179
05:00 PM	0	0	5	0	5	2	15	0	0	17	0	0	0	0	0	0	11	7	0	18	40



Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-26 SB Ramps Southbound					Vance Rd Westbound					I-26 SB Ramps Northbound					Vance Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	3	4	3	0	10	2	21	0	0	23	0	0	0	0	0	0	11	7	0	18	51
05:30 PM	2	1	1	0	4	0	17	0	0	17	0	0	0	0	0	0	6	3	0	9	30
05:45 PM	7	1	1	0	9	0	16	0	0	16	0	0	0	0	0	0	7	5	0	12	37
<b>Total</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>22</b>	<b>0</b>	<b>57</b>	<b>158</b>
06:00 PM	5	0	1	0	6	1	18	0	0	19	0	0	0	0	0	0	11	5	0	16	41
06:15 PM	0	0	4	0	4	1	15	0	0	16	0	0	0	0	0	0	6	4	0	10	30
06:30 PM	3	0	5	0	8	2	10	0	0	12	0	0	0	0	0	0	9	4	0	13	33
06:45 PM	0	0	2	0	2	1	17	0	0	18	0	0	0	0	0	0	2	2	0	4	24
<b>Total</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>20</b>	<b>5</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>15</b>	<b>0</b>	<b>43</b>	<b>128</b>
<b>Grand Total</b>	<b>110</b>	<b>47</b>	<b>124</b>	<b>0</b>	<b>281</b>	<b>124</b>	<b>566</b>	<b>0</b>	<b>0</b>	<b>690</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>353</b>	<b>285</b>	<b>0</b>	<b>638</b>	<b>1609</b>
Apprch %	39.1	16.7	44.1	0		18	82	0	0		0	0	0	0		0	55.3	44.7	0		
Total %	6.8	2.9	7.7	0	17.5	7.7	35.2	0	0	42.9	0	0	0	0		0	21.9	17.7	0	39.7	
Classes 1, 2, 3	89	7	97	0	193	73	478	0	0	551	0	0	0	0		0	292	225	0	517	1261
% Classes 1, 2, 3	80.9	14.9	78.2	0	68.7	58.9	84.5	0	0	79.9	0	0	0	0		0	82.7	78.9	0	81	78.4
Classes 4 thru 13	21	40	27	0	88	51	88	0	0	139	0	0	0	0		0	61	60	0	121	348
% Classes 4 thru 13	19.1	85.1	21.8	0	31.3	41.1	15.5	0	0	20.1	0	0	0	0		0	17.3	21.1	0	19	21.6





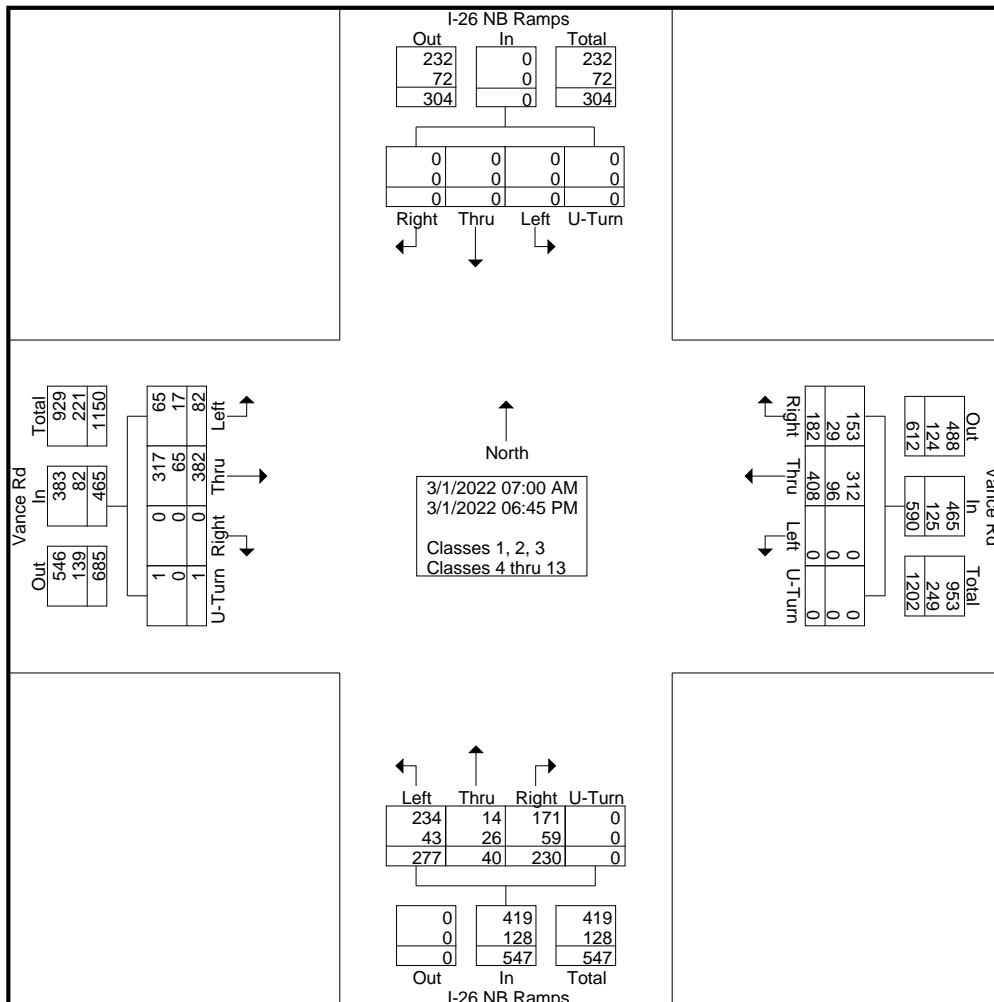
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-26 NB Ramps Southbound					Vance Rd Westbound					I-26 NB Ramps Northbound					Vance Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	10	4	0	14	3	1	2	0	6	1	4	0	0	5	25
07:15 AM	0	0	0	0	0	0	8	2	0	10	3	1	2	0	6	0	6	0	0	6	22
07:30 AM	0	0	0	0	0	0	9	1	0	10	1	0	4	0	5	4	24	0	0	28	43
07:45 AM	0	0	0	0	0	0	3	4	0	7	3	0	8	0	11	0	6	0	0	6	24
Total	0	0	0	0	0	0	30	11	0	41	10	2	16	0	28	5	40	0	0	45	114
08:00 AM	0	0	0	0	0	0	11	2	0	13	4	2	4	0	10	1	12	0	0	13	36
08:15 AM	0	0	0	0	0	0	8	4	0	12	7	0	6	0	13	2	8	0	0	10	35
08:30 AM	0	0	0	0	0	0	6	4	0	10	6	1	0	0	7	2	8	0	0	10	27
08:45 AM	0	0	0	0	0	0	6	1	0	7	4	1	2	0	7	3	3	0	0	6	20
Total	0	0	0	0	0	0	31	11	0	42	21	4	12	0	37	8	31	0	0	39	118
09:00 AM	0	0	0	0	0	0	8	5	0	13	7	1	2	0	10	2	11	0	0	13	36
09:15 AM	0	0	0	0	0	0	5	0	0	5	4	0	6	0	10	0	10	0	0	10	25
09:30 AM	0	0	0	0	0	0	10	4	0	14	1	0	6	0	7	1	9	0	0	10	31
09:45 AM	0	0	0	0	0	0	4	6	0	10	4	0	5	0	9	1	5	0	0	6	25
Total	0	0	0	0	0	0	27	15	0	42	16	1	19	0	36	4	35	0	0	39	117
10:00 AM	0	0	0	0	0	0	9	6	0	15	3	0	5	0	8	7	7	0	0	14	37
10:15 AM	0	0	0	0	0	0	9	6	0	15	7	1	5	0	13	1	7	0	0	8	36
10:30 AM	0	0	0	0	0	0	6	5	0	11	2	0	11	0	13	4	5	0	0	9	33
10:45 AM	0	0	0	0	0	0	4	9	0	13	2	2	9	0	13	1	5	0	0	6	32
Total	0	0	0	0	0	0	28	26	0	54	14	3	30	0	47	13	24	0	0	37	138
11:00 AM	0	0	0	0	0	0	3	6	0	9	4	4	9	0	17	1	4	0	0	5	31
11:15 AM	0	0	0	0	0	0	18	1	0	19	6	3	4	0	13	4	12	0	0	16	48
11:30 AM	0	0	0	0	0	0	9	5	0	14	3	1	5	0	9	2	7	0	0	9	32
11:45 AM	0	0	0	0	0	0	5	0	0	5	4	2	8	0	14	1	6	0	0	7	26
Total	0	0	0	0	0	0	35	12	0	47	17	10	26	0	53	8	29	0	0	37	137
12:00 PM	0	0	0	0	0	0	13	9	0	22	3	0	1	0	4	0	6	0	0	6	32
12:15 PM	0	0	0	0	0	0	7	3	0	10	3	3	3	0	9	4	6	0	0	10	29
12:30 PM	0	0	0	0	0	0	4	2	0	6	2	0	3	0	5	0	7	0	0	7	18
12:45 PM	0	0	0	0	0	0	11	4	0	15	3	3	5	0	11	1	6	0	0	7	33
Total	0	0	0	0	0	0	35	18	0	53	11	6	12	0	29	5	25	0	0	30	112
01:00 PM	0	0	0	0	0	0	11	2	0	13	5	1	3	0	9	1	8	0	0	9	31
01:15 PM	0	0	0	0	0	0	6	2	0	8	3	1	8	0	12	1	6	0	0	7	27
01:30 PM	0	0	0	0	0	0	5	5	0	10	3	2	7	0	12	3	8	0	0	11	33
01:45 PM	0	0	0	0	0	0	9	3	0	12	10	1	6	0	17	0	9	0	0	9	38
Total	0	0	0	0	0	0	31	12	0	43	21	5	24	0	50	5	31	0	0	36	129
02:00 PM	0	0	0	0	0	0	13	4	0	17	5	1	5	0	11	3	10	0	0	13	41
02:15 PM	0	0	0	0	0	0	3	3	0	6	7	0	7	0	14	1	6	0	0	7	27
02:30 PM	0	0	0	0	0	0	14	4	0	18	4	0	9	0	13	2	10	0	0	12	43
02:45 PM	0	0	0	0	0	0	13	6	0	19	1	1	4	0	6	1	8	0	0	9	34
Total	0	0	0	0	0	0	43	17	0	60	17	2	25	0	44	7	34	0	0	41	145
03:00 PM	0	0	0	0	0	0	5	5	0	10	9	0	3	0	12	1	3	0	1	5	27
03:15 PM	0	0	0	0	0	0	10	4	0	14	9	0	3	0	12	2	6	0	0	8	34
03:30 PM	0	0	0	0	0	0	13	4	0	17	9	0	9	0	18	2	11	0	0	13	48
03:45 PM	0	0	0	0	0	0	13	5	0	18	9	0	6	0	15	2	8	0	0	10	43
Total	0	0	0	0	0	0	41	18	0	59	36	0	21	0	57	7	28	0	1	36	152
04:00 PM	0	0	0	0	0	0	11	3	0	14	13	1	5	0	19	3	7	0	0	10	43
04:15 PM	0	0	0	0	0	0	10	7	0	17	10	1	5	0	16	1	9	0	0	10	43
04:30 PM	0	0	0	0	0	0	11	4	0	15	8	2	9	0	19	1	8	0	0	9	43
04:45 PM	0	0	0	0	0	0	10	5	0	15	10	0	2	0	12	1	11	0	0	12	39
Total	0	0	0	0	0	0	42	19	0	61	41	4	21	0	66	6	35	0	0	41	168
05:00 PM	0	0	0	0	0	0	8	1	0	9	9	2	2	0	13	0	11	0	0	11	33



Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-26 NB Ramps Southbound					Vance Rd Westbound					I-26 NB Ramps Northbound					Vance Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	0	0	0	0	0	0	12	6	0	18	12	0	2	0	14	1	14	0	0	15	47
05:30 PM	0	0	0	0	0	0	6	4	0	10	10	0	5	0	15	1	6	0	0	7	32
05:45 PM	0	0	0	0	0	0	7	2	0	9	10	1	6	0	17	7	8	0	0	15	41
Total	0	0	0	0	0	0	33	13	0	46	41	3	15	0	59	9	39	0	0	48	153
06:00 PM	0	0	0	0	0	0	14	4	0	18	5	0	3	0	8	2	14	0	0	16	42
06:15 PM	0	0	0	0	0	0	5	2	0	7	10	0	2	0	12	2	4	0	0	6	25
06:30 PM	0	0	0	0	0	0	5	2	0	7	7	0	3	0	10	1	11	0	0	12	29
06:45 PM	0	0	0	0	0	0	8	2	0	10	10	0	1	0	11	0	2	0	0	2	23
Total	0	0	0	0	0	0	32	10	0	42	32	0	9	0	41	5	31	0	0	36	119
Grand Total	0	0	0	0	0	0	408	182	0	590	277	40	230	0	547	82	382	0	1	465	1602
Apprch %	0	0	0	0	0	0	69.2	30.8	0		50.6	7.3	42	0		17.6	82.2	0	0.2		
Total %	0	0	0	0	0	0	25.5	11.4	0	36.8	17.3	2.5	14.4	0	34.1	5.1	23.8	0	0.1	29	
Classes 1, 2, 3	0	0	0	0	0	0	312	153	0	465	234	14	171	0	419	65	317	0	1	383	1267
% Classes 1, 2, 3	0	0	0	0	0	0	76.5	84.1	0	78.8	84.5	35	74.3	0	76.6	79.3	83	0	100	82.4	79.1
Classes 4 thru 13	0	0	0	0	0	0	96	29	0	125	43	26	59	0	128	17	65	0	0	82	335
% Classes 4 thru 13	0	0	0	0	0	0	23.5	15.9	0	21.2	15.5	65	25.7	0	23.4	20.7	17	0	0	17.6	20.9





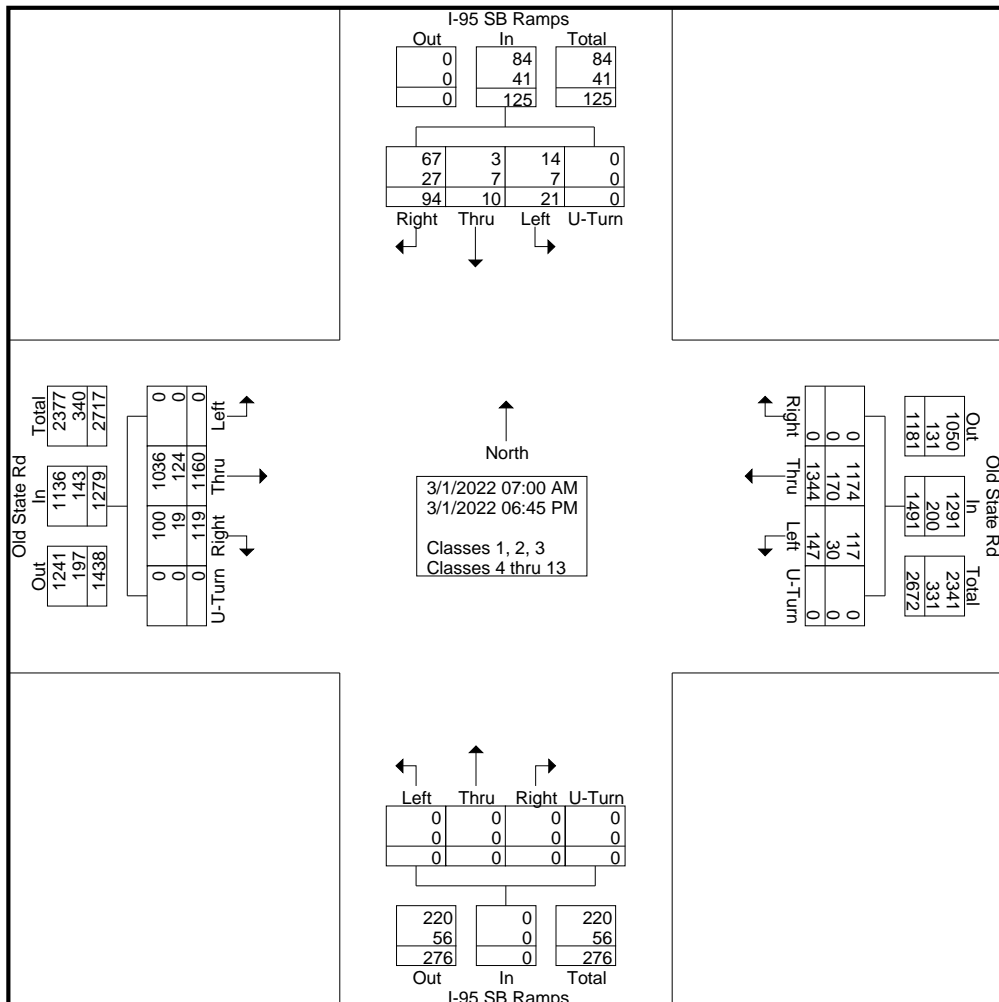
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 SB Ramps Southbound					Old State Rd Westbound					I-95 SB Ramps Northbound					Old State Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	4	0	4	6	26	0	0	32	0	0	0	0	0	0	24	4	0	28	64
07:15 AM	1	0	2	0	3	3	26	0	0	29	0	0	0	0	0	0	25	10	0	35	67
07:30 AM	0	0	1	0	1	3	31	0	0	34	0	0	0	0	0	0	37	4	0	41	76
07:45 AM	0	1	4	0	5	4	34	0	0	38	0	0	0	0	0	0	34	5	0	39	82
Total	1	1	11	0	13	16	117	0	0	133	0	0	0	0	0	0	120	23	0	143	289
08:00 AM	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	0	19	3	0	22	54
08:15 AM	0	2	1	0	3	3	21	0	0	24	0	0	0	0	0	0	20	2	0	22	49
08:30 AM	0	0	2	0	2	2	33	0	0	35	0	0	0	0	0	0	28	2	0	30	67
08:45 AM	1	0	0	0	1	1	25	0	0	26	0	0	0	0	0	0	18	2	0	20	47
Total	1	2	4	0	7	6	110	0	0	116	0	0	0	0	0	0	85	9	0	94	217
09:00 AM	1	0	1	0	2	2	28	0	0	30	0	0	0	0	0	0	14	1	0	15	47
09:15 AM	1	0	2	0	3	5	24	0	0	29	0	0	0	0	0	0	21	3	0	24	56
09:30 AM	0	0	2	0	2	4	28	0	0	32	0	0	0	0	0	0	17	4	0	21	55
09:45 AM	0	0	2	0	2	1	28	0	0	29	0	0	0	0	0	0	19	2	0	21	52
Total	2	0	7	0	9	12	108	0	0	120	0	0	0	0	0	0	71	10	0	81	210
10:00 AM	3	1	4	0	8	3	24	0	0	27	0	0	0	0	0	0	18	3	0	21	56
10:15 AM	1	2	1	0	4	3	30	0	0	33	0	0	0	0	0	0	24	1	0	25	62
10:30 AM	1	0	0	0	1	2	16	0	0	18	0	0	0	0	0	0	19	2	0	21	40
10:45 AM	0	0	1	0	1	1	21	0	0	22	0	0	0	0	0	0	26	1	0	27	50
Total	5	3	6	0	14	9	91	0	0	100	0	0	0	0	0	0	87	7	0	94	208
11:00 AM	0	0	1	0	1	4	25	0	0	29	0	0	0	0	0	0	23	1	0	24	54
11:15 AM	0	0	1	0	1	8	20	0	0	28	0	0	0	0	0	0	10	2	0	12	41
11:30 AM	1	0	1	0	2	2	20	0	0	22	0	0	0	0	0	0	25	2	0	27	51
11:45 AM	0	0	4	0	4	4	13	0	0	17	0	0	0	0	0	0	23	2	0	25	46
Total	1	0	7	0	8	18	78	0	0	96	0	0	0	0	0	0	81	7	0	88	192
12:00 PM	2	0	3	0	5	3	31	0	0	34	0	0	0	0	0	0	22	4	0	26	65
12:15 PM	2	0	0	0	2	1	27	0	0	28	0	0	0	0	0	0	24	3	0	27	57
12:30 PM	1	0	1	0	2	7	22	0	0	29	0	0	0	0	0	0	23	2	0	25	56
12:45 PM	1	1	3	0	5	4	28	0	0	32	0	0	0	0	0	0	25	2	0	27	64
Total	6	1	7	0	14	15	108	0	0	123	0	0	0	0	0	0	94	11	0	105	242
01:00 PM	2	0	1	0	3	2	16	0	0	18	0	0	0	0	0	0	20	5	0	25	46
01:15 PM	0	0	1	0	1	5	29	0	0	34	0	0	0	0	0	0	22	1	0	23	58
01:30 PM	0	0	1	0	1	3	28	0	0	31	0	0	0	0	0	0	19	4	0	23	55
01:45 PM	0	0	1	0	1	2	22	0	0	24	0	0	0	0	0	0	20	0	0	20	45
Total	2	0	4	0	6	12	95	0	0	107	0	0	0	0	0	0	81	10	0	91	204
02:00 PM	0	0	4	0	4	3	22	0	0	25	0	0	0	0	0	0	28	5	0	33	62
02:15 PM	0	0	2	0	2	8	25	0	0	33	0	0	0	0	0	0	28	1	0	29	64
02:30 PM	0	0	5	0	5	2	32	0	0	34	0	0	0	0	0	0	19	0	0	19	58
02:45 PM	0	0	0	0	0	6	31	0	0	37	0	0	0	0	0	0	23	3	0	26	63
Total	0	0	11	0	11	19	110	0	0	129	0	0	0	0	0	0	98	9	0	107	247
03:00 PM	0	0	1	0	1	3	21	0	0	24	0	0	0	0	0	0	24	3	0	27	52
03:15 PM	0	0	1	0	1	4	29	0	0	33	0	0	0	0	0	0	15	3	0	18	52
03:30 PM	1	0	1	0	2	5	38	0	0	43	0	0	0	0	0	0	23	0	0	23	68
03:45 PM	0	0	7	0	7	3	31	0	0	34	0	0	0	0	0	0	24	4	0	28	69
Total	1	0	10	0	11	15	119	0	0	134	0	0	0	0	0	0	86	10	0	96	241
04:00 PM	1	1	1	0	3	2	23	0	0	25	0	0	0	0	0	0	29	1	0	30	58
04:15 PM	1	0	1	0	2	1	27	0	0	28	0	0	0	0	0	0	31	2	0	33	63
04:30 PM	0	0	4	0	4	5	43	0	0	48	0	0	0	0	0	0	36	2	0	38	90
04:45 PM	0	1	2	0	3	1	35	0	0	36	0	0	0	0	0	0	26	2	0	28	67
Total	2	2	8	0	12	9	128	0	0	137	0	0	0	0	0	0	122	7	0	129	278
05:00 PM	0	0	1	0	1	3	38	0	0	41	0	0	0	0	0	0	35	1	0	36	78



Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 SB Ramps Southbound					Old State Rd Westbound					I-95 SB Ramps Northbound					Old State Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	0	0	3	0	3	3	47	0	0	50	0	0	0	0	0	0	40	1	0	41	94
05:30 PM	0	0	0	0	0	2	35	0	0	37	0	0	0	0	0	0	38	2	0	40	77
05:45 PM	0	0	6	0	6	3	56	0	0	59	0	0	0	0	0	0	32	2	0	34	99
<b>Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>176</b>	<b>0</b>	<b>0</b>	<b>187</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>6</b>	<b>0</b>	<b>151</b>	<b>348</b>
06:00 PM	0	0	2	0	2	0	23	0	0	23	0	0	0	0	0	0	19	4	0	23	48
06:15 PM	0	0	3	0	3	0	33	0	0	33	0	0	0	0	0	0	24	1	0	25	61
06:30 PM	0	0	3	0	3	2	22	0	0	24	0	0	0	0	0	0	27	4	0	31	58
06:45 PM	0	1	1	0	2	3	26	0	0	29	0	0	0	0	0	0	20	1	0	21	52
<b>Total</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>100</b>	<b>219</b>
Grand Total	21	10	94	0	125	147	1344	0	0	1491	0	0	0	0	0	0	1160	119	0	1279	2895
Apprch %	16.8	8	75.2	0		9.9	90.1	0	0		0	0	0	0		0	90.7	9.3	0		
Total %	0.7	0.3	3.2	0	4.3	5.1	46.4	0	0	51.5	0	0	0	0		0	40.1	4.1	0	44.2	
Classes 1, 2, 3	14	3	67	0	84	117	1174	0	0	1291	0	0	0	0	0	0	1036	100	0	1136	2511
% Classes 1, 2, 3	66.7	30	71.3	0	67.2	79.6	87.4	0	0	86.6	0	0	0	0	0	0	89.3	84	0	88.8	86.7
Classes 4 thru 13	7	7	27	0	41	30	170	0	0	200	0	0	0	0	0	0	124	19	0	143	384
% Classes 4 thru 13	33.3	70	28.7	0	32.8	20.4	12.6	0	0	13.4	0	0	0	0	0	0	10.7	16	0	11.2	13.3







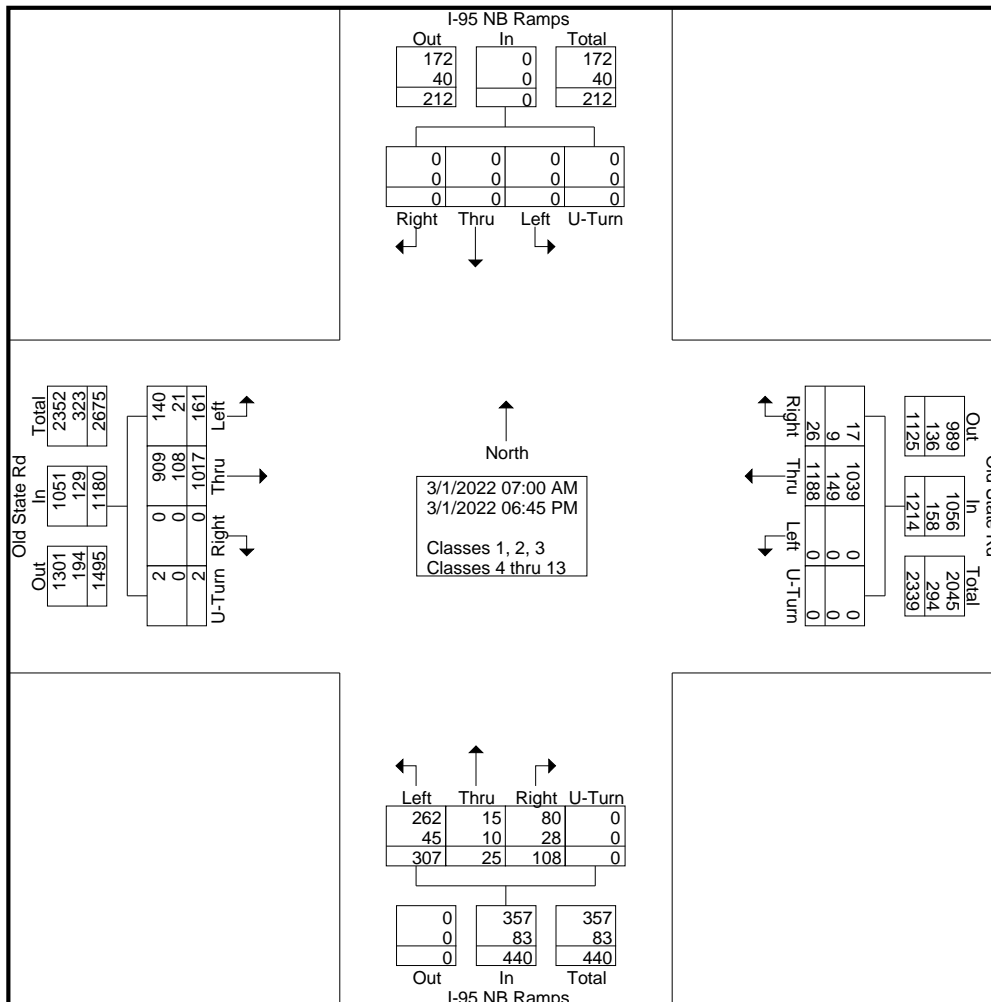
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 NB Ramps Southbound					Old State Rd Westbound					I-95 NB Ramps Northbound					Old State Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	26	0	0	26	6	0	1	0	7	2	19	0	0	21	54
07:15 AM	0	0	0	0	0	0	27	1	0	28	2	0	2	0	4	4	24	0	0	28	60
07:30 AM	0	0	0	0	0	0	26	1	0	27	3	2	4	0	9	4	31	0	0	35	71
07:45 AM	0	0	0	0	0	0	39	0	0	39	3	0	1	0	4	5	33	0	0	38	81
Total	0	0	0	0	0	0	118	2	0	120	14	2	8	0	24	15	107	0	0	122	266
08:00 AM	0	0	0	0	0	0	29	1	0	30	3	0	1	0	4	1	17	0	0	18	52
08:15 AM	0	0	0	0	0	0	19	1	0	20	4	1	1	0	6	2	18	0	0	20	46
08:30 AM	0	0	0	0	0	0	30	1	0	31	5	0	5	0	10	4	21	0	0	25	66
08:45 AM	0	0	0	0	0	0	20	1	0	21	6	1	2	0	9	1	21	0	0	22	52
Total	0	0	0	0	0	0	98	4	0	102	18	2	9	0	29	8	77	0	0	85	216
09:00 AM	0	0	0	0	0	0	28	0	0	28	3	0	1	0	4	3	12	0	0	15	47
09:15 AM	0	0	0	0	0	0	21	0	0	21	8	0	3	0	11	5	16	0	0	21	53
09:30 AM	0	0	0	0	0	0	23	0	0	23	8	1	4	0	13	4	14	0	0	18	54
09:45 AM	0	0	0	0	0	0	20	0	0	20	8	1	2	0	11	4	14	0	0	18	49
Total	0	0	0	0	0	0	92	0	0	92	27	2	10	0	39	16	56	0	0	72	203
10:00 AM	0	0	0	0	0	0	21	2	0	23	7	0	3	0	10	5	18	0	0	23	56
10:15 AM	0	0	0	0	0	0	28	2	0	30	6	0	3	0	9	3	18	0	0	21	60
10:30 AM	0	0	0	0	0	0	16	1	0	17	5	0	2	0	7	5	19	0	0	24	48
10:45 AM	0	0	0	0	0	0	16	1	0	17	4	0	2	0	6	0	25	0	0	25	48
Total	0	0	0	0	0	0	81	6	0	87	22	0	10	0	32	13	80	0	0	93	212
11:00 AM	0	0	0	0	0	0	21	0	0	21	9	0	0	0	9	3	19	0	0	22	52
11:15 AM	0	0	0	0	0	0	24	0	0	24	4	1	1	0	6	3	8	0	0	11	41
11:30 AM	0	0	0	0	0	0	13	0	0	13	6	0	1	0	7	5	19	0	0	24	44
11:45 AM	0	0	0	0	0	0	14	1	0	15	7	1	3	0	11	3	21	0	0	24	50
Total	0	0	0	0	0	0	72	1	0	73	26	2	5	0	33	14	67	0	0	81	187
12:00 PM	0	0	0	0	0	0	25	0	0	25	4	0	0	0	4	4	21	0	0	25	54
12:15 PM	0	0	0	0	0	0	28	2	0	30	5	3	4	0	12	2	19	0	0	21	63
12:30 PM	0	0	0	0	0	0	18	0	0	18	5	0	1	0	6	3	25	0	0	28	52
12:45 PM	0	0	0	0	0	0	25	0	0	25	11	1	2	0	14	4	21	0	0	25	64
Total	0	0	0	0	0	0	96	2	0	98	25	4	7	0	36	13	86	0	0	99	233
01:00 PM	0	0	0	0	0	0	15	0	0	15	6	1	2	0	9	3	19	0	0	22	46
01:15 PM	0	0	0	0	0	0	28	0	0	28	5	1	1	0	7	2	21	0	0	23	58
01:30 PM	0	0	0	0	0	0	24	0	0	24	5	1	3	0	9	5	14	0	0	19	52
01:45 PM	0	0	0	0	0	0	16	0	0	16	9	0	3	0	12	3	17	0	0	20	48
Total	0	0	0	0	0	0	83	0	0	83	25	3	9	0	37	13	71	0	0	84	204
02:00 PM	0	0	0	0	0	0	20	1	0	21	3	2	3	0	8	5	20	0	0	25	54
02:15 PM	0	0	0	0	0	0	29	2	0	31	5	1	1	0	7	3	28	0	0	31	69
02:30 PM	0	0	0	0	0	0	29	0	0	29	5	0	3	0	8	0	20	0	0	20	57
02:45 PM	0	0	0	0	0	0	30	1	0	31	5	1	1	0	7	1	18	0	0	19	57
Total	0	0	0	0	0	0	108	4	0	112	18	4	8	0	30	9	86	0	0	95	237
03:00 PM	0	0	0	0	0	0	20	2	0	22	7	0	4	0	11	4	25	0	0	29	62
03:15 PM	0	0	0	0	0	0	28	2	0	30	6	0	1	0	7	2	13	0	0	15	52
03:30 PM	0	0	0	0	0	0	28	0	0	28	13	1	2	0	16	1	21	0	0	22	66
03:45 PM	0	0	0	0	0	0	27	0	0	27	10	0	5	0	15	4	19	0	0	23	65
Total	0	0	0	0	0	0	103	4	0	107	36	1	12	0	49	11	78	0	0	89	245
04:00 PM	0	0	0	0	0	0	15	0	0	15	7	0	0	0	7	7	26	0	0	33	55
04:15 PM	0	0	0	0	0	0	25	0	0	25	8	0	5	0	13	5	27	0	0	32	70
04:30 PM	0	0	0	0	0	0	40	1	0	41	5	1	2	0	8	2	30	0	0	32	81
04:45 PM	0	0	0	0	0	0	28	0	0	28	10	2	1	0	13	7	23	0	0	30	71
Total	0	0	0	0	0	0	108	1	0	109	30	3	8	0	41	21	106	0	0	127	277
05:00 PM	0	0	0	0	0	0	27	0	0	27	11	0	5	0	16	1	32	0	0	33	76



Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 NB Ramps Southbound					Old State Rd Westbound					I-95 NB Ramps Northbound					Old State Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	0	0	0	0	0	0	46	1	0	47	6	0	6	0	12	3	31	0	1	35	94
05:30 PM	0	0	0	0	0	0	32	0	0	32	7	1	3	0	11	7	35	0	0	42	85
05:45 PM	0	0	0	0	0	0	44	1	0	45	16	0	3	0	19	4	27	0	0	31	95
Total	0	0	0	0	0	0	149	2	0	151	40	1	17	0	58	15	125	0	1	141	350
06:00 PM	0	0	0	0	0	0	16	0	0	16	3	0	1	0	4	4	15	0	0	19	39
06:15 PM	0	0	0	0	0	0	27	0	0	27	10	0	2	0	12	2	20	0	1	23	62
06:30 PM	0	0	0	0	0	0	17	0	0	17	5	0	1	0	6	5	24	0	0	29	52
06:45 PM	0	0	0	0	0	0	20	0	0	20	8	1	1	0	10	2	19	0	0	21	51
Total	0	0	0	0	0	0	80	0	0	80	26	1	5	0	32	13	78	0	1	92	204
Grand Total	0	0	0	0	0	0	1188	26	0	1214	307	25	108	0	440	161	1017	0	2	1180	2834
Apprch %	0	0	0	0	0	0	97.9	2.1	0		69.8	5.7	24.5	0		13.6	86.2	0	0.2		
Total %	0	0	0	0	0	0	41.9	0.9	0	42.8	10.8	0.9	3.8	0	15.5	5.7	35.9	0	0.1	41.6	
Classes 1, 2, 3	0	0	0	0	0	0	1039	17	0	1056	262	15	80	0	357	140	909	0	2	1051	2464
% Classes 1, 2, 3	0	0	0	0	0	0	87.5	65.4	0	87	85.3	60	74.1	0	81.1	87	89.4	0	100	89.1	86.9
Classes 4 thru 13	0	0	0	0	0	0	149	9	0	158	45	10	28	0	83	21	108	0	0	129	370
% Classes 4 thru 13	0	0	0	0	0	0	12.5	34.6	0	13	14.7	40	25.9	0	18.9	13	10.6	0	0	10.9	13.1





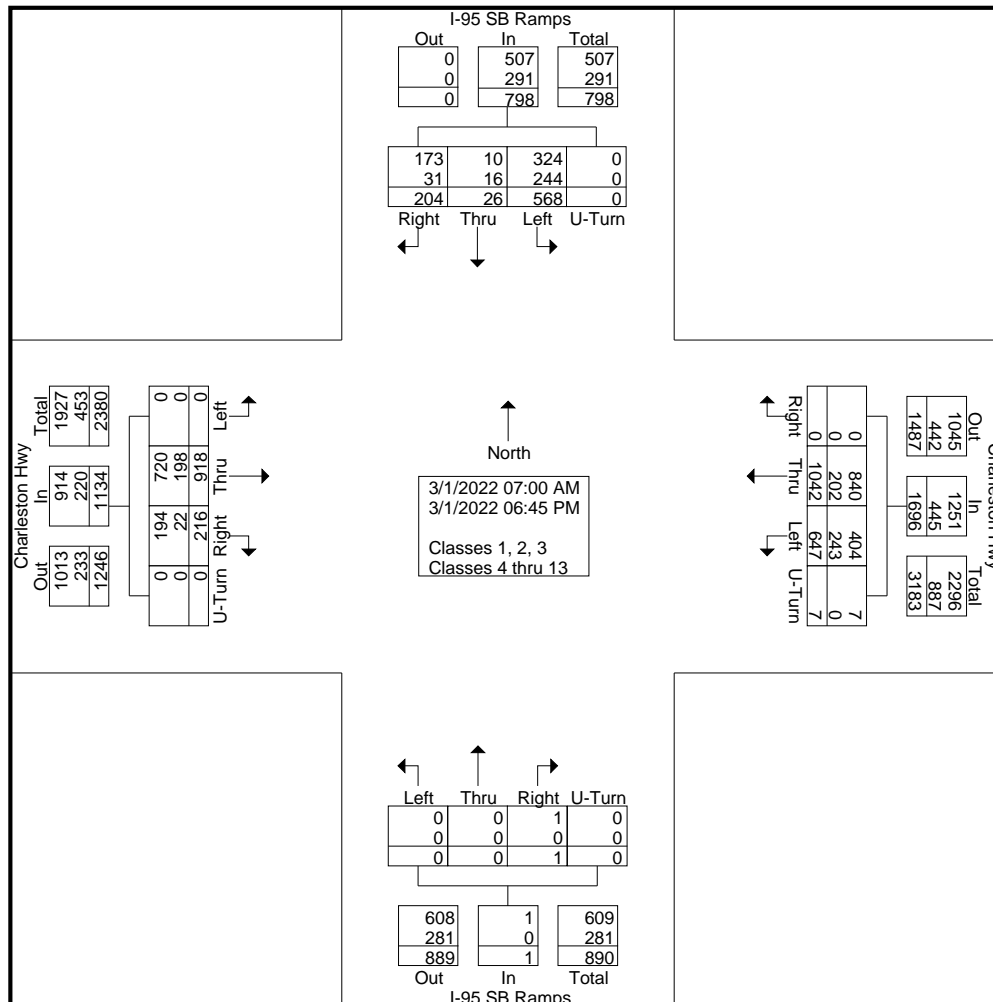
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 SB Ramps Southbound					Charleston Hwy Westbound					I-95 SB Ramps Northbound					Charleston Hwy Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	5	3	3	0	11	12	12	0	0	24	0	0	0	0	0	0	16	4	0	20	55
07:15 AM	9	1	5	0	15	16	19	0	0	35	0	0	0	0	0	0	30	7	0	37	87
07:30 AM	8	0	5	0	13	13	20	0	0	33	0	0	0	0	0	0	27	2	0	29	75
07:45 AM	10	0	4	0	14	19	15	0	0	34	0	0	0	0	0	0	19	8	0	27	75
Total	32	4	17	0	53	60	66	0	0	126	0	0	0	0	0	0	92	21	0	113	292
08:00 AM	5	0	1	0	6	5	17	0	0	22	0	0	0	0	0	0	19	3	0	22	50
08:15 AM	10	1	4	0	15	8	20	0	0	28	0	0	0	0	0	0	16	2	0	18	61
08:30 AM	10	0	3	0	13	7	15	0	0	22	0	0	0	0	0	0	20	7	0	27	62
08:45 AM	8	1	1	0	10	18	9	0	0	27	0	0	0	0	0	0	24	5	0	29	66
Total	33	2	9	0	44	38	61	0	0	99	0	0	0	0	0	0	79	17	0	96	239
09:00 AM	8	1	4	0	13	11	14	0	0	25	0	0	0	0	0	0	15	1	0	16	54
09:15 AM	12	1	6	0	19	7	14	0	0	21	0	0	0	0	0	0	20	4	0	24	64
09:30 AM	2	0	5	0	7	16	12	0	0	28	0	0	0	0	0	0	18	4	0	22	57
09:45 AM	13	0	3	0	16	9	22	0	0	31	0	0	0	0	0	0	18	4	0	22	69
Total	35	2	18	0	55	43	62	0	0	105	0	0	0	0	0	0	71	13	0	84	244
10:00 AM	12	0	3	0	15	15	15	0	0	30	0	0	0	0	0	0	11	8	0	19	64
10:15 AM	12	1	3	0	16	16	11	0	0	27	0	0	0	0	0	0	20	3	0	23	66
10:30 AM	8	0	2	0	10	15	16	0	0	31	0	0	0	0	0	0	20	4	0	24	65
10:45 AM	11	1	5	0	17	10	13	0	1	24	0	0	0	0	0	0	10	2	0	12	53
Total	43	2	13	0	58	56	55	0	1	112	0	0	0	0	0	0	61	17	0	78	248
11:00 AM	9	0	5	0	14	11	14	0	0	25	0	0	0	0	0	0	17	4	0	21	60
11:15 AM	12	1	7	0	20	12	21	0	0	33	0	0	0	0	0	0	11	2	0	13	66
11:30 AM	13	1	1	0	15	15	22	0	0	37	0	0	0	0	0	0	16	6	0	22	74
11:45 AM	16	0	4	0	20	10	22	0	0	32	0	0	0	0	0	0	19	5	0	24	76
Total	50	2	17	0	69	48	79	0	0	127	0	0	0	0	0	0	63	17	0	80	276
12:00 PM	16	0	10	0	26	16	25	0	0	41	0	0	0	0	0	0	28	4	0	32	99
12:15 PM	14	1	6	0	21	15	25	0	0	40	0	0	0	0	0	0	22	10	0	32	93
12:30 PM	11	3	2	0	16	23	22	0	0	45	0	0	0	0	0	0	17	3	0	20	81
12:45 PM	16	1	3	0	20	19	22	0	0	41	0	0	0	0	0	0	22	3	0	25	86
Total	57	5	21	0	83	73	94	0	0	167	0	0	0	0	0	0	89	20	0	109	359
01:00 PM	14	0	9	0	23	13	18	0	0	31	0	0	0	0	0	0	20	4	0	24	78
01:15 PM	17	1	4	0	22	12	19	0	0	31	0	0	0	0	0	0	16	4	0	20	73
01:30 PM	17	0	3	0	20	18	17	0	0	35	0	0	0	0	0	0	22	4	0	26	81
01:45 PM	18	0	4	0	22	19	21	0	0	40	0	0	0	0	0	0	18	9	0	27	89
Total	66	1	20	0	87	62	75	0	0	137	0	0	0	0	0	0	76	21	0	97	321
02:00 PM	7	2	5	0	14	18	31	0	0	49	0	0	0	0	0	0	26	6	0	32	95
02:15 PM	22	0	5	0	27	10	24	0	0	34	0	0	0	0	0	0	27	2	0	29	90
02:30 PM	16	1	4	0	21	17	19	0	1	37	0	0	0	0	0	0	24	1	0	25	83
02:45 PM	14	1	2	0	17	11	25	0	0	36	0	0	1	0	1	0	16	8	0	24	78
Total	59	4	16	0	79	56	99	0	1	156	0	0	1	0	1	0	93	17	0	110	346
03:00 PM	9	0	5	0	14	17	30	0	0	47	0	0	0	0	0	0	23	10	0	33	94
03:15 PM	9	0	3	0	12	19	29	0	0	48	0	0	0	0	0	0	25	0	0	25	85
03:30 PM	14	0	4	0	18	11	27	0	1	39	0	0	0	0	0	0	15	5	0	20	77
03:45 PM	9	0	5	0	14	16	37	0	0	53	0	0	0	0	0	0	13	3	0	16	83
Total	41	0	17	0	58	63	123	0	1	187	0	0	0	0	0	0	76	18	0	94	339
04:00 PM	18	0	8	0	26	8	33	0	0	41	0	0	0	0	0	0	22	4	0	26	93
04:15 PM	14	1	2	0	17	19	27	0	0	46	0	0	0	0	0	0	20	9	0	29	92
04:30 PM	14	1	4	0	19	11	37	0	0	48	0	0	0	0	0	0	23	2	0	25	92
04:45 PM	12	0	5	0	17	12	26	0	0	38	0	0	0	0	0	0	20	6	0	26	81
Total	58	2	19	0	79	50	123	0	0	173	0	0	0	0	0	0	85	21	0	106	358
05:00 PM	9	1	4	0	14	17	29	0	0	46	0	0	0	0	0	0	29	3	0	32	92



Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 SB Ramps Southbound					Charleston Hwy Westbound					I-95 SB Ramps Northbound					Charleston Hwy Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	13	0	4	0	17	9	32	0	2	43	0	0	0	0	0	0	15	6	0	21	81
05:30 PM	7	0	8	0	15	16	31	0	0	47	0	0	0	0	0	0	26	5	0	31	93
05:45 PM	12	0	7	0	19	5	25	0	1	31	0	0	0	0	0	0	18	5	0	23	73
Total	41	1	23	0	65	47	117	0	3	167	0	0	0	0	0	0	88	19	0	107	339
06:00 PM	15	0	4	0	19	13	28	0	0	41	0	0	0	0	0	0	15	9	0	24	84
06:15 PM	15	0	2	0	17	17	23	0	0	40	0	0	0	0	0	0	14	2	0	16	73
06:30 PM	13	0	5	0	18	11	14	0	1	26	0	0	0	0	0	0	7	3	0	10	54
06:45 PM	10	1	3	0	14	10	23	0	0	33	0	0	0	0	0	0	9	1	0	10	57
Total	53	1	14	0	68	51	88	0	1	140	0	0	0	0	0	0	45	15	0	60	268
Grand Total	568	26	204	0	798	647	1042	0	7	1696	0	0	1	0	1	0	918	216	0	1134	3629
Apprch %	71.2	3.3	25.6	0		38.1	61.4	0	0.4		0	0	100	0		0	81	19	0		
Total %	15.7	0.7	5.6	0		17.8	28.7	0	0.2		0	0	0	0		0	25.3	6	0	31.2	
Classes 1, 2, 3	324	10	173	0	507	404	840	0	7	1251	0	0	1	0	1	0	720	194	0	914	2673
% Classes 1, 2, 3	57	38.5	84.8	0	63.5	62.4	80.6	0	100	73.8	0	0	100	0	100	0	78.4	89.8	0	80.6	73.7
Classes 4 thru 13	244	16	31	0	291	243	202	0	0	445	0	0	0	0	0	0	198	22	0	220	956
% Classes 4 thru 13	43	61.5	15.2	0	36.5	37.6	19.4	0	0	26.2	0	0	0	0	0	0	21.6	10.2	0	19.4	26.3





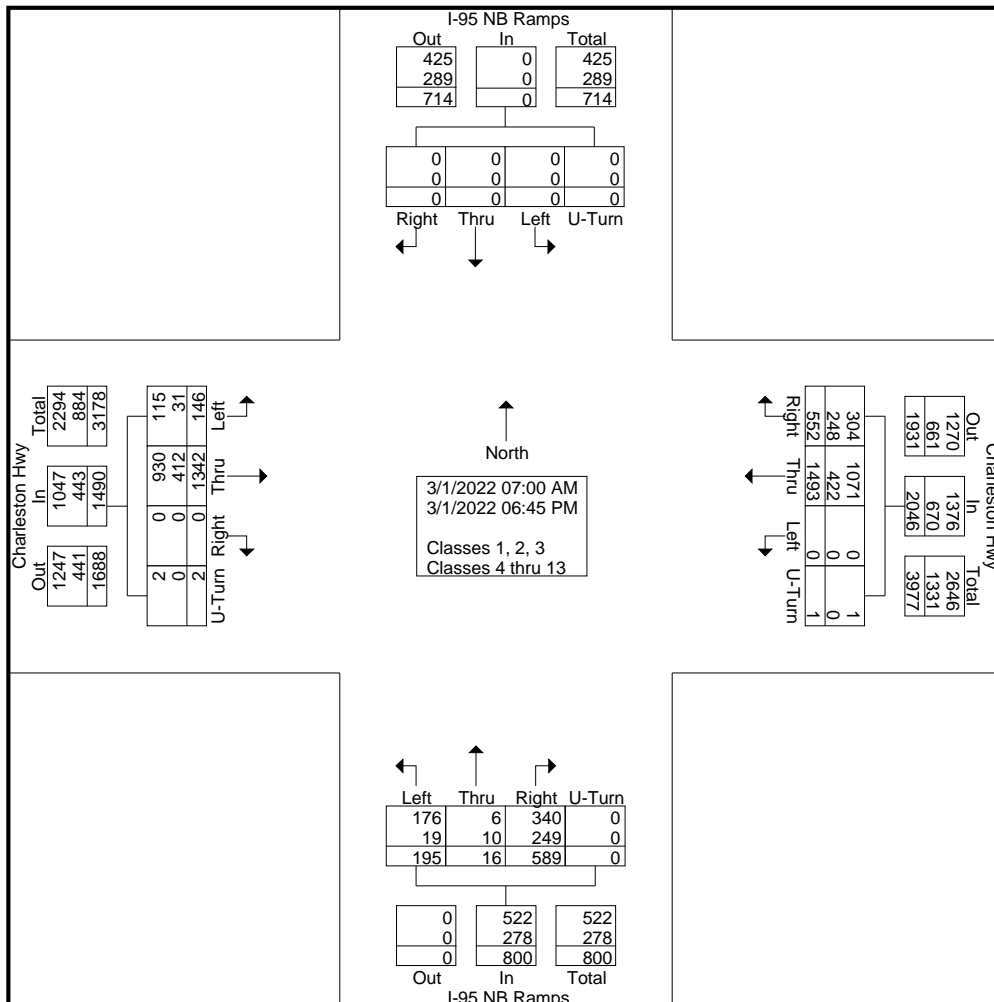
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 NB Ramps Southbound					Charleston Hwy Westbound					I-95 NB Ramps Northbound					Charleston Hwy Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	24	11	0	35	2	1	4	0	7	3	18	0	0	21	63
07:15 AM	0	0	0	0	0	0	31	13	0	44	4	2	7	0	13	6	33	0	0	39	96
07:30 AM	0	0	0	0	0	0	27	11	0	38	5	0	9	0	14	5	30	0	0	35	87
07:45 AM	0	0	0	0	0	0	29	7	0	36	3	0	7	0	10	5	23	0	0	28	74
Total	0	0	0	0	0	0	111	42	0	153	14	3	27	0	44	19	104	0	0	123	320
08:00 AM	0	0	0	0	0	0	17	9	0	26	5	0	7	0	12	0	24	0	0	24	62
08:15 AM	0	0	0	0	0	0	24	12	0	36	4	0	7	0	11	6	21	0	0	27	74
08:30 AM	0	0	0	0	0	0	19	12	0	31	3	0	6	0	9	4	26	0	0	30	70
08:45 AM	0	0	0	0	0	0	26	12	0	38	1	0	9	0	10	7	25	0	0	32	80
Total	0	0	0	0	0	0	86	45	0	131	13	0	29	0	42	17	96	0	0	113	286
09:00 AM	0	0	0	0	0	0	22	8	0	30	3	1	12	0	16	1	22	0	0	23	69
09:15 AM	0	0	0	0	0	0	20	12	0	32	2	0	8	0	10	6	26	0	0	32	74
09:30 AM	0	0	0	0	0	0	26	14	0	40	1	1	13	0	15	3	15	0	1	19	74
09:45 AM	0	0	0	0	0	0	22	14	0	36	3	1	7	0	11	4	27	0	0	31	78
Total	0	0	0	0	0	0	90	48	0	138	9	3	40	0	52	14	90	0	1	105	295
10:00 AM	0	0	0	0	0	0	27	8	0	35	2	0	12	0	14	3	20	0	0	23	72
10:15 AM	0	0	0	0	0	0	23	8	0	31	2	0	6	0	8	1	28	0	1	30	69
10:30 AM	0	0	0	0	0	0	26	8	0	34	5	0	17	0	22	2	26	0	0	28	84
10:45 AM	0	0	0	0	0	0	22	17	0	39	2	0	15	0	17	4	18	0	0	22	78
Total	0	0	0	0	0	0	98	41	0	139	11	0	50	0	61	10	92	0	1	103	303
11:00 AM	0	0	0	0	0	0	24	9	0	33	2	0	17	0	19	2	24	0	0	26	78
11:15 AM	0	0	0	0	0	0	28	8	0	36	4	0	10	0	14	2	21	0	0	23	73
11:30 AM	0	0	0	0	0	0	35	10	0	45	3	0	16	0	19	5	24	0	0	29	93
11:45 AM	0	0	0	0	0	0	29	14	0	43	5	0	11	0	16	3	32	0	0	35	94
Total	0	0	0	0	0	0	116	41	0	157	14	0	54	0	68	12	101	0	0	113	338
12:00 PM	0	0	0	0	0	0	32	11	0	43	10	0	29	0	39	2	41	0	0	43	125
12:15 PM	0	0	0	0	0	0	36	12	0	48	4	1	17	0	22	3	35	0	0	38	108
12:30 PM	0	0	0	0	0	0	39	18	0	57	6	0	18	0	24	0	26	0	0	26	107
12:45 PM	0	0	0	0	0	0	35	15	0	50	8	1	9	0	18	3	36	0	0	39	107
Total	0	0	0	0	0	0	142	56	0	198	28	2	73	0	103	8	138	0	0	146	447
01:00 PM	0	0	0	0	0	0	25	17	0	42	3	0	17	0	20	3	30	0	0	33	95
01:15 PM	0	0	0	0	0	0	28	12	0	40	5	0	17	0	22	2	32	0	0	34	96
01:30 PM	0	0	0	0	0	0	34	8	0	42	1	0	13	0	14	6	32	0	0	38	94
01:45 PM	0	0	0	0	0	0	38	19	0	57	3	0	9	0	12	0	35	0	0	35	104
Total	0	0	0	0	0	0	125	56	0	181	12	0	56	0	68	11	129	0	0	140	389
02:00 PM	0	0	0	0	0	0	41	16	0	57	6	2	10	0	18	2	30	0	0	32	107
02:15 PM	0	0	0	0	0	0	29	10	0	39	4	0	16	0	20	10	38	0	0	48	107
02:30 PM	0	0	0	0	0	0	34	12	0	46	3	1	12	0	16	4	37	0	0	41	103
02:45 PM	0	0	0	0	0	0	35	20	0	55	2	0	13	0	15	4	28	0	0	32	102
Total	0	0	0	0	0	0	139	58	0	197	15	3	51	0	69	20	133	0	0	153	419
03:00 PM	0	0	0	0	0	0	42	14	0	56	5	0	11	0	16	1	29	0	0	30	102
03:15 PM	0	0	0	0	0	0	47	11	0	58	6	1	9	0	16	4	31	0	0	35	109
03:30 PM	0	0	0	0	0	0	29	8	0	37	5	0	20	0	25	1	29	0	0	30	92
03:45 PM	0	0	0	0	0	0	50	5	0	55	4	0	13	0	17	1	21	0	0	22	94
Total	0	0	0	0	0	0	168	38	0	206	20	1	53	0	74	7	110	0	0	117	397
04:00 PM	0	0	0	0	0	0	40	13	0	53	6	1	16	0	23	2	38	0	0	40	116
04:15 PM	0	0	0	0	0	0	39	10	0	49	5	0	14	0	19	3	30	0	0	33	101
04:30 PM	0	0	0	0	0	0	39	15	0	54	7	0	12	0	19	6	33	0	0	39	112
04:45 PM	0	0	0	0	0	0	30	9	0	39	7	2	17	0	26	1	31	0	0	32	97
Total	0	0	0	0	0	0	148	47	0	195	25	3	59	0	87	12	132	0	0	144	426
05:00 PM	0	0	0	0	0	0	41	14	0	55	7	0	19	0	26	7	32	0	0	39	120



Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

Start Time	I-95 NB Ramps Southbound					Charleston Hwy Westbound					I-95 NB Ramps Northbound					Charleston Hwy Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	0	0	0	0	0	0	40	12	0	52	3	0	12	0	15	2	29	0	0	31	98
05:30 PM	0	0	0	0	0	0	43	8	0	51	3	0	14	0	17	0	34	0	0	34	102
05:45 PM	0	0	0	0	0	0	30	5	0	35	4	0	9	0	13	1	29	0	0	30	78
Total	0	0	0	0	0	0	154	39	0	193	17	0	54	0	71	10	124	0	0	134	398
06:00 PM	0	0	0	0	0	0	35	12	1	48	4	1	12	0	17	3	27	0	0	30	95
06:15 PM	0	0	0	0	0	0	32	13	0	45	7	0	14	0	21	2	26	0	0	28	94
06:30 PM	0	0	0	0	0	0	25	8	0	33	2	0	8	0	10	1	21	0	0	22	65
06:45 PM	0	0	0	0	0	0	24	8	0	32	4	0	9	0	13	0	19	0	0	19	64
Total	0	0	0	0	0	0	116	41	1	158	17	1	43	0	61	6	93	0	0	99	318
Grand Total	0	0	0	0	0	0	1493	552	1	2046	195	16	589	0	800	146	1342	0	2	1490	4336
Apprch %	0	0	0	0	0	0	73	27	0		24.4	2	73.6	0		9.8	90.1	0	0.1		
Total %	0	0	0	0	0	0	34.4	12.7	0	47.2	4.5	0.4	13.6	0	18.5	3.4	31	0	0	34.4	
Classes 1, 2, 3	0	0	0	0	0	0	1071	304	1	1376	176	6	340	0	522	115	930	0	2	1047	2945
% Classes 1, 2, 3	0	0	0	0	0	0	71.7	55.1	100	67.3	90.3	37.5	57.7	0	65.2	78.8	69.3	0	100	70.3	67.9
Classes 4 thru 13	0	0	0	0	0	0	422	248	0	670	19	10	249	0	278	31	412	0	0	443	1391
% Classes 4 thru 13	0	0	0	0	0	0	28.3	44.9	0	32.7	9.7	62.5	42.3	0	34.8	21.2	30.7	0	0	29.7	32.1









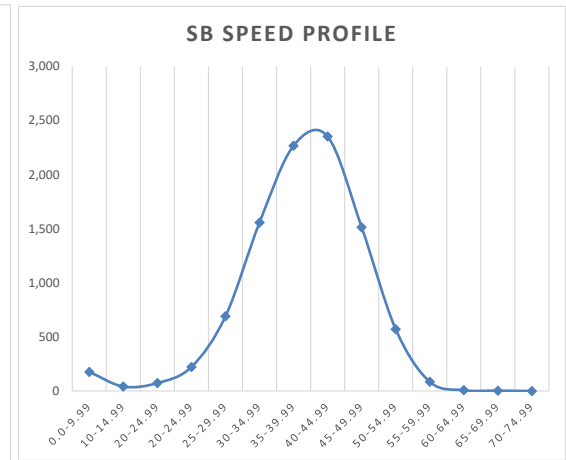
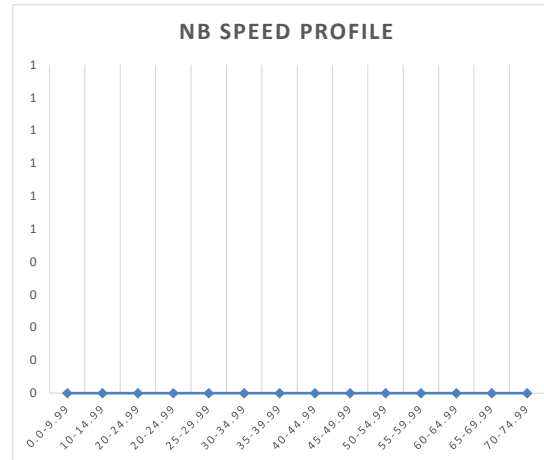
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694207  
 Location: I-95 SB Exit Ramp to Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	22	0	19	22	19
1:00 AM	0	20	0	22	20	22
2:00 AM	0	17	0	22	17	22
3:00 AM	0	15	0	23	15	23
4:00 AM	0	19	0	19	19	19
5:00 AM	0	24	0	20	24	20
6:00 AM	0	36	0	39	36	39
7:00 AM	0	55	0	43	55	43
8:00 AM	0	45	0	59	45	59
9:00 AM	0	53	0	95	53	95
10:00 AM	0	51	0	119	51	119
11:00 AM	0	70	0	120	70	120
12:00 PM	0	82	0	123	82	123
1:00 PM	0	98	0	131	98	131
2:00 PM	0	80	0	111	80	111
3:00 PM	0	75	0	99	75	99
4:00 PM	0	84	0	93	84	93
5:00 PM	0	71	0	79	71	79
6:00 PM	0	64	0	74	64	74
7:00 PM	0	56	0	59	56	59
8:00 PM	0	36	0	41	36	41
9:00 PM	0	35	0	42	35	42
10:00 PM	0	21	0	35	21	35
11:00 PM	0	29	0	29	15	29
<b>TOTAL</b>	<b>0</b>	<b>1156</b>	<b>0</b>	<b>1510</b>	<b>1142</b>	<b>1510</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	
SB	Total	6,482	655	2,171	111	141	9,560
	Percent	68%	7%	23%	1%	1%	

NOTE	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1256
WEEKEND ADT:	1642

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694208  
 Location: I-95 SB On Ramp from Charleston Hwy  
 RR Crossing No: 0

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	23	18	17	34	35	18	27	19	23
1:00 AM	0	0	0	0	0	0	0	0	0	14	13	18	22	31	16	21	22	22
2:00 AM	0	0	0	0	0	0	0	0	0	13	15	13	23	34	14	21	17	19
3:00 AM	0	0	0	0	0	0	0	0	0	12	10	23	28	26	17	25	12	19
4:00 AM	0	0	0	0	0	0	0	0	0	15	25	25	24	42	25	25	18	22
5:00 AM	0	0	0	0	0	0	0	0	0	23	38	36	34	53	37	38	19	29
6:00 AM	0	0	0	0	0	0	0	0	0	40	55	58	51	62	57	57	37	47
7:00 AM	0	0	0	0	0	0	0	0	0	44	82	82	76	105	82	57	57	57
8:00 AM	0	0	0	0	0	0	0	0	0	77	57	69	73	107	63	74	61	68
9:00 AM	0	0	0	0	0	0	0	0	0	69	58	55	71	83	57	130	90	110
10:00 AM	0	0	0	0	0	0	0	0	0	77	72	61	104	89	67	115	126	121
11:00 AM	0	0	0	0	0	0	0	0	0	88	66	77	249	115	72	109	164	137
12:00 PM	0	0	0	0	0	0	0	0	0	102	96	77	627	128	87	129	130	130
1:00 PM	0	0	0	0	0	0	0	0	0	115	85	110	625	127	98	107	133	120
2:00 PM	0	0	0	0	0	0	0	0	0	125	79	96	770	120	88	108	112	110
3:00 PM	0	0	0	0	0	0	0	0	0	116	79	106	811	138	93	106	110	108
4:00 PM	0	0	0	0	0	0	0	0	0	107	74	85	218	123	80	93	101	97
5:00 PM	0	0	0	0	0	0	0	0	0	68	69	67	86	101	68	83	155	119
6:00 PM	0	0	0	0	0	0	0	0	0	73	62	53	70	100	58	67	91	79
7:00 PM	0	0	0	0	0	0	0	0	0	59	47	55	52	72	51	46	62	54
8:00 PM	0	0	0	0	0	0	0	0	0	57	29	40	43	61	35	51	43	47
9:00 PM	0	0	0	0	0	0	0	0	0	31	27	35	44	46	31	46	46	46
10:00 PM	0	0	0	0	0	0	0	0	0	29	24	20	35	55	22	35	39	37
11:00 PM	0	0	0	0	0	0	0	0	0	17	21	32	26	43	27	27	23	25

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	84	90	632	1,545	2,039	2,709	1,590	334	52	6	0	1	0	0	9,082
Percent		1%	1%	7%	17%	22%	30%	18%	4%	1%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	3%	9%	11%	15%	9%	2%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	160	4,866	1,465	175	320	98	4	358	1,470	19	70	14	3	60	9,082
Percent		2%	54%	16%	2%	4%	1%	0%	4%	16%	0%	1%	0%	0%	1%	
Average Percent		1%	27%	8%	1%	2%	1%	0%	2%	8%	0%	0%	0%	0%	0%	



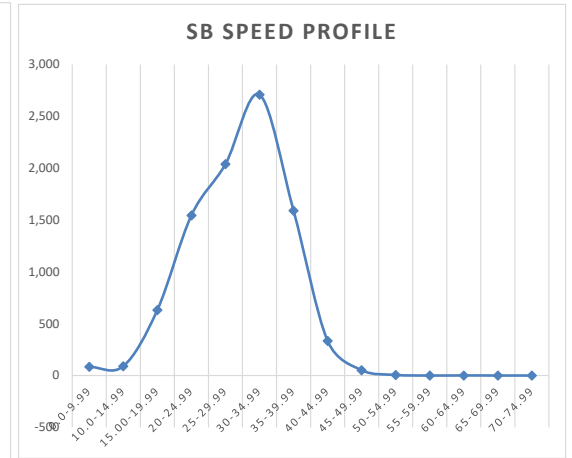
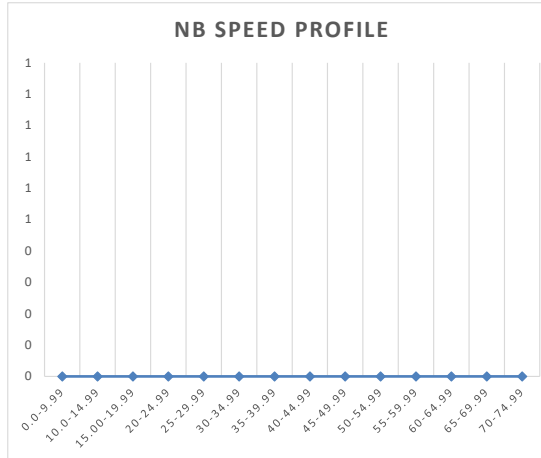
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694208  
 Location: I-95 SB On Ramp from Charleston Hwy  
 RR Crossing No: 0

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	18	0	23	18	23
1:00 AM	0	16	0	22	16	22
2:00 AM	0	14	0	19	14	19
3:00 AM	0	17	0	19	17	19
4:00 AM	0	25	0	22	25	22
5:00 AM	0	37	0	29	37	29
6:00 AM	0	57	0	47	57	47
7:00 AM	0	82	0	57	82	57
8:00 AM	0	63	0	68	63	68
9:00 AM	0	57	0	110	57	110
10:00 AM	0	67	0	121	67	121
11:00 AM	0	72	0	137	72	137
12:00 PM	0	87	0	130	87	130
1:00 PM	0	98	0	120	98	120
2:00 PM	0	88	0	110	88	110
3:00 PM	0	93	0	108	93	108
4:00 PM	0	80	0	97	80	97
5:00 PM	0	68	0	119	68	119
6:00 PM	0	58	0	79	58	79
7:00 PM	0	51	0	54	51	54
8:00 PM	0	35	0	47	35	47
9:00 PM	0	31	0	46	31	46
10:00 PM	0	22	0	37	22	37
11:00 PM	0	27	0	25	13	25
<b>TOTAL</b>	<b>0</b>	<b>1256</b>	<b>0</b>	<b>1642</b>	<b>1242</b>	<b>1642</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	
SB	Total	6,491	597	1,847	87	60	13,278
	Percent	49%	4%	14%	1%	0%	

**NOTE**

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1014
WEEKEND ADT:	933

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694209  
 Location: I-95 NB On Ramp from Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	10	20	14	7	14	14	12	8	10	0	0	0	0	0	0	0	0	0
1:00 AM	15	14	12	11	23	12	8	6	7	0	0	0	0	0	0	0	0	0
2:00 AM	7	9	9	22	22	13	17	10	14	0	0	0	0	0	0	0	0	0
3:00 AM	16	20	22	24	26	22	18	8	13	0	0	0	0	0	0	0	0	0
4:00 AM	34	32	38	44	30	38	28	5	17	0	0	0	0	0	0	0	0	0
5:00 AM	60	45	62	59	50	55	16	17	17	0	0	0	0	0	0	0	0	0
6:00 AM	63	53	63	70	66	62	50	22	36	0	0	0	0	0	0	0	0	0
7:00 AM	51	66	56	59	57	60	30	22	26	0	0	0	0	0	0	0	0	0
8:00 AM	47	60	39	78	58	59	46	34	40	0	0	0	0	0	0	0	0	0
9:00 AM	51	65	54	64	40	61	67	53	60	0	0	0	0	0	0	0	0	0
10:00 AM	36	52	64	52	76	56	49	61	55	0	0	0	0	0	0	0	0	0
11:00 AM	49	52	66	40	74	53	76	82	79	0	0	0	0	0	0	0	0	0
12:00 PM	88	66	65	64	75	65	62	81	72	0	0	0	0	0	0	0	0	0
1:00 PM	61	69	76	55	84	67	59	67	63	0	0	0	0	0	0	0	0	0
2:00 PM	85	82	61	53	74	65	61	65	63	0	0	0	0	0	0	0	0	0
3:00 PM	59	47	60	34	61	47	72	65	69	0	0	0	0	0	0	0	0	0
4:00 PM	81	65	58	68	87	64	43	74	59	0	0	0	0	0	0	0	0	0
5:00 PM	72	50	35	57	49	47	58	47	53	0	0	0	0	0	0	0	0	0
6:00 PM	62	48	28	44	36	40	38	75	57	0	0	0	0	0	0	0	0	0
7:00 PM	36	28	24	32	31	28	38	69	54	0	0	0	0	0	0	0	0	0
8:00 PM	33	31	26	33	24	30	32	31	32	0	0	0	0	0	0	0	0	0
9:00 PM	30	22	23	21	19	22	16	14	15	0	0	0	0	0	0	0	0	0
10:00 PM	13	9	16	17	21	14	16	17	17	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	19	26	15	19	10	10	10	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	62	88	211	700	1,408	1,448	1,722	1,106	281	56	14	0	1	0	7,097
Percent		1%	1%	3%	10%	20%	20%	24%	16%	4%	1%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	1%	1%	5%	10%	10%	12%	8%	2%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	51	3,211	1,005	186	270	58	7	254	1,840	24	85	18	16	72	7,097
Percent		1%	45%	14%	3%	4%	1%	0%	4%	26%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	23%	7%	1%	2%	0%	0%	2%	13%	0%	1%	0%	0%	1%	



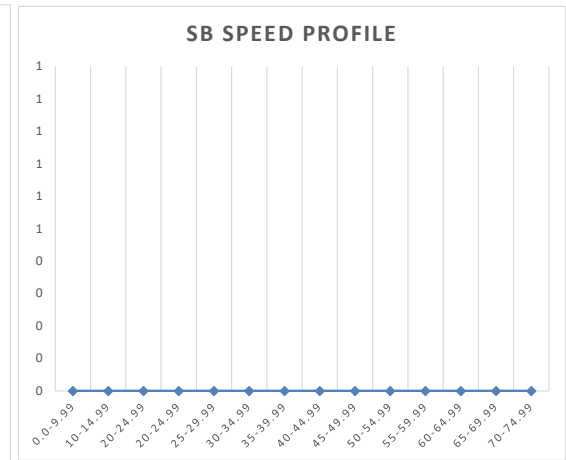
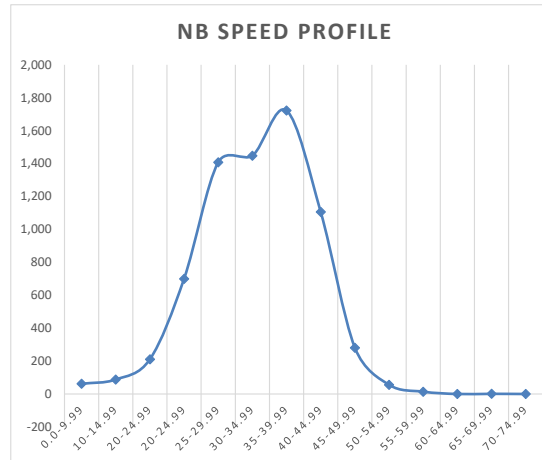
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694209  
 Location: I-95 NB On Ramp from Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	14	0	10	0	14	10
1:00 AM	12	0	7	0	12	7
2:00 AM	13	0	14	0	13	14
3:00 AM	22	0	13	0	22	13
4:00 AM	38	0	17	0	38	17
5:00 AM	55	0	17	0	55	17
6:00 AM	62	0	36	0	62	86
7:00 AM	60	0	26	0	60	26
8:00 AM	59	0	40	0	59	40
9:00 AM	61	0	60	0	61	60
10:00 AM	56	0	55	0	56	55
11:00 AM	53	0	79	0	53	79
12:00 PM	65	0	72	0	65	72
1:00 PM	67	0	63	0	67	63
2:00 PM	65	0	63	0	65	63
3:00 PM	47	0	69	0	47	69
4:00 PM	64	0	59	0	64	59
5:00 PM	47	0	53	0	47	53
6:00 PM	40	0	57	0	40	57
7:00 PM	28	0	54	0	28	54
8:00 PM	30	0	32	0	30	32
9:00 PM	22	0	15	0	22	15
10:00 PM	14	0	17	0	14	17
11:00 PM	19	0	10	0	10	10
<b>TOTAL</b>	<b>1014</b>	<b>0</b>	<b>933</b>	<b>0</b>	<b>1004</b>	<b>933</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	4,267	521	2,118	119	72	7,097
	Percent	60%	7%	30%	2%	1%	
SB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	

NOTE	





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1095
WEEKEND ADT:	1450

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694210  
 Location: I-95 NB Exit Ramp to Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	8	25	14	21	19	20	12	12	12	0	0	0	0	0	0	0	0	0
1:00 AM	9	18	8	11	14	13	9	16	13	0	0	0	0	0	0	0	0	0
2:00 AM	5	17	12	19	14	15	15	11	13	0	0	0	0	0	0	0	0	0
3:00 AM	13	14	22	11	17	18	12	2	7	0	0	0	0	0	0	0	0	0
4:00 AM	24	21	26	33	18	24	10	8	9	0	0	0	0	0	0	0	0	0
5:00 AM	30	25	37	33	37	31	12	14	13	0	0	0	0	0	0	0	0	0
6:00 AM	36	31	45	50	46	38	28	10	19	0	0	0	0	0	0	0	0	0
7:00 AM	33	43	40	41	49	42	39	30	35	0	0	0	0	0	0	0	0	0
8:00 AM	49	42	25	50	53	34	41	34	38	0	0	0	0	0	0	0	0	0
9:00 AM	55	52	63	98	68	58	61	62	62	0	0	0	0	0	0	0	0	0
10:00 AM	45	61	64	367	74	63	80	75	78	0	0	0	0	0	0	0	0	0
11:00 AM	65	68	78	374	92	73	76	75	76	0	0	0	0	0	0	0	0	0
12:00 PM	111	101	86	317	95	94	62	92	77	0	0	0	0	0	0	0	0	0
1:00 PM	90	68	80	328	79	74	68	83	76	0	0	0	0	0	0	0	0	0
2:00 PM	86	70	76	286	80	73	64	81	73	0	0	0	0	0	0	0	0	0
3:00 PM	60	76	78	191	85	77	55	80	68	0	0	0	0	0	0	0	0	0
4:00 PM	99	88	62	317	82	75	64	291	178	0	0	0	0	0	0	0	0	0
5:00 PM	277	69	58	50	80	64	58	234	146	0	0	0	0	0	0	0	0	0
6:00 PM	195	64	47	40	48	56	58	296	177	0	0	0	0	0	0	0	0	0
7:00 PM	113	50	28	41	43	39	59	277	168	0	0	0	0	0	0	0	0	0
8:00 PM	71	47	28	35	34	38	34	94	64	0	0	0	0	0	0	0	0	0
9:00 PM	66	29	34	29	22	32	16	22	19	0	0	0	0	0	0	0	0	0
10:00 PM	24	18	31	26	27	25	30	20	25	0	0	0	0	0	0	0	0	0
11:00 PM	0	27	23	24	27	25	13	5	9	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	76	21	46	153	333	592	936	1,176	1,497	1,626	981	350	69	16	7,872
Percent	NB	1%	0%	1%	2%	4%	8%	12%	15%	19%	21%	12%	4%	1%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	1%	2%	4%	6%	7%	10%	10%	6%	2%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	49	3,984	1,286	137	342	73	3	283	1,521	22	74	18	7	75	7,874
Percent	NB	1%	51%	16%	2%	4%	1%	0%	4%	19%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	25%	8%	1%	2%	0%	0%	2%	10%	0%	0%	0%	0%	0%	



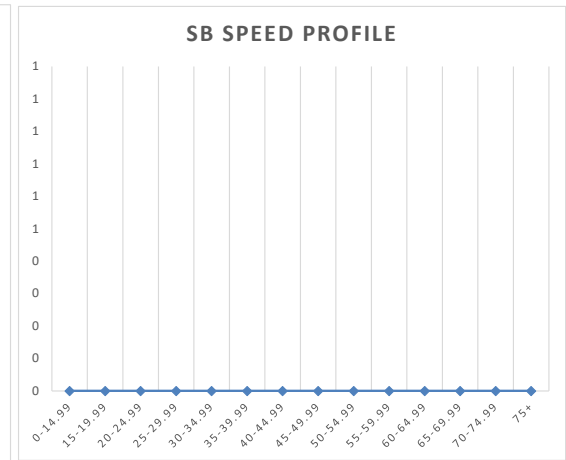
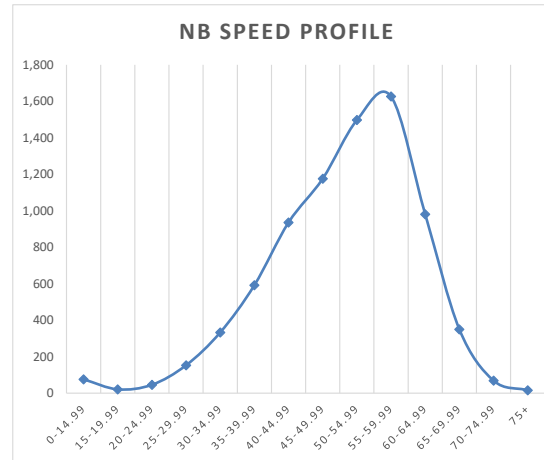
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694210  
 Location: I-95 NB Exit Ramp to Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	20	0	12	0	20	12
1:00 AM	13	0	13	0	13	13
2:00 AM	15	0	13	0	15	13
3:00 AM	18	0	7	0	18	7
4:00 AM	24	0	9	0	24	9
5:00 AM	31	0	13	0	31	13
6:00 AM	38	0	19	0	38	19
7:00 AM	42	0	35	0	42	35
8:00 AM	34	0	38	0	34	38
9:00 AM	58	0	62	0	58	62
10:00 AM	63	0	78	0	63	78
11:00 AM	73	0	76	0	73	76
12:00 PM	94	0	77	0	94	77
1:00 PM	74	0	76	0	74	76
2:00 PM	73	0	73	0	73	73
3:00 PM	77	0	68	0	77	68
4:00 PM	75	0	178	0	75	178
5:00 PM	64	0	146	0	64	146
6:00 PM	56	0	177	0	56	177
7:00 PM	39	0	168	0	39	168
8:00 PM	38	0	64	0	38	64
9:00 PM	32	0	19	0	32	19
10:00 PM	25	0	25	0	25	25
11:00 PM	25	0	9	0	13	9
<b>TOTAL</b>	<b>1095</b>	<b>0</b>	<b>1450</b>	<b>0</b>	<b>1082</b>	<b>1450</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	5,319	555	1,826	99	75	10,665
	Percent	50%	5%	17%	1%	1%	
SB	Total	0	0	0	0	0	0
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

**NOTE**  
 3/3/2022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 Reduced to one lane in each direction.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	763
WEEKEND ADT:	993

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694211  
 Location: I-26 NB Exit Ramp to Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	3	7	4	3	6	5	7	8	8	0	0	0	0	0	0	0	0	0
1:00 AM	0	4	5	4	4	4	5	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	6	6	7	2	6	5	8	2	5	0	0	0	0	0	0	0	0	0
3:00 AM	8	5	10	8	5	8	5	5	5	0	0	0	0	0	0	0	0	0
4:00 AM	13	5	16	12	9	11	5	5	5	0	0	0	0	0	0	0	0	0
5:00 AM	13	11	15	23	17	16	17	6	12	0	0	0	0	0	0	0	0	0
6:00 AM	26	21	28	37	27	29	21	14	18	0	0	0	0	0	0	0	0	0
7:00 AM	38	27	36	54	39	39	31	21	26	0	0	0	0	0	0	0	0	0
8:00 AM	39	46	37	56	59	46	45	33	39	0	0	0	0	0	0	0	0	0
9:00 AM	32	37	44	39	46	40	47	38	43	0	0	0	0	0	0	0	0	0
10:00 AM	59	49	46	67	56	54	61	59	60	0	0	0	0	0	0	0	0	0
11:00 AM	74	65	44	68	56	59	65	63	64	0	0	0	0	0	0	0	0	0
12:00 PM	59	36	46	79	49	54	52	72	62	0	0	0	0	0	0	0	0	0
1:00 PM	67	55	55	73	68	61	38	61	50	0	0	0	0	0	0	0	0	0
2:00 PM	37	47	51	81	68	60	51	52	52	0	0	0	0	0	0	0	0	0
3:00 PM	57	62	57	57	78	59	36	105	71	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	59	53	58	60	41	473	257	0	0	0	0	0	0	0	0	0
5:00 PM	45	61	41	45	52	49	36	181	109	0	0	0	0	0	0	0	0	0
6:00 PM	27	42	19	34	28	32	31	30	31	0	0	0	0	0	0	0	0	0
7:00 PM	16	27	18	28	26	24	26	21	24	0	0	0	0	0	0	0	0	0
8:00 PM	10	19	12	31	28	21	12	21	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	12	10	11	11	11	19	16	18	0	0	0	0	0	0	0	0	0
10:00 PM	10	7	10	15	9	11	9	13	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	5	6	8	9	6	4	8	6	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	84	35	96	129	328	800	1,526	1,766	887	150	12	3	0	0	5,816
Percent		1%	1%	2%	2%	6%	14%	26%	30%	15%	3%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	3%	7%	13%	15%	8%	1%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	48	3,465	1,076	40	237	200	8	119	504	10	28	7	3	71	5,816
Percent		1%	60%	19%	1%	4%	3%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	0%	2%	2%	0%	1%	4%	0%	0%	0%	0%	1%	



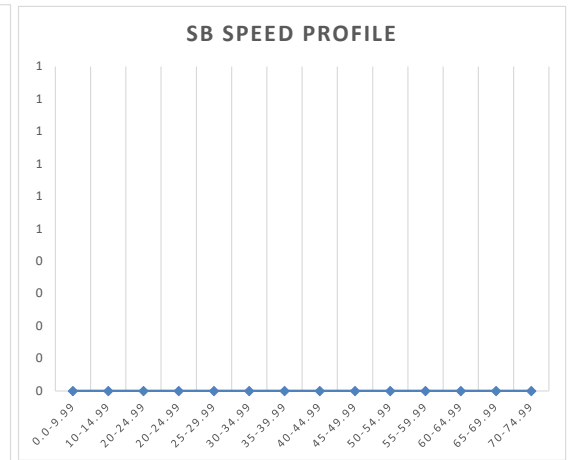
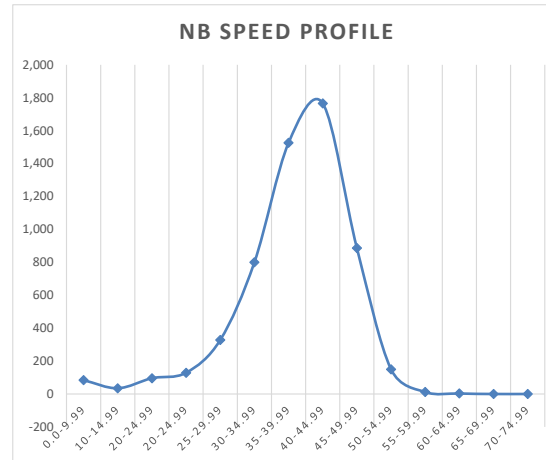
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694211  
 Location: I-26 NB Exit Ramp to Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	5	0	8	0	5	8
1:00 AM	4	0	6	0	4	6
2:00 AM	5	0	5	0	5	5
3:00 AM	8	0	5	0	8	5
4:00 AM	11	0	5	0	11	5
5:00 AM	16	0	12	0	16	12
6:00 AM	29	0	18	0	29	18
7:00 AM	39	0	26	0	39	26
8:00 AM	46	0	39	0	46	39
9:00 AM	40	0	43	0	40	43
10:00 AM	54	0	60	0	54	60
11:00 AM	59	0	64	0	59	64
12:00 PM	54	0	62	0	54	62
1:00 PM	61	0	50	0	61	50
2:00 PM	60	0	52	0	60	52
3:00 PM	59	0	71	0	59	71
4:00 PM	60	0	257	0	60	257
5:00 PM	49	0	109	0	49	109
6:00 PM	32	0	31	0	32	31
7:00 PM	24	0	24	0	24	24
8:00 PM	21	0	17	0	21	17
9:00 PM	11	0	18	0	11	18
10:00 PM	11	0	11	0	11	11
11:00 PM	6	0	6	0	3	6
<b>TOTAL</b>	<b>763</b>	<b>0</b>	<b>993</b>	<b>0</b>	<b>760</b>	<b>993</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	4,589	485	633	38	71	5,816
	Percent	79%	8%	11%	1%	1%	
SB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	

NOTE						



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	368
WEEKEND ADT:	362

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694212  
 Location: I-26 SB Exit Ramp to Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	6	3	8	1	5	5	5	5
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	1	3	3	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	2	2	2	6	1	2	6	4	5
3:00 AM	0	0	0	0	0	0	0	0	0	3	2	3	5	6	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	7	10	7	7	7	9	2	5	4
5:00 AM	0	0	0	0	0	0	0	0	0	16	10	7	11	8	9	11	5	8
6:00 AM	0	0	0	0	0	0	0	0	0	9	18	15	13	8	17	4	5	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	21	23	32	13	22	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	11	25	13	19	21	19	22	10	16
9:00 AM	0	0	0	0	0	0	0	0	0	23	27	28	25	26	28	33	22	28
10:00 AM	0	0	0	0	0	0	0	0	0	22	28	22	22	31	25	30	21	26
11:00 AM	0	0	0	0	0	0	0	0	0	39	16	19	113	38	18	22	22	22
12:00 PM	0	0	0	0	0	0	0	0	0	27	26	26	69	28	26	32	28	30
1:00 PM	0	0	0	0	0	0	0	0	0	25	21	30	25	29	26	27	22	25
2:00 PM	0	0	0	0	0	0	0	0	0	30	27	23	119	47	25	26	30	28
3:00 PM	0	0	0	0	0	0	0	0	0	15	19	25	230	34	22	30	34	32
4:00 PM	0	0	0	0	0	0	0	0	0	34	27	28	31	37	28	30	22	26
5:00 PM	0	0	0	0	0	0	0	0	0	23	29	23	26	34	26	18	34	26
6:00 PM	0	0	0	0	0	0	0	0	0	18	20	20	18	19	20	18	22	20
7:00 PM	0	0	0	0	0	0	0	0	0	16	16	14	11	15	15	14	18	16
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	12	11	7	5	10	8
9:00 PM	0	0	0	0	0	0	0	0	0	8	1	5	7	17	3	9	10	10
10:00 PM	0	0	0	0	0	0	0	0	0	4	11	7	11	11	9	7	6	7
11:00 PM	0	0	0	0	0	0	0	0	0	6	5	6	9	12	6	12	3	8

SPEED																
	DIRECTION	1.1-15.99	16.0-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	103	45	68	124	253	427	669	709	494	169	44	14	4	0	3,123
Percent	SB	3%	1%	2%	4%	8%	14%	21%	23%	16%	5%	1%	0%	0%	0%	0%
Average Percent		2%	1%	1%	2%	4%	7%	11%	11%	8%	3%	1%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	30	1,605	595	29	180	37	1	108	406	12	52	11	1	56	3,123
Percent	SB	1%	51%	19%	1%	6%	1%	0%	3%	13%	0%	2%	0%	0%	2%	0%
Average Percent		0%	26%	10%	0%	3%	1%	0%	2%	7%	0%	1%	0%	0%	1%	0%



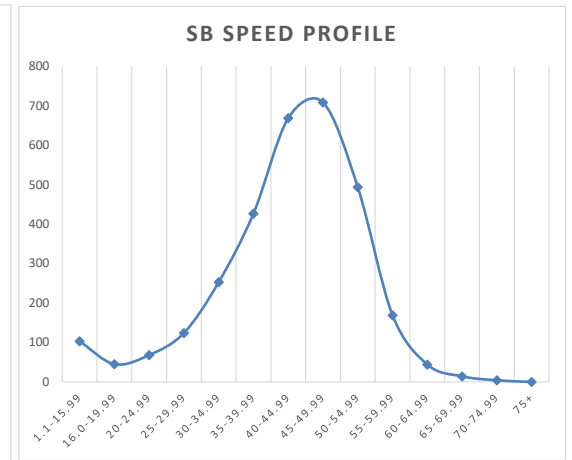
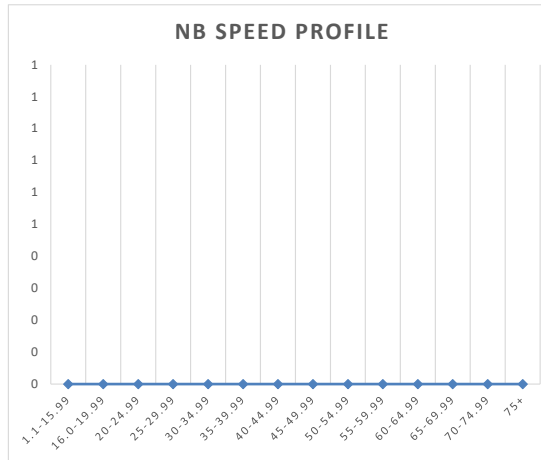
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694212  
 Location: I-26 SB Exit Ramp to Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	5	0	5	5	5
1:00 AM	0	3	0	6	3	6
2:00 AM	0	2	0	5	2	5
3:00 AM	0	3	0	2	3	2
4:00 AM	0	9	0	4	9	4
5:00 AM	0	9	0	8	9	8
6:00 AM	0	17	0	5	17	5
7:00 AM	0	22	0	4	22	4
8:00 AM	0	19	0	16	19	16
9:00 AM	0	28	0	28	28	28
10:00 AM	0	25	0	26	25	26
11:00 AM	0	18	0	22	18	22
12:00 PM	0	26	0	30	26	30
1:00 PM	0	26	0	25	26	25
2:00 PM	0	25	0	28	25	28
3:00 PM	0	22	0	32	22	32
4:00 PM	0	28	0	26	28	26
5:00 PM	0	26	0	26	26	26
6:00 PM	0	20	0	20	20	20
7:00 PM	0	15	0	16	15	16
8:00 PM	0	7	0	8	7	8
9:00 PM	0	3	0	10	3	10
10:00 PM	0	9	0	7	9	7
11:00 PM	0	6	0	8	3	8
<b>TOTAL</b>	<b>0</b>	<b>368</b>	<b>0</b>	<b>362</b>	<b>365</b>	<b>362</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
SB	Total	2,230	247	526	64	56	3,123
	Percent	71%	8%	17%	2%	2%	

**NOTE**  
 3/3/2022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	659
WEEKEND ADT:	593

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694213  
 Location: I-26 SB On Ramp from Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	4	6	1	7	3	4	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0	4	4	3	4	5	4	3	10	7
2:00 AM	0	0	0	0	0	0	0	0	0	2	5	2	7	0	4	10	1	6
3:00 AM	0	0	0	0	0	0	0	0	0	3	9	7	8	9	8	6	6	6
4:00 AM	0	0	0	0	0	0	0	0	0	13	22	27	28	24	25	4	7	6
5:00 AM	0	0	0	0	0	0	0	0	0	40	46	43	37	34	45	19	16	18
6:00 AM	0	0	0	0	0	0	0	0	0	34	61	47	59	52	54	18	6	12
7:00 AM	0	0	0	0	0	0	0	0	0	58	44	47	58	45	46	17	7	12
8:00 AM	0	0	0	0	0	0	0	0	0	42	49	48	63	47	49	27	11	19
9:00 AM	0	0	0	0	0	0	0	0	0	37	43	39	46	52	41	31	25	28
10:00 AM	0	0	0	0	0	0	0	0	0	54	47	38	50	37	43	41	31	36
11:00 AM	0	0	0	0	0	0	0	0	0	49	43	44	53	61	44	35	29	32
12:00 PM	0	0	0	0	0	0	0	0	0	40	50	41	119	51	46	50	39	45
1:00 PM	0	0	0	0	0	0	0	0	0	43	41	41	794	54	41	54	38	46
2:00 PM	0	0	0	0	0	0	0	0	0	42	37	39	405	50	38	58	37	48
3:00 PM	0	0	0	0	0	0	0	0	0	48	34	37	134	56	36	36	43	40
4:00 PM	0	0	0	0	0	0	0	0	0	51	43	31	82	62	37	40	50	45
5:00 PM	0	0	0	0	0	0	0	0	0	24	37	31	32	53	34	46	91	69
6:00 PM	0	0	0	0	0	0	0	0	0	30	21	23	36	31	22	32	49	41
7:00 PM	0	0	0	0	0	0	0	0	0	14	8	17	17	26	13	24	35	30
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	10	18	19	8	11	13	12
9:00 PM	0	0	0	0	0	0	0	0	0	8	9	10	10	23	10	20	21	21
10:00 PM	0	0	0	0	0	0	0	0	0	10	9	9	17	12	9	13	5	9
11:00 PM	0	0	0	0	0	0	0	0	0	5	5	5	12	10	5	6	4	5

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	112	45	52	128	471	1,053	1,633	455	34	3	0	0	0	0	3,986
Percent	SB	3%	1%	1%	3%	12%	26%	41%	11%	1%	0%	0%	0%	0%	0%	0%
Average Percent		1%	1%	1%	2%	6%	13%	20%	6%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	54	2,287	687	50	126	65	2	96	476	18	34	7	3	77	3,982
Percent	SB	1%	57%	17%	1%	3%	2%	0%	2%	12%	0%	1%	0%	0%	2%	0%
Average Percent		1%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	1%	0%



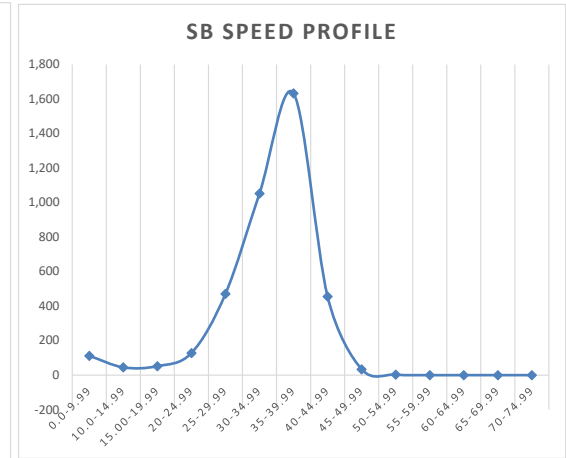
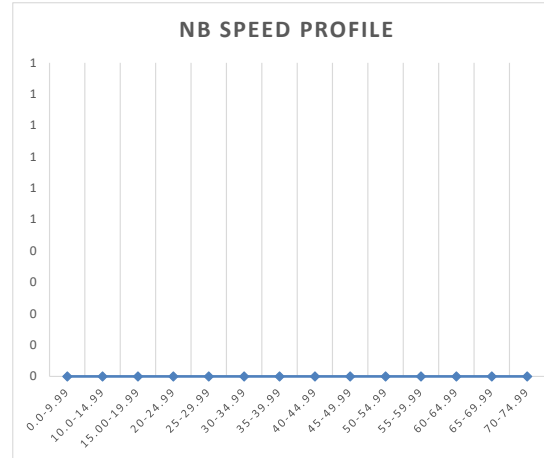
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694213  
 Location: I-26 SB On Ramp from Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	4	0	5	4	5
1:00 AM	0	4	0	7	4	7
2:00 AM	0	4	0	6	4	6
3:00 AM	0	8	0	6	8	6
4:00 AM	0	25	0	6	25	6
5:00 AM	0	45	0	18	45	18
6:00 AM	0	54	0	12	54	12
7:00 AM	0	46	0	12	46	12
8:00 AM	0	49	0	19	49	19
9:00 AM	0	41	0	28	41	28
10:00 AM	0	43	0	36	43	36
11:00 AM	0	44	0	32	44	32
12:00 PM	0	46	0	45	46	45
1:00 PM	0	41	0	46	41	46
2:00 PM	0	38	0	48	38	48
3:00 PM	0	36	0	40	36	40
4:00 PM	0	37	0	45	37	45
5:00 PM	0	34	0	69	34	69
6:00 PM	0	22	0	41	22	41
7:00 PM	0	13	0	30	13	30
8:00 PM	0	8	0	12	8	12
9:00 PM	0	10	0	21	10	21
10:00 PM	0	9	0	9	9	9
11:00 PM	0	5	0	5	3	5
<b>TOTAL</b>	<b>0</b>	<b>659</b>	<b>0</b>	<b>593</b>	<b>657</b>	<b>593</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	3,028	243	590	44	77	6,078
	Percent	50%	4%	10%	1%	1%	

**NOTE**  
 3/3/2022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	388
WEEKEND ADT:	504

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694214  
 Location: I-26 NB On Ramp from Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	4	5	2	3	5	8	3	6	0	0	0	0	0	0	0	0	0
1:00 AM	2	4	7	1	1	6	4	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	2	2	2	2	10	2	6	3	5	0	0	0	0	0	0	0	0	0
3:00 AM	11	1	7	8	3	4	9	5	7	0	0	0	0	0	0	0	0	0
4:00 AM	8	5	7	10	12	6	4	7	6	0	0	0	0	0	0	0	0	0
5:00 AM	12	8	23	14	15	16	5	4	5	0	0	0	0	0	0	0	0	0
6:00 AM	26	15	18	24	23	17	13	4	9	0	0	0	0	0	0	0	0	0
7:00 AM	23	18	25	21	24	22	13	17	15	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	23	34	41	25	21	27	24	0	0	0	0	0	0	0	0	0
9:00 AM	21	19	22	22	20	21	29	28	29	0	0	0	0	0	0	0	0	0
10:00 AM	37	45	27	35	40	36	33	43	38	0	0	0	0	0	0	0	0	0
11:00 AM	47	35	20	35	40	28	32	41	37	0	0	0	0	0	0	0	0	0
12:00 PM	26	34	24	46	28	29	39	60	50	0	0	0	0	0	0	0	0	0
1:00 PM	38	27	24	53	35	26	33	58	46	0	0	0	0	0	0	0	0	0
2:00 PM	27	24	31	58	34	28	42	53	48	0	0	0	0	0	0	0	0	0
3:00 PM	20	26	23	25	40	25	26	59	43	0	0	0	0	0	0	0	0	0
4:00 PM	36	30	28	27	36	29	34	36	35	0	0	0	0	0	0	0	0	0
5:00 PM	24	26	17	18	38	22	24	20	22	0	0	0	0	0	0	0	0	0
6:00 PM	19	16	10	27	14	13	19	35	27	0	0	0	0	0	0	0	0	0
7:00 PM	6	9	10	17	15	10	11	15	13	0	0	0	0	0	0	0	0	0
8:00 PM	14	11	5	16	24	8	14	16	15	0	0	0	0	0	0	0	0	0
9:00 PM	6	6	9	11	11	8	8	13	11	0	0	0	0	0	0	0	0	0
10:00 PM	14	3	7	10	4	5	6	11	9	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	2	3	6	4	7	2	5	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	159	23	36	68	245	518	927	631	129	11	4	1	1	0	2,753
Percent		6%	1%	1%	2%	9%	19%	34%	23%	5%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	0%	1%	1%	4%	9%	17%	11%	2%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	22	1,542	540	45	148	36	1	56	193	7	23	7	1	134	2,755
Percent		1%	56%	20%	2%	5%	1%	0%	2%	7%	0%	1%	0%	0%	5%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	10%	1%	3%	1%	0%	1%	4%	0%	0%	0%	0%	2%	



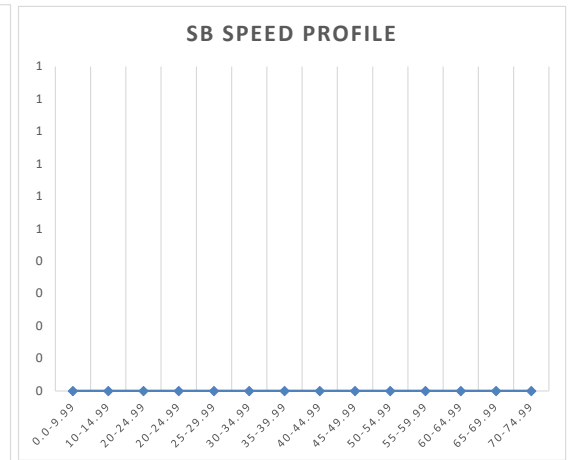
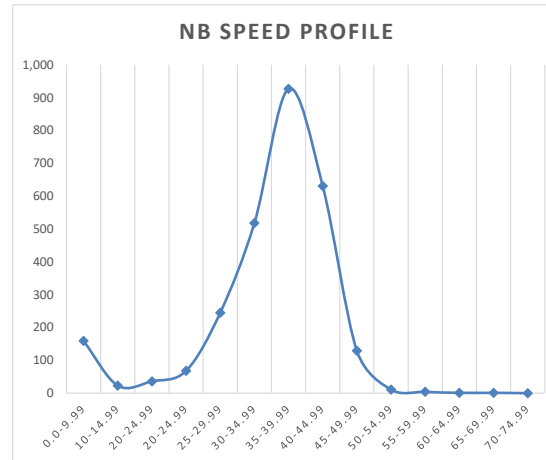
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694214  
 Location: I-26 NB On Ramp from Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	5	0	6	0	5	6
1:00 AM	6	0	6	0	6	6
2:00 AM	2	0	5	0	2	5
3:00 AM	4	0	7	0	4	7
4:00 AM	6	0	6	0	6	6
5:00 AM	16	0	5	0	16	5
6:00 AM	17	0	9	0	17	9
7:00 AM	22	0	15	0	22	15
8:00 AM	25	0	24	0	25	24
9:00 AM	21	0	29	0	21	29
10:00 AM	36	0	38	0	36	38
11:00 AM	28	0	37	0	28	37
12:00 PM	29	0	50	0	29	50
1:00 PM	26	0	46	0	26	46
2:00 PM	28	0	48	0	28	48
3:00 PM	25	0	43	0	25	43
4:00 PM	29	0	35	0	29	35
5:00 PM	22	0	22	0	22	22
6:00 PM	13	0	27	0	13	27
7:00 PM	10	0	13	0	10	13
8:00 PM	8	0	15	0	8	15
9:00 PM	8	0	11	0	8	11
10:00 PM	5	0	9	0	5	9
11:00 PM	4	0	5	0	2	5
<b>TOTAL</b>	<b>388</b>	<b>0</b>	<b>504</b>	<b>0</b>	<b>386</b>	<b>504</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	2,104	230	256	31	134	2,755
	Percent	76%	8%	9%	1%	5%	
SB	Total	0	0	0	0	0	0
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NOTE	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	168
WEEKEND ADT:	164

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694215  
 Location: I-95 SB Exit Ramp to Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	4	2	0	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	4	0	1	1	5	3
2:00 AM	0	0	0	0	0	0	0	0	0	4	0	1	1	2	1	4	3	4
3:00 AM	0	0	0	0	0	0	0	0	0	1	2	6	3	1	4	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	4	5	3	3	1	2
5:00 AM	0	0	0	0	0	0	0	0	0	5	5	3	6	1	4	1	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	3	4	5	8	13	5	7	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	2	13	6	6	9	10	9	3	6
8:00 AM	0	0	0	0	0	0	0	0	0	12	8	11	18	6	10	9	5	7
9:00 AM	0	0	0	0	0	0	0	0	0	10	9	16	9	9	13	11	1	6
10:00 AM	0	0	0	0	0	0	0	0	0	13	14	3	13	5	9	9	6	8
11:00 AM	0	0	0	0	0	0	0	0	0	15	8	18	69	14	13	8	14	11
12:00 PM	0	0	0	0	0	0	0	0	0	15	14	12	232	7	13	15	6	11
1:00 PM	0	0	0	0	0	0	0	0	0	13	6	12	330	19	9	12	13	13
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	17	366	16	14	11	4	8
3:00 PM	0	0	0	0	0	0	0	0	0	10	13	9	259	16	11	11	14	13
4:00 PM	0	0	0	0	0	0	0	0	0	16	10	9	48	8	10	5	16	11
5:00 PM	0	0	0	0	0	0	0	0	0	1	10	12	11	13	11	11	19	15
6:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	4	14	11	9	13	11
7:00 PM	0	0	0	0	0	0	0	0	0	13	3	6	7	6	5	10	12	11
8:00 PM	0	0	0	0	0	0	0	0	0	1	7	8	3	8	8	5	7	6
9:00 PM	0	0	0	0	0	0	0	0	0	3	1	4	7	2	3	6	5	6
10:00 PM	0	0	0	0	0	0	0	0	0	2	2	3	5	4	3	6	2	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	1	3	1	3	2	6	1	4

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	10	11	21	54	123	239	276	183	69	13	3	1	0	0	1,003
Percent	SB	1%	1%	2%	5%	12%	24%	28%	18%	7%	1%	0%	0%	0%	0%	0%
Average Percent		0%	1%	1%	3%	6%	12%	14%	9%	3%	1%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	23	447	238	4	60	28	0	30	164	3	1	0	0	5	1,003
Percent	SB	2%	45%	24%	0%	6%	3%	0%	3%	16%	0%	0%	0%	0%	0%	0%
Average Percent		1%	22%	12%	0%	3%	1%	0%	1%	8%	0%	0%	0%	0%	0%	0%



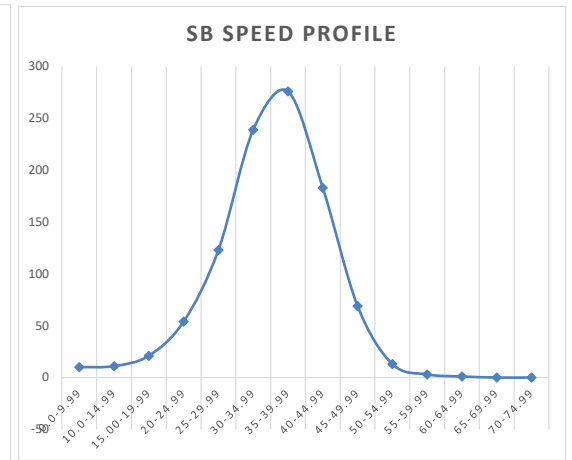
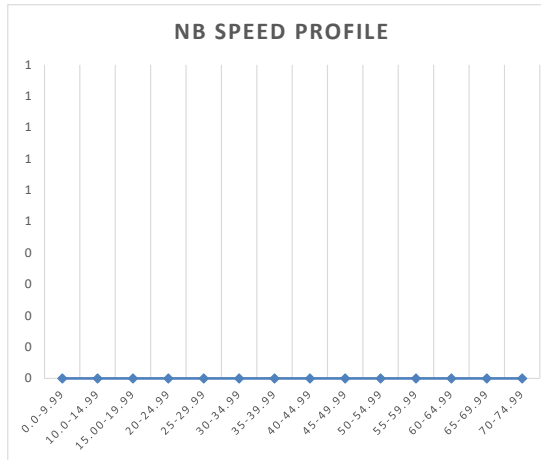
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694215  
 Location: I-95 SB Exit Ramp to Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	0	0	3	0	3
1:00 AM	0	1	0	3	1	3
2:00 AM	0	1	0	4	1	4
3:00 AM	0	4	0	0	4	0
4:00 AM	0	3	0	2	3	2
5:00 AM	0	4	0	1	4	1
6:00 AM	0	5	0	5	5	5
7:00 AM	0	10	0	6	10	6
8:00 AM	0	10	0	7	10	7
9:00 AM	0	13	0	6	13	6
10:00 AM	0	9	0	8	9	8
11:00 AM	0	13	0	11	13	11
12:00 PM	0	13	0	11	13	11
1:00 PM	0	9	0	13	9	13
2:00 PM	0	14	0	8	14	8
3:00 PM	0	11	0	13	11	13
4:00 PM	0	10	0	11	10	11
5:00 PM	0	11	0	15	11	15
6:00 PM	0	11	0	11	11	11
7:00 PM	0	5	0	11	5	11
8:00 PM	0	8	0	6	8	6
9:00 PM	0	3	0	6	3	6
10:00 PM	0	3	0	4	3	4
11:00 PM	0	2	0	4	1	4
<b>TOTAL</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>164</b>	<b>167</b>	<b>164</b>



		FHWA CLASSES					TOTAL
		PV	DUALS	TTST	TWINS	UNDEFINED	
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	
SB	Total	708	92	197	1	5	1,521
	Percent	47%	6%	13%	0%	0%	

**NOTE**  
 3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction. Speed information removed as well.





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	560
WEEKEND ADT:	975

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694216  
 Location: I-95 NB Exit Ramp to Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	12	3	4	7	6	6	8	7	0	0	0	0	0	0	0	0	0
1:00 AM	2	6	0	2	3	3	2	3	3	0	0	0	0	0	0	0	0	0
2:00 AM	6	8	6	5	5	6	9	4	7	0	0	0	0	0	0	0	0	0
3:00 AM	10	5	8	5	4	6	6	6	6	0	0	0	0	0	0	0	0	0
4:00 AM	10	9	8	13	13	10	5	6	6	0	0	0	0	0	0	0	0	0
5:00 AM	22	10	21	25	20	19	15	9	12	0	0	0	0	0	0	0	0	0
6:00 AM	19	22	24	19	21	22	19	17	18	0	0	0	0	0	0	0	0	0
7:00 AM	19	24	23	29	42	25	21	15	18	0	0	0	0	0	0	0	0	0
8:00 AM	35	29	36	33	37	33	44	38	41	0	0	0	0	0	0	0	0	0
9:00 AM	40	38	27	30	46	32	52	35	44	0	0	0	0	0	0	0	0	0
10:00 AM	43	34	26	22	43	27	43	41	42	0	0	0	0	0	0	0	0	0
11:00 AM	35	32	38	27	46	32	34	44	39	0	0	0	0	0	0	0	0	0
12:00 PM	42	37	41	23	56	34	53	45	49	0	0	0	0	0	0	0	0	0
1:00 PM	56	40	36	35	65	37	54	40	47	0	0	0	0	0	0	0	0	0
2:00 PM	53	30	41	36	61	36	52	47	50	0	0	0	0	0	0	0	0	0
3:00 PM	59	49	66	57	64	57	43	79	61	0	0	0	0	0	0	0	0	0
4:00 PM	58	41	54	37	71	44	51	546	299	0	0	0	0	0	0	0	0	0
5:00 PM	28	59	31	39	51	43	37	242	140	0	0	0	0	0	0	0	0	0
6:00 PM	32	33	17	25	32	25	17	28	23	0	0	0	0	0	0	0	0	0
7:00 PM	17	37	12	15	29	21	18	18	18	0	0	0	0	0	0	0	0	0
8:00 PM	7	17	14	20	17	17	18	15	17	0	0	0	0	0	0	0	0	0
9:00 PM	10	15	6	13	22	11	14	14	14	0	0	0	0	0	0	0	0	0
10:00 PM	13	8	6	10	24	8	10	11	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	4	7	10	6	8	7	8	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	93	33	33	40	56	71	187	413	788	1,258	1,196	618	203	39		5,028
Percent		2%	1%	1%	1%	1%	1%	4%	8%	16%	25%	24%	12%	4%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	0%	0%	0%	1%	1%	2%	4%	8%	12%	12%	6%	2%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	23	2,993	1,054	65	255	40	5	161	362	5	4	1	2	74		5,044
Percent		0%	59%	21%	1%	5%	1%	0%	3%	7%	0%	0%	0%	0%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	30%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%		



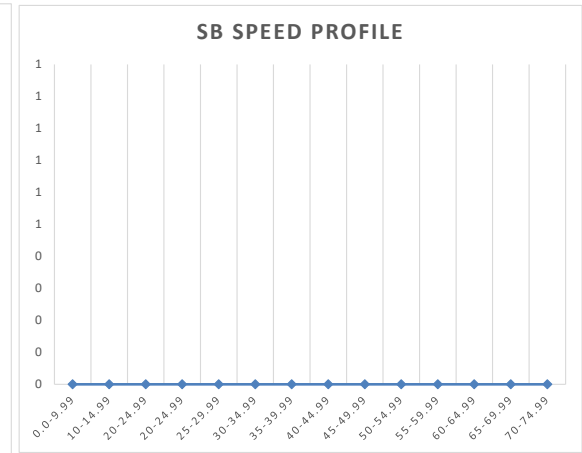
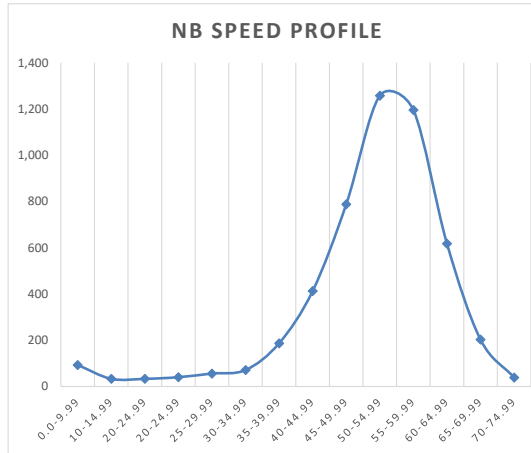
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694216  
 Location: I-95 NB Exit Ramp to Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	6	0	7	0	6	7
1:00 AM	3	0	3	0	3	3
2:00 AM	6	0	7	0	6	7
3:00 AM	6	0	6	0	6	6
4:00 AM	10	0	6	0	10	6
5:00 AM	19	0	12	0	19	12
6:00 AM	22	0	18	0	22	18
7:00 AM	25	0	18	0	25	18
8:00 AM	33	0	41	0	33	41
9:00 AM	32	0	44	0	32	44
10:00 AM	27	0	42	0	27	42
11:00 AM	32	0	39	0	32	39
12:00 PM	34	0	49	0	34	49
1:00 PM	37	0	47	0	37	47
2:00 PM	36	0	50	0	36	50
3:00 PM	57	0	61	0	57	61
4:00 PM	44	0	299	0	44	299
5:00 PM	43	0	140	0	43	140
6:00 PM	25	0	23	0	25	23
7:00 PM	21	0	18	0	21	18
8:00 PM	17	0	17	0	17	17
9:00 PM	11	0	14	0	11	14
10:00 PM	8	0	11	0	8	11
11:00 PM	6	0	8	0	3	8
<b>TOTAL</b>	<b>560</b>	<b>0</b>	<b>975</b>	<b>0</b>	<b>557</b>	<b>975</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	4,070	365	528	7	74	5,044
	Percent	81%	7%	10%	0%	1%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

NOTE						



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	312
WEEKEND ADT:	311

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694217  
 Location: I-95 NB On Ramp from Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	3	2	3	5	3	2	2	2	0	0	0	0	0	0	0	0	0
1:00 AM	2	2	1	1	0	1	0	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	2	1	3	6	2	3	4	0	2	0	0	0	0	0	0	0	0	0
3:00 AM	7	5	5	7	1	6	3	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	7	3	5	5	3	4	3	4	4	0	0	0	0	0	0	0	0	0
5:00 AM	7	3	10	11	10	8	4	4	4	0	0	0	0	0	0	0	0	0
6:00 AM	9	11	14	15	11	13	9	7	8	0	0	0	0	0	0	0	0	0
7:00 AM	15	20	16	16	28	17	11	10	11	0	0	0	0	0	0	0	0	0
8:00 AM	11	15	19	20	16	18	16	20	18	0	0	0	0	0	0	0	0	0
9:00 AM	15	22	22	22	15	22	15	19	17	0	0	0	0	0	0	0	0	0
10:00 AM	16	17	14	31	24	21	22	23	23	0	0	0	0	0	0	0	0	0
11:00 AM	14	18	18	17	23	18	13	18	16	0	0	0	0	0	0	0	0	0
12:00 PM	15	19	21	22	24	21	24	29	27	0	0	0	0	0	0	0	0	0
1:00 PM	29	16	21	42	26	26	21	17	19	0	0	0	0	0	0	0	0	0
2:00 PM	25	19	8	40	26	22	22	18	20	0	0	0	0	0	0	0	0	0
3:00 PM	20	15	36	25	28	25	27	35	31	0	0	0	0	0	0	0	0	0
4:00 PM	16	28	25	32	19	28	24	42	33	0	0	0	0	0	0	0	0	0
5:00 PM	14	22	16	16	22	18	20	29	25	0	0	0	0	0	0	0	0	0
6:00 PM	15	14	16	13	11	14	10	17	14	0	0	0	0	0	0	0	0	0
7:00 PM	13	10	7	7	7	8	7	19	13	0	0	0	0	0	0	0	0	0
8:00 PM	5	7	8	5	5	7	6	9	8	0	0	0	0	0	0	0	0	0
9:00 PM	3	3	3	1	3	2	2	5	4	0	0	0	0	0	0	0	0	0
10:00 PM	3	5	1	4	7	3	4	7	6	0	0	0	0	0	0	0	0	0
11:00 PM	0	3	2	2	3	2	4	10	7	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	61	19	61	172	287	623	647	233	38	5	0	0	0	0		2,146
Percent	NB	3%	1%	3%	8%	13%	29%	30%	11%	2%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	0%	1%	4%	7%	15%	15%	5%	1%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	33	1,462	449	25	123	46	0	75	222	4	1	0	1	44		2,485
Percent	NB	1%	59%	18%	1%	5%	2%	0%	3%	9%	0%	0%	0%	0%	2%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	29%	9%	1%	2%	1%	0%	2%	4%	0%	0%	0%	0%	1%		



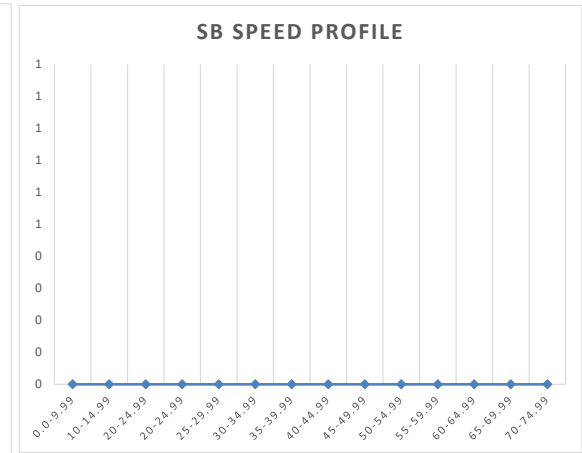
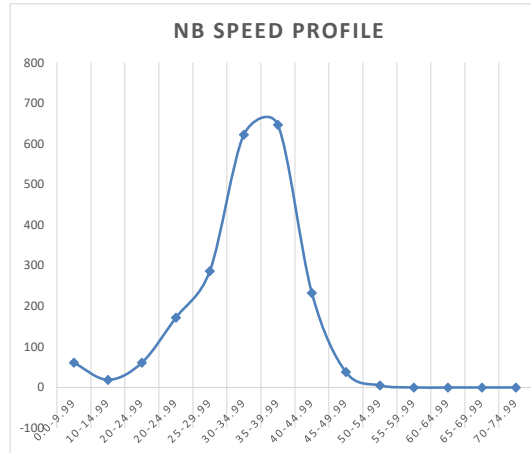
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694217  
 Location: I-95 NB On Ramp from Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	3	0	2	0	3	2
1:00 AM	1	0	2	0	1	2
2:00 AM	3	0	2	0	3	2
3:00 AM	6	0	2	0	6	2
4:00 AM	4	0	4	0	4	4
5:00 AM	8	0	4	0	8	4
6:00 AM	13	0	8	0	13	8
7:00 AM	17	0	11	0	17	11
8:00 AM	18	0	18	0	18	18
9:00 AM	22	0	17	0	22	17
10:00 AM	21	0	23	0	21	23
11:00 AM	18	0	16	0	18	16
12:00 PM	21	0	27	0	21	27
1:00 PM	26	0	19	0	26	19
2:00 PM	22	0	20	0	22	20
3:00 PM	25	0	31	0	25	31
4:00 PM	28	0	33	0	28	33
5:00 PM	18	0	25	0	18	25
6:00 PM	14	0	14	0	14	14
7:00 PM	8	0	13	0	8	13
8:00 PM	7	0	8	0	7	8
9:00 PM	2	0	4	0	2	4
10:00 PM	3	0	6	0	3	6
11:00 PM	2	0	7	0	1	7
<b>TOTAL</b>	<b>312</b>	<b>0</b>	<b>311</b>	<b>0</b>	<b>311</b>	<b>311</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	1,944	194	301	2	44	2,485
	Percent	78%	8%	12%	0%	2%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

NOTE



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	427
WEEKEND ADT:	442

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694218  
 Location: I-95 SB On Ramp from Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	3	3	2	7	3	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0	1	3	2	0	4	3	4	6	5
2:00 AM	0	0	0	0	0	0	0	0	0	2	4	4	2	3	4	3	5	4
3:00 AM	0	0	0	0	0	0	0	0	0	1	7	5	8	9	6	3	2	3
4:00 AM	0	0	0	0	0	0	0	0	0	13	18	17	16	8	18	8	2	5
5:00 AM	0	0	0	0	0	0	0	0	0	17	29	28	26	25	29	10	4	7
6:00 AM	0	0	0	0	0	0	0	0	0	33	35	39	42	42	37	12	6	9
7:00 AM	0	0	0	0	0	0	0	0	0	34	39	28	32	37	34	13	9	11
8:00 AM	0	0	0	0	0	0	0	0	0	29	18	24	32	36	21	24	12	18
9:00 AM	0	0	0	0	0	0	0	0	0	31	24	26	38	36	25	30	15	23
10:00 AM	0	0	0	0	0	0	0	0	0	29	22	18	26	31	20	29	18	24
11:00 AM	0	0	0	0	0	0	0	0	0	29	26	31	27	28	29	33	23	28
12:00 PM	0	0	0	0	0	0	0	0	0	20	27	14	26	32	21	34	15	25
1:00 PM	0	0	0	0	0	0	0	0	0	17	23	25	31	47	24	24	23	24
2:00 PM	0	0	0	0	0	0	0	0	0	30	28	21	40	34	25	23	30	27
3:00 PM	0	0	0	0	0	0	0	0	0	25	24	22	50	25	23	26	35	31
4:00 PM	0	0	0	0	0	0	0	0	0	39	20	26	30	30	23	25	24	25
5:00 PM	0	0	0	0	0	0	0	0	0	22	16	28	20	18	22	18	142	80
6:00 PM	0	0	0	0	0	0	0	0	0	13	17	24	26	20	21	25	29	27
7:00 PM	0	0	0	0	0	0	0	0	0	24	8	14	24	25	11	23	26	25
8:00 PM	0	0	0	0	0	0	0	0	0	14	12	7	12	15	10	12	13	13
9:00 PM	0	0	0	0	0	0	0	0	0	8	15	10	15	10	13	17	7	12
10:00 PM	0	0	0	0	0	0	0	0	0	9	6	10	9	10	8	11	10	11
11:00 PM	0	0	0	0	0	0	0	0	0	6	2	2	5	8	2	8	3	6

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	32	37	150	505	1,073	762	154	11	2	0	0	0	0	0	2,726
Percent	SB	1%	1%	6%	19%	39%	28%	6%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		1%	1%	3%	9%	20%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	14	1,567	569	28	110	46	5	70	288	4	4	1	2	18	2,726
Percent	SB	1%	57%	21%	1%	4%	2%	0%	3%	11%	0%	0%	0%	0%	1%	0%
Average Percent		0%	29%	10%	1%	2%	1%	0%	1%	5%	0%	0%	0%	0%	0%	0%



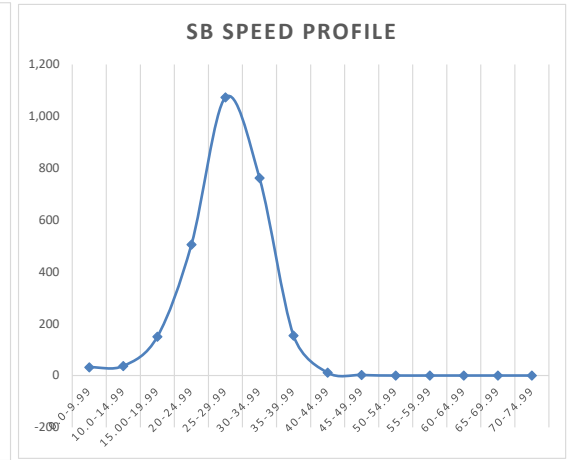
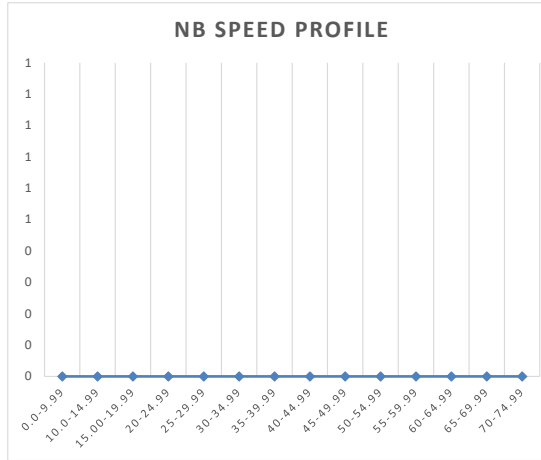
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694218  
 Location: I-95 SB On Ramp from Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	3	0	5	3	5
1:00 AM	0	3	0	5	3	5
2:00 AM	0	4	0	4	4	4
3:00 AM	0	6	0	3	6	3
4:00 AM	0	18	0	5	18	5
5:00 AM	0	29	0	7	29	7
6:00 AM	0	37	0	9	37	9
7:00 AM	0	34	0	11	34	11
8:00 AM	0	21	0	18	21	18
9:00 AM	0	25	0	23	25	23
10:00 AM	0	20	0	24	20	24
11:00 AM	0	29	0	28	29	28
12:00 PM	0	21	0	25	21	25
1:00 PM	0	24	0	24	24	24
2:00 PM	0	25	0	27	25	27
3:00 PM	0	23	0	31	23	31
4:00 PM	0	23	0	25	23	25
5:00 PM	0	22	0	80	22	80
6:00 PM	0	21	0	27	21	27
7:00 PM	0	11	0	25	11	25
8:00 PM	0	10	0	13	10	13
9:00 PM	0	13	0	12	13	12
10:00 PM	0	8	0	11	8	11
11:00 PM	0	2	0	6	1	6
<b>TOTAL</b>	<b>0</b>	<b>427</b>	<b>0</b>	<b>442</b>	<b>426</b>	<b>442</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	2,150	189	362	7	18	3,265
	Percent	66%	6%	11%	0%	1%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	169
WEEKEND ADT:	169

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694219  
 Location: I-95 SB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	3	3	2	2	3	7	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	2	2
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	2	1	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	3	2	2	2	3	2	4	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	8	6	8	5	3	6	2	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	8	3	5	5	2	4	2	3	3
7:00 AM	0	0	0	0	0	0	0	0	0	4	6	4	10	4	7	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	10	9	10	7	11	4	8
9:00 AM	0	0	0	0	0	0	0	0	0	12	7	10	14	14	10	9	8	9
10:00 AM	0	0	0	0	0	0	0	0	0	1	11	10	10	17	10	12	7	10
11:00 AM	0	0	0	0	0	0	0	0	0	13	12	12	17	17	14	13	11	12
12:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	23	7	12	18	3	11
1:00 PM	0	0	0	0	0	0	0	0	0	4	12	12	25	17	16	8	13	11
2:00 PM	0	0	0	0	0	0	0	0	0	26	14	9	13	9	12	11	14	13
3:00 PM	0	0	0	0	0	0	0	0	0	14	14	4	24	14	14	17	15	16
4:00 PM	0	0	0	0	0	0	0	0	0	19	6	10	11	10	9	9	17	13
5:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	9	11	7	10	13	12
6:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	11	6	8	6	12	9
7:00 PM	0	0	0	0	0	0	0	0	0	13	6	7	9	8	7	15	4	10
8:00 PM	0	0	0	0	0	0	0	0	0	7	6	3	4	9	4	7	7	7
9:00 PM	0	0	0	0	0	0	0	0	0	5	3	2	1	1	2	6	3	5
10:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	5	3	6	7	4	6
11:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	7	3	3	3	2	3

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	12	3	2	0	0	9	23	51	118	212	270	183	73	14	970
Percent	SB	1%	0%	0%	0%	0%	1%	2%	5%	12%	22%	28%	19%	7%	1%	
Average Percent		1%	0%	0%	0%	0%	0%	1%	3%	6%	11%	14%	9%	4%	1%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	13	632	189	28	49	15	1	38	212	2	2	0	1	13	1,195
Percent	SB	1%	53%	16%	2%	4%	1%	0%	3%	18%	0%	0%	0%	0%	1%	
Average Percent		1%	26%	8%	1%	2%	1%	0%	2%	9%	0%	0%	0%	0%	1%	



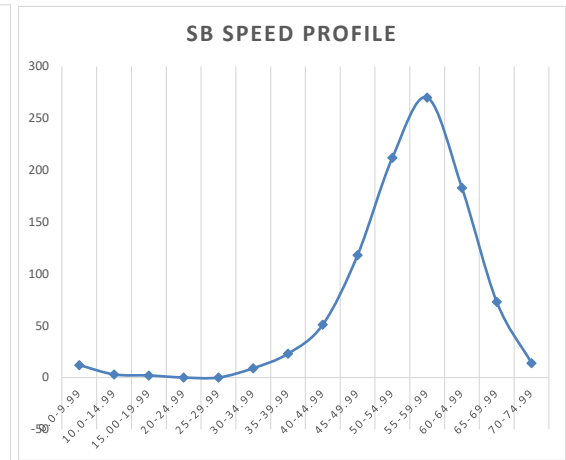
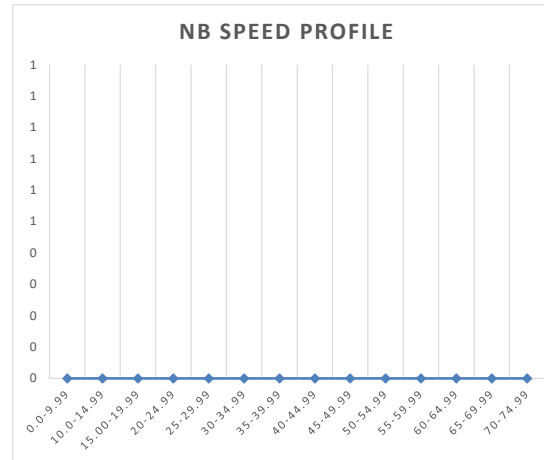
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694219  
 Location: I-95 SB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	3	0	4	3	4
1:00 AM	0	1	0	2	1	2
2:00 AM	0	0	0	2	0	2
3:00 AM	0	3	0	2	3	2
4:00 AM	0	2	0	4	2	4
5:00 AM	0	6	0	1	6	1
6:00 AM	0	4	0	3	4	3
7:00 AM	0	7	0	4	7	4
8:00 AM	0	7	0	8	7	8
9:00 AM	0	10	0	9	10	9
10:00 AM	0	10	0	10	10	10
11:00 AM	0	14	0	12	14	12
12:00 PM	0	12	0	11	12	11
1:00 PM	0	16	0	11	16	11
2:00 PM	0	12	0	13	12	13
3:00 PM	0	14	0	16	14	16
4:00 PM	0	9	0	13	9	13
5:00 PM	0	7	0	12	7	12
6:00 PM	0	8	0	9	8	9
7:00 PM	0	7	0	10	7	10
8:00 PM	0	4	0	7	4	7
9:00 PM	0	2	0	5	2	5
10:00 PM	0	6	0	6	6	6
11:00 PM	0	3	0	3	2	3
<b>TOTAL</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>169</b>	<b>167</b>	<b>169</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	834	93	252	3	13	1,195
	Percent	70%	8%	21%	0%	1%	

NOTE						



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	915
WEEKEND ADT:	828

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694220  
 Location: I-95 NB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	14	7	10	9	12	9	13	14	14	0	0	0	0	0	0	0	0	0
1:00 AM	4	5	8	2	9	5	9	9	9	0	0	0	0	0	0	0	0	0
2:00 AM	7	5	12	9	5	9	5	9	7	0	0	0	0	0	0	0	0	0
3:00 AM	20	8	24	21	13	18	13	6	10	0	0	0	0	0	0	0	0	0
4:00 AM	35	19	47	47	55	38	20	12	16	0	0	0	0	0	0	0	0	0
5:00 AM	92	49	78	77	68	68	23	13	18	0	0	0	0	0	0	0	0	0
6:00 AM	70	72	41	65	67	59	27	14	21	0	0	0	0	0	0	0	0	0
7:00 AM	55	67	62	45	59	58	30	15	23	0	0	0	0	0	0	0	0	0
8:00 AM	54	57	36	49	57	47	42	33	38	0	0	0	0	0	0	0	0	0
9:00 AM	57	73	68	41	69	61	47	46	47	0	0	0	0	0	0	0	0	0
10:00 AM	44	66	68	24	72	53	51	51	51	0	0	0	0	0	0	0	0	0
11:00 AM	61	65	67	16	65	49	48	50	49	0	0	0	0	0	0	0	0	0
12:00 PM	75	63	73	17	79	51	47	64	56	0	0	0	0	0	0	0	0	0
1:00 PM	88	61	54	26	76	47	62	56	59	0	0	0	0	0	0	0	0	0
2:00 PM	77	83	75	22	78	60	67	57	62	0	0	0	0	0	0	0	0	0
3:00 PM	69	65	55	29	92	50	81	74	78	0	0	0	0	0	0	0	0	0
4:00 PM	67	62	70	24	97	52	52	66	59	0	0	0	0	0	0	0	0	0
5:00 PM	13	65	52	31	66	49	62	48	55	0	0	0	0	0	0	0	0	0
6:00 PM	17	53	32	14	57	33	68	20	44	0	0	0	0	0	0	0	0	0
7:00 PM	14	35	23	22	37	27	43	6	25	0	0	0	0	0	0	0	0	0
8:00 PM	18	29	24	29	44	27	33	18	26	0	0	0	0	0	0	0	0	0
9:00 PM	10	18	15	10	21	14	26	23	25	0	0	0	0	0	0	0	0	0
10:00 PM	11	20	20	17	24	19	22	30	26	0	0	0	0	0	0	0	0	0
11:00 PM	0	14	10	13	6	12	11	19	15	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	36	1	5	2	11	24	86	288	651	1,288	1,560	1,184	585	179	5,900
Percent	NB	1%	0%	0%	0%	0%	0%	1%	5%	11%	22%	26%	20%	10%	3%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	11%	13%	10%	5%	2%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	33	2,690	1,283	124	475	74	1	193	996	16	17	5	4	46	5,957
Percent	NB	1%	45%	22%	2%	8%	1%	0%	3%	17%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Average Percent		0%	23%	11%	1%	4%	1%	0%	2%	8%	0%	0%	0%	0%	0%	



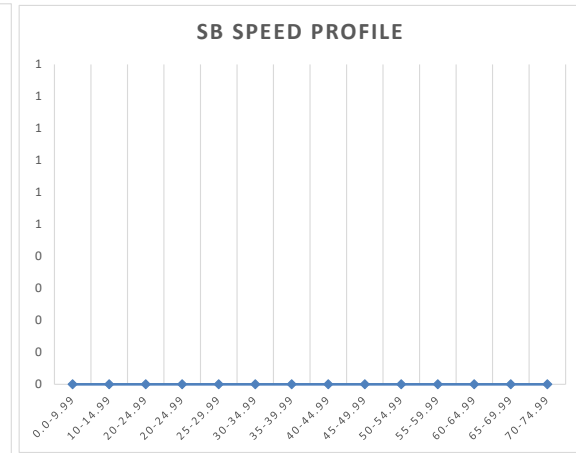
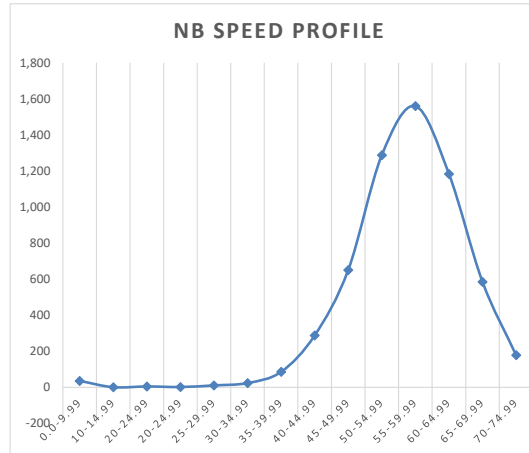
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694220  
 Location: I-95 NB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	9	0	14	0	9	14
1:00 AM	5	0	9	0	5	9
2:00 AM	9	0	7	0	9	7
3:00 AM	18	0	10	0	18	10
4:00 AM	38	0	16	0	38	16
5:00 AM	68	0	18	0	68	18
6:00 AM	59	0	21	0	59	21
7:00 AM	58	0	23	0	58	23
8:00 AM	47	0	38	0	47	38
9:00 AM	61	0	47	0	61	47
10:00 AM	53	0	51	0	53	51
11:00 AM	49	0	49	0	49	49
12:00 PM	51	0	56	0	51	56
1:00 PM	47	0	59	0	47	59
2:00 PM	60	0	62	0	60	62
3:00 PM	50	0	78	0	50	78
4:00 PM	52	0	59	0	52	59
5:00 PM	49	0	55	0	49	55
6:00 PM	33	0	44	0	33	44
7:00 PM	27	0	25	0	27	25
8:00 PM	27	0	26	0	27	26
9:00 PM	14	0	25	0	14	25
10:00 PM	19	0	26	0	19	26
11:00 PM	12	0	15	0	6	15
<b>TOTAL</b>	<b>915</b>	<b>0</b>	<b>828</b>	<b>0</b>	<b>909</b>	<b>828</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	4,006	674	1,205	26	46	6,613
	Percent	61%	10%	18%	0%	1%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	4591
WEEKEND ADT:	4776

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694221  
 Location: I-95 SB Exit Ramp to I-26 SB - SB Speed  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	71	33	34	47	63	34	61	31	46
1:00 AM	0	0	0	0	0	0	0	0	0	32	49	36	34	42	43	40	39	40
2:00 AM	0	0	0	0	0	0	0	0	0	45	38	40	53	54	39	37	13	25
3:00 AM	0	0	0	0	0	0	0	0	0	38	72	81	60	61	77	43	17	30
4:00 AM	0	0	0	0	0	0	0	0	0	62	146	152	171	123	149	66	40	53
5:00 AM	0	0	0	0	0	0	0	0	0	125	266	229	243	231	248	95	54	75
6:00 AM	0	0	0	0	0	0	0	0	0	230	277	288	292	290	283	108	66	87
7:00 AM	0	0	0	0	0	0	0	0	0	320	237	245	231	235	241	132	66	99
8:00 AM	0	0	0	0	0	0	0	0	0	273	246	294	279	273	270	183	123	153
9:00 AM	0	0	0	0	0	0	0	0	0	271	281	292	244	266	287	262	169	216
10:00 AM	0	0	0	0	0	0	0	0	0	337	245	281	232	319	263	290	208	249
11:00 AM	0	0	0	0	0	0	0	0	0	341	252	264	107	327	258	340	269	305
12:00 PM	0	0	0	0	0	0	0	0	0	329	302	264	101	325	283	328	329	329
1:00 PM	0	0	0	0	0	0	0	0	0	276	275	291	143	350	283	347	355	351
2:00 PM	0	0	0	0	0	0	0	0	0	315	229	294	69	462	262	371	420	396
3:00 PM	0	0	0	0	0	0	0	0	0	326	269	288	214	460	279	392	472	432
4:00 PM	0	0	0	0	0	0	0	0	0	321	318	268	332	464	293	386	437	412
5:00 PM	0	0	0	0	0	0	0	0	0	315	258	265	296	386	262	333	434	384
6:00 PM	0	0	0	0	0	0	0	0	0	264	223	230	225	373	227	269	338	304
7:00 PM	0	0	0	0	0	0	0	0	0	223	140	172	194	343	156	212	280	246
8:00 PM	0	0	0	0	0	0	0	0	0	152	99	140	203	261	120	155	269	212
9:00 PM	0	0	0	0	0	0	0	0	0	116	109	100	143	236	105	115	173	144
10:00 PM	0	0	0	0	0	0	0	0	0	92	78	81	107	148	80	111	123	117
11:00 PM	0	0	0	0	0	0	0	0	0	65	53	57	70	98	55	80	71	76

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	2,141	25	142	1,247	4,437	10,539	9,510	1,730	73	1	0	0	0	0	29,845
Percent	SB	7%	0%	0%	4%	15%	35%	32%	6%	0%	0%	0%	0%	0%	0%	0%
Average Percent		4%	0%	0%	2%	7%	18%	16%	3%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	368	15,645	5,585	563	3,258	108	1	1,890	534	7	41	13	11	1,821	29,845
Percent	SB	1%	52%	19%	2%	11%	0%	0%	6%	2%	0%	0%	0%	0%	6%	0%
Average Percent		1%	26%	9%	1%	5%	0%	0%	3%	1%	0%	0%	0%	0%	3%	0%



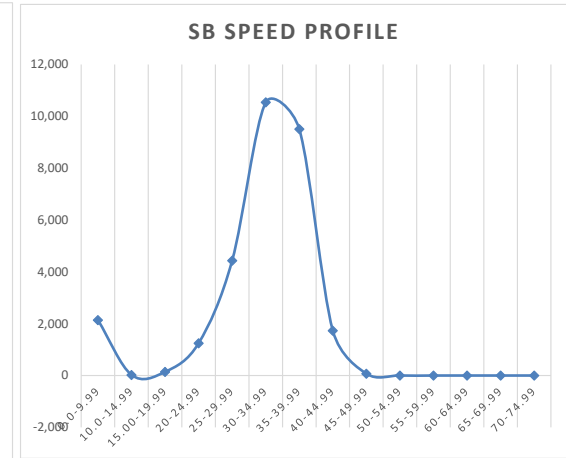
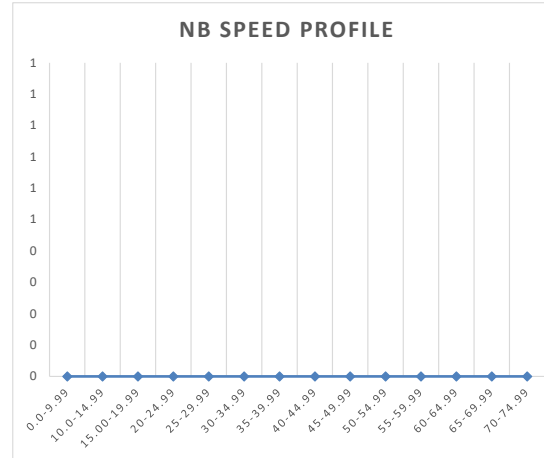
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694221  
 Location: I-95 SB Exit Ramp to I-26 SB - SB Speed  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	34	0	46	34	46
1:00 AM	0	43	0	40	43	40
2:00 AM	0	39	0	25	39	25
3:00 AM	0	77	0	30	77	30
4:00 AM	0	149	0	53	149	53
5:00 AM	0	248	0	75	248	75
6:00 AM	0	283	0	87	283	87
7:00 AM	0	241	0	99	241	99
8:00 AM	0	270	0	153	270	153
9:00 AM	0	287	0	216	287	216
10:00 AM	0	263	0	249	263	249
11:00 AM	0	258	0	305	258	305
12:00 PM	0	283	0	329	283	329
1:00 PM	0	283	0	351	283	351
2:00 PM	0	262	0	396	262	396
3:00 PM	0	279	0	432	279	432
4:00 PM	0	293	0	412	293	412
5:00 PM	0	262	0	384	262	384
6:00 PM	0	227	0	304	227	304
7:00 PM	0	156	0	246	156	246
8:00 PM	0	120	0	212	120	212
9:00 PM	0	105	0	144	105	144
10:00 PM	0	80	0	117	80	117
11:00 PM	0	55	0	76	55	76
<b>TOTAL</b>	<b>0</b>	<b>4591</b>	<b>0</b>	<b>4776</b>	<b>4563</b>	<b>4776</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	
SB	Total	21,598	3,930	2,431	65	1,821	33,935
	Percent	64%	12%	7%	0%	5%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	8442
WEEKEND ADT:	11304

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694222  
 Location: I-95 NB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	102	177	116	113	123	135	106	83	95	0	0	0	0	0	0	0	0	0
1:00 AM	101	122	109	110	124	114	115	77	96	0	0	0	0	0	0	0	0	0
2:00 AM	87	113	112	133	139	119	109	82	96	0	0	0	0	0	0	0	0	0
3:00 AM	140	118	158	140	143	139	134	93	114	0	0	0	0	0	0	0	0	0
4:00 AM	181	153	187	201	220	180	150	90	120	0	0	0	0	0	0	0	0	0
5:00 AM	255	166	239	256	264	220	236	150	193	0	0	0	0	0	0	0	0	0
6:00 AM	355	265	345	331	362	314	351	257	304	0	0	0	0	0	0	0	0	0
7:00 AM	492	321	433	422	503	392	477	433	455	0	0	0	0	0	0	0	0	0
8:00 AM	629	473	426	508	567	469	634	635	635	0	0	0	0	0	0	0	0	0
9:00 AM	690	567	528	470	711	522	713	863	788	0	0	0	0	0	0	0	0	0
10:00 AM	451	659	601	445	723	568	862	1,134	998	0	0	0	0	0	0	0	0	0
11:00 AM	674	659	600	357	742	539	776	1,179	978	0	0	0	0	0	0	0	0	0
12:00 PM	1,023	649	610	357	844	539	784	1,137	961	0	0	0	0	0	0	0	0	0
1:00 PM	1,057	721	627	340	819	563	775	998	887	0	0	0	0	0	0	0	0	0
2:00 PM	936	681	607	339	769	542	842	1,110	976	0	0	0	0	0	0	0	0	0
3:00 PM	806	655	548	448	691	550	715	1,069	892	0	0	0	0	0	0	0	0	0
4:00 PM	705	620	488	553	698	554	629	625	627	0	0	0	0	0	0	0	0	0
5:00 PM	343	532	446	417	633	465	518	486	502	0	0	0	0	0	0	0	0	0
6:00 PM	357	447	331	360	547	379	445	403	424	0	0	0	0	0	0	0	0	0
7:00 PM	325	291	289	318	403	299	336	278	307	0	0	0	0	0	0	0	0	0
8:00 PM	335	305	259	282	334	282	253	351	302	0	0	0	0	0	0	0	0	0
9:00 PM	282	240	196	249	251	228	246	317	282	0	0	0	0	0	0	0	0	0
10:00 PM	198	203	141	203	206	182	142	198	170	0	0	0	0	0	0	0	0	0
11:00 PM	0	157	118	165	154	147	87	124	106	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	164	393	2,489	13,584	21,767	18,748	4,725	214	5	0	0	0	0	0	0	62,089
Percent		0%	1%	4%	22%	35%	30%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	2%	11%	18%	15%	4%	0%	0%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	185	31,492	8,447	1,247	2,231	578	14	3,277	10,562	754	691	379	660	1,572	62,089
Percent		0%	51%	14%	2%	4%	1%	0%	5%	17%	1%	1%	1%	1%	3%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	25%	7%	1%	2%	0%	0%	3%	9%	1%	1%	0%	1%	1%	

Division: N/A

Speed Limit: N/A

Contractor: DAD N ASSOCIATES LLC



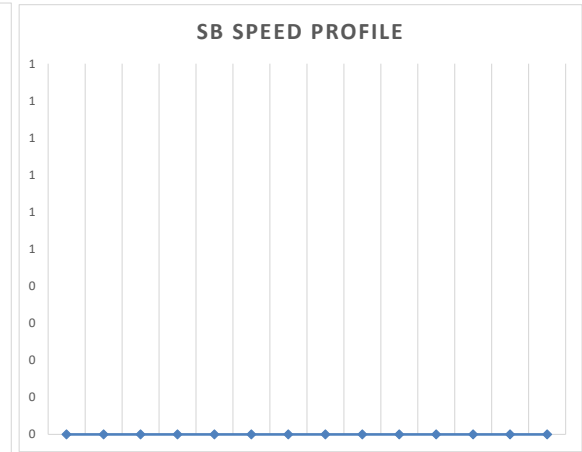
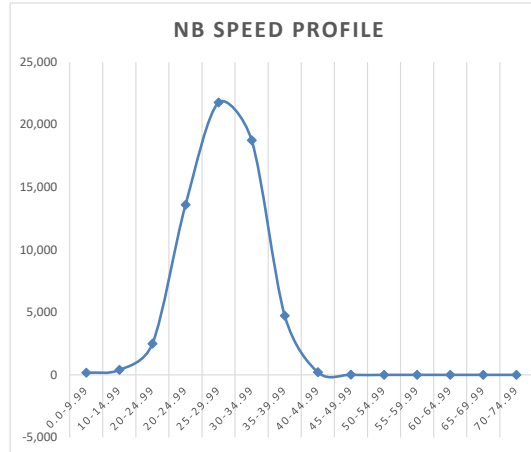
County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Advisory Speed: N/A

Count Number: 15694222  
 Location: I-95 NB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	135	0	95	0	135	95
1:00 AM	114	0	96	0	114	96
2:00 AM	119	0	96	0	119	96
3:00 AM	139	0	114	0	139	114
4:00 AM	180	0	120	0	180	120
5:00 AM	220	0	193	0	220	193
6:00 AM	314	0	304	0	314	304
7:00 AM	392	0	455	0	392	455
8:00 AM	469	0	635	0	469	635
9:00 AM	522	0	788	0	522	788
10:00 AM	568	0	998	0	568	998
11:00 AM	539	0	978	0	539	978
12:00 PM	539	0	961	0	539	961
1:00 PM	563	0	887	0	563	887
2:00 PM	542	0	976	0	542	976
3:00 PM	550	0	892	0	550	892
4:00 PM	554	0	627	0	554	627
5:00 PM	465	0	502	0	465	502
6:00 PM	379	0	424	0	379	424
7:00 PM	299	0	307	0	299	307
8:00 PM	282	0	302	0	282	302
9:00 PM	228	0	282	0	228	282
10:00 PM	182	0	170	0	182	170
11:00 PM	147	0	106	0	147	106
<b>TOTAL</b>	<b>8442</b>	<b>0</b>	<b>11304</b>	<b>0</b>	<b>8368</b>	<b>11304</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	40,124	4,070	14,593	1,730	1,572	69,559
	Percent	58%	6%	21%	2%	2%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	4834
WEEKEND ADT:	5026

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694223  
 Location: 15694223 - I-26 NB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	31	36	22	32	20	30	25	26	26	0	0	0	0	0	0	0	0	0
1:00 AM	35	30	29	25	23	28	34	19	27	0	0	0	0	0	0	0	0	0
2:00 AM	37	28	42	27	37	32	30	27	29	0	0	0	0	0	0	0	0	0
3:00 AM	73	27	58	65	61	50	36	27	32	0	0	0	0	0	0	0	0	0
4:00 AM	109	63	96	94	107	84	97	52	75	0	0	0	0	0	0	0	0	0
5:00 AM	218	99	169	196	196	155	157	127	142	0	0	0	0	0	0	0	0	0
6:00 AM	278	180	258	228	238	222	220	167	194	0	0	0	0	0	0	0	0	0
7:00 AM	309	258	268	242	297	256	277	261	269	0	0	0	0	0	0	0	0	0
8:00 AM	359	254	267	296	338	272	335	314	325	0	0	0	0	0	0	0	0	0
9:00 AM	349	310	283	319	394	304	334	473	404	0	0	0	0	0	0	0	0	0
10:00 AM	312	268	267	359	383	298	343	408	376	0	0	0	0	0	0	0	0	0
11:00 AM	291	296	305	474	390	358	303	450	377	0	0	0	0	0	0	0	0	0
12:00 PM	283	280	299	434	406	338	268	392	330	0	0	0	0	0	0	0	0	0
1:00 PM	310	282	317	553	452	384	256	444	350	0	0	0	0	0	0	0	0	0
2:00 PM	345	320	376	531	505	409	258	381	320	0	0	0	0	0	0	0	0	0
3:00 PM	355	306	375	501	476	394	238	414	326	0	0	0	0	0	0	0	0	0
4:00 PM	315	364	316	452	446	377	262	642	452	0	0	0	0	0	0	0	0	0
5:00 PM	284	300	228	272	340	267	202	318	260	0	0	0	0	0	0	0	0	0
6:00 PM	262	231	159	191	255	194	152	308	230	0	0	0	0	0	0	0	0	0
7:00 PM	151	147	105	142	164	131	151	284	218	0	0	0	0	0	0	0	0	0
8:00 PM	84	102	74	96	114	91	109	109	109	0	0	0	0	0	0	0	0	0
9:00 PM	53	63	57	50	90	57	87	74	81	0	0	0	0	0	0	0	0	0
10:00 PM	41	76	67	50	89	64	60	32	46	0	0	0	0	0	0	0	0	0
11:00 PM	0	53	31	31	55	38	41	27	34	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	164	1	2	6	27	64	339	1,126	2,842	5,633	8,122	6,944	3,164	983	29,690
Percent	NB	1%	0%	0%	0%	0%	0%	1%	4%	10%	19%	27%	23%	11%	3%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	9%	14%	12%	5%	2%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	55	17,683	5,417	448	2,047	277	7	716	2,734	79	33	34	9	151	29,690
Percent	NB	0%	60%	18%	2%	7%	1%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	30%	9%	1%	3%	0%	0%	1%	5%	0%	0%	0%	0%	0%	



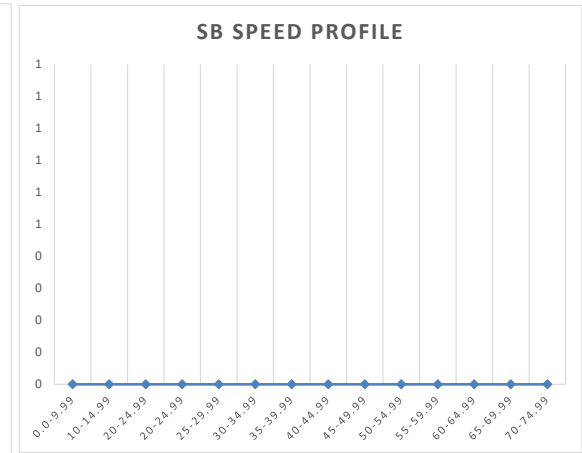
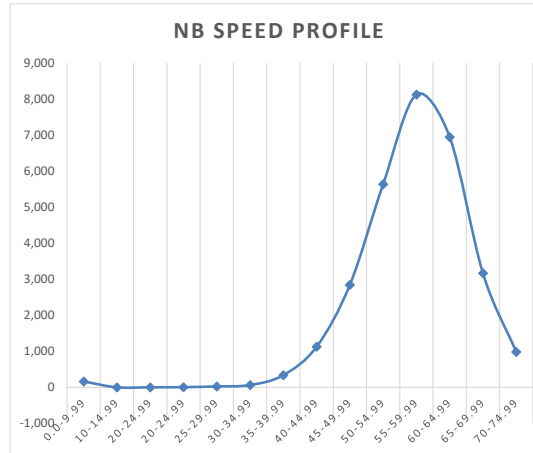
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694223  
 Location: 15694223 - I-26 NB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	30	0	26	0	30	26
1:00 AM	28	0	27	0	28	27
2:00 AM	32	0	29	0	32	29
3:00 AM	50	0	32	0	50	32
4:00 AM	84	0	75	0	84	75
5:00 AM	155	0	142	0	155	142
6:00 AM	222	0	194	0	222	194
7:00 AM	256	0	269	0	256	269
8:00 AM	272	0	325	0	272	325
9:00 AM	304	0	404	0	304	404
10:00 AM	298	0	376	0	298	376
11:00 AM	358	0	377	0	358	377
12:00 PM	338	0	330	0	338	330
1:00 PM	384	0	350	0	384	350
2:00 PM	409	0	320	0	409	320
3:00 PM	394	0	326	0	394	326
4:00 PM	377	0	452	0	377	452
5:00 PM	267	0	260	0	267	260
6:00 PM	194	0	230	0	194	230
7:00 PM	131	0	218	0	131	218
8:00 PM	91	0	109	0	91	109
9:00 PM	57	0	81	0	57	81
10:00 PM	64	0	46	0	64	46
11:00 PM	38	0	34	0	38	34
<b>TOTAL</b>	<b>4834</b>	<b>0</b>	<b>5026</b>	<b>0</b>	<b>4815</b>	<b>5026</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	23,155	2,779	3,529	76	151	35,350
	Percent	66%	8%	10%	0%	0%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1047
WEEKEND ADT:	1002

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694223  
 Location: I-26 NB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	8	7	12	11	9	10	11	11	0	0	0	0	0	0	0	0	0
1:00 AM	14	8	9	7	13	8	6	9	8	0	0	0	0	0	0	0	0	0
2:00 AM	9	11	7	9	11	9	16	9	13	0	0	0	0	0	0	0	0	0
3:00 AM	23	14	13	17	21	15	16	9	13	0	0	0	0	0	0	0	0	0
4:00 AM	25	14	19	20	20	18	22	10	16	0	0	0	0	0	0	0	0	0
5:00 AM	49	16	36	34	33	29	29	32	31	0	0	0	0	0	0	0	0	0
6:00 AM	72	36	50	56	69	47	55	31	43	0	0	0	0	0	0	0	0	0
7:00 AM	74	57	59	60	81	59	55	50	53	0	0	0	0	0	0	0	0	0
8:00 AM	104	69	67	73	91	70	67	69	68	0	0	0	0	0	0	0	0	0
9:00 AM	87	50	67	55	104	57	76	69	73	0	0	0	0	0	0	0	0	0
10:00 AM	63	66	65	64	106	65	93	65	79	0	0	0	0	0	0	0	0	0
11:00 AM	76	55	52	84	96	64	100	75	88	0	0	0	0	0	0	0	0	0
12:00 PM	93	48	65	55	99	56	51	70	61	0	0	0	0	0	0	0	0	0
1:00 PM	55	69	65	79	100	71	50	69	60	0	0	0	0	0	0	0	0	0
2:00 PM	60	58	64	136	90	86	61	100	81	0	0	0	0	0	0	0	0	0
3:00 PM	75	67	66	97	100	77	42	81	62	0	0	0	0	0	0	0	0	0
4:00 PM	63	70	84	112	96	89	53	59	56	0	0	0	0	0	0	0	0	0
5:00 PM	59	79	67	60	82	69	50	47	49	0	0	0	0	0	0	0	0	0
6:00 PM	42	55	40	48	58	48	40	33	37	0	0	0	0	0	0	0	0	0
7:00 PM	31	30	30	20	41	27	31	36	34	0	0	0	0	0	0	0	0	0
8:00 PM	17	30	22	36	34	29	28	23	26	0	0	0	0	0	0	0	0	0
9:00 PM	18	16	16	36	32	23	21	18	20	0	0	0	0	0	0	0	0	0
10:00 PM	10	13	7	23	15	14	24	13	19	0	0	0	0	0	0	0	0	0
11:00 PM	0	11	11	10	5	11	13	7	10	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	24	13	181	1,120	2,633	2,290	220	5	0	0	0	0	0	0		6,486
Percent	NB	0%	0%	3%	17%	41%	35%	3%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	1%	9%	20%	18%	2%	0%	0%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	23	3,740	1,193	115	281	95	3	184	775	19	18	7	13	20		6,486
Percent	NB	0%	58%	18%	2%	4%	1%	0%	3%	12%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%		



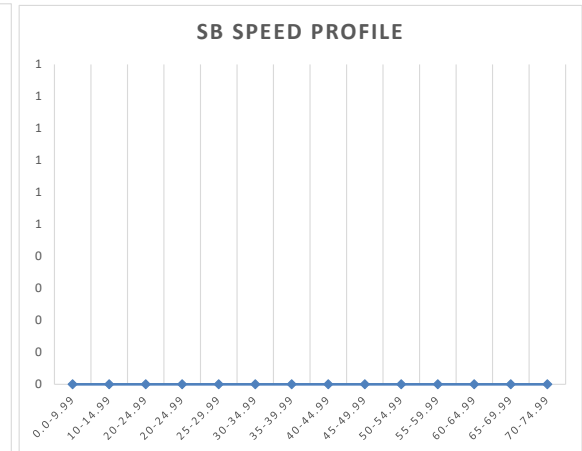
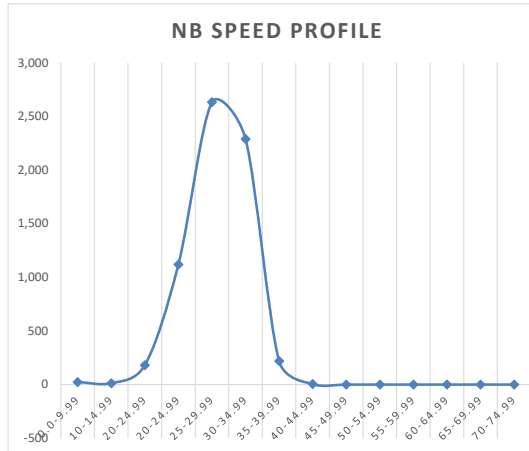
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694223  
 Location: I-26 NB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	9	0	11	0	9	11
1:00 AM	8	0	8	0	8	8
2:00 AM	9	0	13	0	9	13
3:00 AM	15	0	13	0	15	13
4:00 AM	18	0	16	0	18	16
5:00 AM	29	0	31	0	29	31
6:00 AM	47	0	43	0	47	43
7:00 AM	59	0	53	0	59	53
8:00 AM	70	0	68	0	70	68
9:00 AM	57	0	73	0	57	73
10:00 AM	65	0	79	0	65	79
11:00 AM	64	0	88	0	64	88
12:00 PM	56	0	61	0	56	61
1:00 PM	71	0	60	0	71	60
2:00 PM	86	0	81	0	86	81
3:00 PM	77	0	62	0	77	62
4:00 PM	89	0	56	0	89	56
5:00 PM	69	0	49	0	69	49
6:00 PM	48	0	37	0	48	37
7:00 PM	27	0	34	0	27	34
8:00 PM	29	0	26	0	29	26
9:00 PM	23	0	20	0	23	20
10:00 PM	14	0	19	0	14	19
11:00 PM	11	0	10	0	11	10
<b>TOTAL</b>	<b>1047</b>	<b>0</b>	<b>1002</b>	<b>0</b>	<b>1042</b>	<b>1002</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	4,956	494	978	38	20	7,690
	Percent	64%	6%	13%	0%	0%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	235
WEEKEND ADT:	307

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694225  
 Location: I-26 SB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	2	3	1	3	2	3	8	6
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	2	1	3	2	3	7	5
2:00 AM	0	0	0	0	0	0	0	0	0	5	1	0	5	2	2	3	3	3
3:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	3	5	3	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	4	3	1	2	6	2	5	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	3	3	3	5	6	4	6	5	6
6:00 AM	0	0	0	0	0	0	0	0	0	5	5	7	7	2	6	6	10	8
7:00 AM	0	0	0	0	0	0	0	0	0	8	8	6	12	11	9	11	9	10
8:00 AM	0	0	0	0	0	0	0	0	0	17	9	8	22	11	13	15	14	15
9:00 AM	0	0	0	0	0	0	0	0	0	15	17	17	19	25	18	24	24	24
10:00 AM	0	0	0	0	0	0	0	0	0	20	16	13	11	31	13	25	19	22
11:00 AM	0	0	0	0	0	0	0	0	0	21	13	14	17	32	15	33	20	27
12:00 PM	0	0	0	0	0	0	0	0	0	25	13	14	18	26	15	38	21	30
1:00 PM	0	0	0	0	0	0	0	0	0	23	15	12	16	25	14	12	27	20
2:00 PM	0	0	0	0	0	0	0	0	0	22	10	19	19	37	16	18	27	23
3:00 PM	0	0	0	0	0	0	0	0	0	17	23	20	10	27	18	16	21	19
4:00 PM	0	0	0	0	0	0	0	0	0	20	12	11	13	21	12	13	12	13
5:00 PM	0	0	0	0	0	0	0	0	0	16	19	20	22	18	20	16	20	18
6:00 PM	0	0	0	0	0	0	0	0	0	8	13	13	12	19	13	8	24	16
7:00 PM	0	0	0	0	0	0	0	0	0	12	6	11	16	16	11	11	13	12
8:00 PM	0	0	0	0	0	0	0	0	0	14	2	10	10	10	7	7	9	8
9:00 PM	0	0	0	0	0	0	0	0	0	11	2	9	12	8	8	10	6	8
10:00 PM	0	0	0	0	0	0	0	0	0	3	3	2	18	14	8	5	6	6
11:00 PM	0	0	0	0	0	0	0	0	0	7	2	2	11	4	5	5	1	3

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	15	1	27	242	666	816	185	10	1	0	0	0	0	0	1,963
Percent	SB	1%	0%	1%	12%	34%	42%	9%	1%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	1%	6%	17%	21%	5%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	6	1,249	352	29	68	17	1	58	162	3	1	0	2	15	1,963
Percent	SB	0%	64%	18%	1%	3%	1%	0%	3%	8%	0%	0%	0%	0%	1%	0%
Average Percent		0%	32%	9%	1%	2%	0%	0%	1%	4%	0%	0%	0%	0%	0%	0%



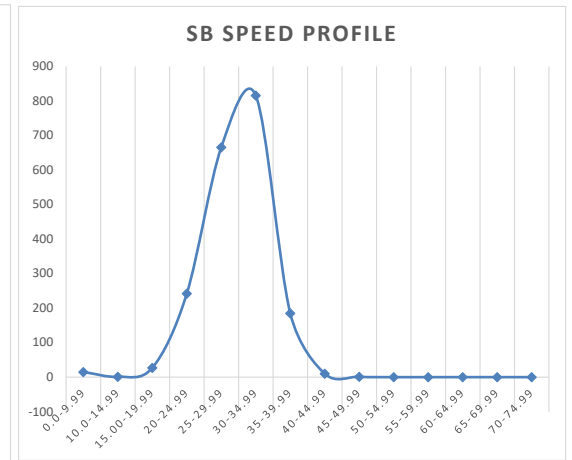
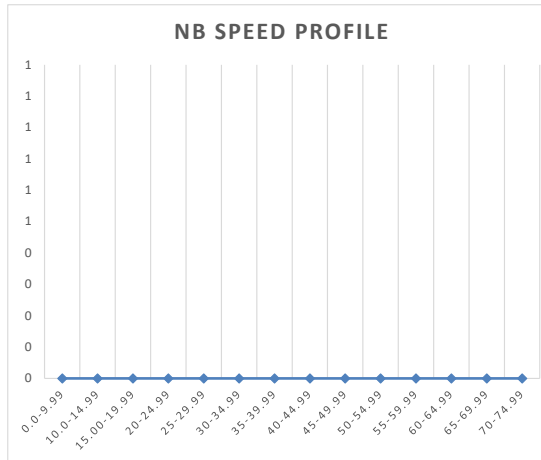
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694225  
 Location: I-26 SB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	2	0	6	2	6
1:00 AM	0	2	0	5	2	5
2:00 AM	0	2	0	3	2	3
3:00 AM	0	3	0	6	3	6
4:00 AM	0	2	0	4	2	4
5:00 AM	0	4	0	6	4	6
6:00 AM	0	6	0	8	6	8
7:00 AM	0	9	0	10	9	10
8:00 AM	0	13	0	15	13	15
9:00 AM	0	18	0	24	18	24
10:00 AM	0	13	0	22	13	22
11:00 AM	0	15	0	27	15	27
12:00 PM	0	15	0	30	15	30
1:00 PM	0	14	0	20	14	20
2:00 PM	0	16	0	23	16	23
3:00 PM	0	18	0	19	18	19
4:00 PM	0	12	0	13	12	13
5:00 PM	0	20	0	18	20	18
6:00 PM	0	13	0	16	13	16
7:00 PM	0	11	0	12	11	12
8:00 PM	0	7	0	8	7	8
9:00 PM	0	8	0	8	8	8
10:00 PM	0	8	0	6	8	6
11:00 PM	0	5	0	3	3	3
<b>TOTAL</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>307</b>	<b>233</b>	<b>307</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	1,607	115	223	3	15	1,963
	Percent	82%	6%	11%	0%	1%	

NOTE	



Speed and Class Data Summary - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

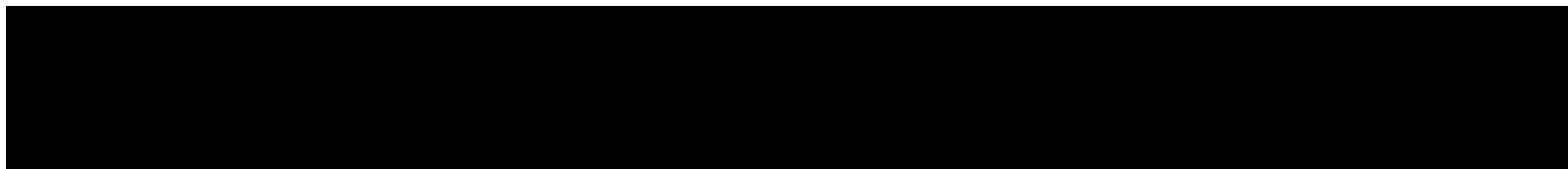
WEEKDAY ADT:	9670
WEEKEND ADT:	16081

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694226  
 Location: I-26 SB Exit Ramp to I-95 SB  
 RR Crossing No: N/A

Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	147	140	141	143	161	141	253	200	207
1:00 AM	0	0	0	0	0	0	0	0	0	129	96	110	128	148	111	237	106	193
2:00 AM	0	0	0	0	0	0	0	0	0	80	97	123	105	151	108	166	80	159
3:00 AM	0	0	0	0	0	0	0	0	0	94	86	114	126	160	109	225	96	193
4:00 AM	0	0	0	0	0	0	0	0	0	149	128	122	141	192	130	202	93	197
5:00 AM	0	0	0	0	0	0	0	0	0	220	169	184	212	253	188	249	113	251
6:00 AM	0	0	0	0	0	0	0	0	0	273	224	251	261	298	245	303	189	301
7:00 AM	0	0	0	0	0	0	0	0	0	268	284	348	384	429	339	418	275	424
8:00 AM	0	0	0	0	0	0	0	0	0	280	371	419	402	624	397	685	454	655
9:00 AM	0	0	0	0	0	0	0	0	0	448	454	544	579	787	526	985	619	886
10:00 AM	0	0	0	0	0	0	0	0	0	684	480	565	659	957	568	1,316	1,038	1137
11:00 AM	0	0	0	0	0	0	0	0	0	870	561	680	861	1,113	701	1,304	1,159	1209
12:00 PM	0	0	0	0	0	0	0	0	0	819	627	706	878	1,200	737	1,447	1,224	1324
1:00 PM	0	0	0	0	0	0	0	0	0	741	678	687	940	1,274	768	1,369	1,143	1322
2:00 PM	0	0	0	0	0	0	0	0	0	772	644	594	901	1,157	713	1,323	1,242	1240
3:00 PM	0	0	0	0	0	0	0	0	0	771	605	713	878	1,184	732	1,440	1,137	1312
4:00 PM	0	0	0	0	0	0	0	0	0	556	564	599	826	942	663	1,132	959	1037
5:00 PM	0	0	0	0	0	0	0	0	0	514	438	497	741	959	559	968	862	964
6:00 PM	0	0	0	0	0	0	0	0	0	407	362	484	623	831	490	747	744	789
7:00 PM	0	0	0	0	0	0	0	0	0	314	274	415	495	693	395	569	544	631
8:00 PM	0	0	0	0	0	0	0	0	0	244	255	302	450	875	336	414	419	645
9:00 PM	0	0	0	0	0	0	0	0	0	225	250	258	403	574	304	344	351	459
10:00 PM	0	0	0	0	0	0	0	0	0	177	208	195	294	416	232	240	215	328
11:00 PM	0	0	0	0	0	0	0	0	0	127	136	169	230	305	178	143	174	224

SPEED																
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Total	SB	51	83	159	576	980	1,725	4,787	12,334	22,202	22,103	13,818	4,022	890	188	83,918
Percent	SB	0%	0%	0%	1%	1%	2%	6%	15%	26%	26%	16%	5%	1%	0%	
Average Percent		0%	0%	0%	0%	1%	1%	3%	7%	13%	13%	8%	2%	1%	0%	





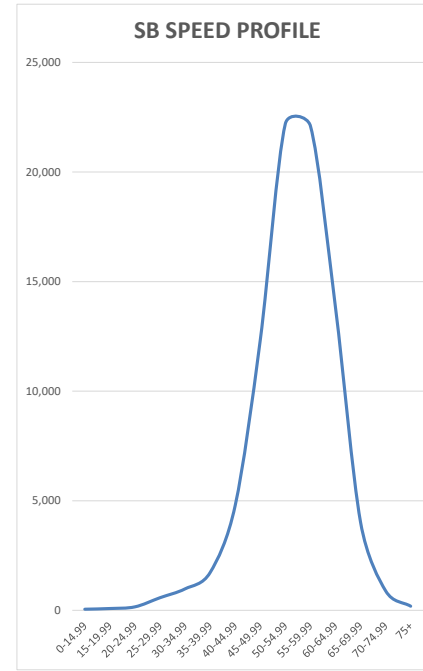
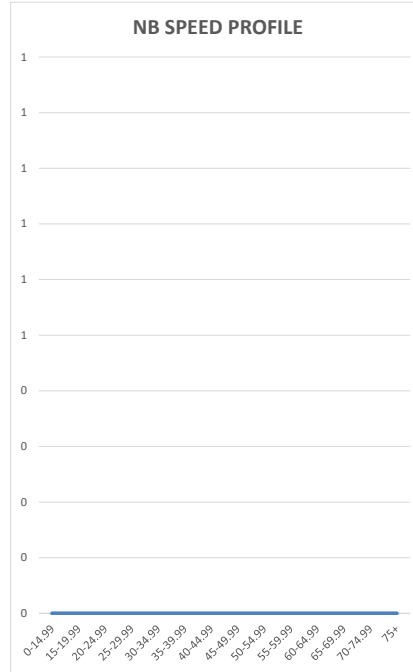
Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694226  
 Location: I-26 SB Exit Ramp to I-95 SB  
 RR Crossing No: N/A

Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	141	0	207	141	207
1:00 AM	0	111	0	193	111	193
2:00 AM	0	108	0	159	108	159
3:00 AM	0	109	0	193	109	193
4:00 AM	0	130	0	197	130	197
5:00 AM	0	188	0	251	188	251
6:00 AM	0	245	0	301	245	301
7:00 AM	0	339	0	424	339	424
8:00 AM	0	397	0	655	397	655
9:00 AM	0	526	0	886	526	886
10:00 AM	0	568	0	1137	568	1137
11:00 AM	0	701	0	1209	701	1209
12:00 PM	0	737	0	1324	737	1324
1:00 PM	0	768	0	1322	768	1322
2:00 PM	0	713	0	1240	713	1240
3:00 PM	0	732	0	1312	732	1312
4:00 PM	0	663	0	1037	663	1037
5:00 PM	0	559	0	964	559	964
6:00 PM	0	490	0	789	490	789
7:00 PM	0	395	0	631	395	631
8:00 PM	0	336	0	645	336	645
9:00 PM	0	304	0	459	304	459
10:00 PM	0	232	0	328	232	328
11:00 PM	0	178	0	224	89	224
<b>TOTAL</b>	<b>0</b>	<b>9670</b>	<b>0</b>	<b>16081</b>	<b>9581</b>	<b>16081</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total		0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	
Total		63,743	2,815	16,608	752	0	83,918
Percent	SB	76%	3%	20%	1%	0%	
Average Percent		38%	2%	10%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	560
WEEKEND ADT:	479

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694225  
 Location: I-26 SB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	9	3	4	3	5	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	4	6	4	4	4	4	4
2:00 AM	0	0	0	0	0	0	0	0	0	2	4	3	3	5	3	5	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	4	9	4	9	6	7	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	7	7	9	15	5	10	5	0	3
5:00 AM	0	0	0	0	0	0	0	0	0	10	18	21	20	15	20	15	5	10
6:00 AM	0	0	0	0	0	0	0	0	0	16	20	27	23	18	23	18	4	11
7:00 AM	0	0	0	0	0	0	0	0	0	24	34	26	37	31	32	31	4	18
8:00 AM	0	0	0	0	0	0	0	0	0	33	29	26	29	38	28	38	12	25
9:00 AM	0	0	0	0	0	0	0	0	0	32	27	39	30	31	32	31	19	25
10:00 AM	0	0	0	0	0	0	0	0	0	34	35	37	42	21	38	21	28	25
11:00 AM	0	0	0	0	0	0	0	0	0	48	38	32	61	40	44	40	33	37
12:00 PM	0	0	0	0	0	0	0	0	0	42	41	34	63	35	46	35	34	35
1:00 PM	0	0	0	0	0	0	0	0	0	36	31	29	41	41	34	41	31	36
2:00 PM	0	0	0	0	0	0	0	0	0	39	35	38	46	40	40	40	24	32
3:00 PM	0	0	0	0	0	0	0	0	0	41	36	37	41	47	38	47	31	39
4:00 PM	0	0	0	0	0	0	0	0	0	23	24	25	54	26	34	26	37	32
5:00 PM	0	0	0	0	0	0	0	0	0	38	38	39	34	51	37	51	25	38
6:00 PM	0	0	0	0	0	0	0	0	0	42	18	24	12	34	18	34	23	29
7:00 PM	0	0	0	0	0	0	0	0	0	17	23	17	12	18	17	18	23	21
8:00 PM	0	0	0	0	0	0	0	0	0	19	22	9	21	18	17	18	15	17
9:00 PM	0	0	0	0	0	0	0	0	0	12	11	8	16	28	12	28	7	18
10:00 PM	0	0	0	0	0	0	0	0	0	14	13	13	6	9	11	9	9	9
11:00 PM	0	0	0	0	0	0	0	0	0	8	16	6	5	3	9	13	3	8

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	78	14	17	33	115	377	676	843	643	263	60	8	1	0	3,128
Percent	SB	2%	0%	1%	1%	4%	12%	22%	27%	21%	8%	2%	0%	0%	0%	0%
Average Percent		1%	0%	0%	1%	2%	6%	11%	13%	10%	4%	1%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	17	1,455	452	48	93	35	14	69	742	25	4	1	3	64	3,022
Percent	SB	1%	48%	15%	2%	3%	1%	0%	2%	25%	1%	0%	0%	0%	2%	0%
Average Percent		0%	24%	7%	1%	2%	1%	0%	1%	12%	0%	0%	0%	0%	1%	0%



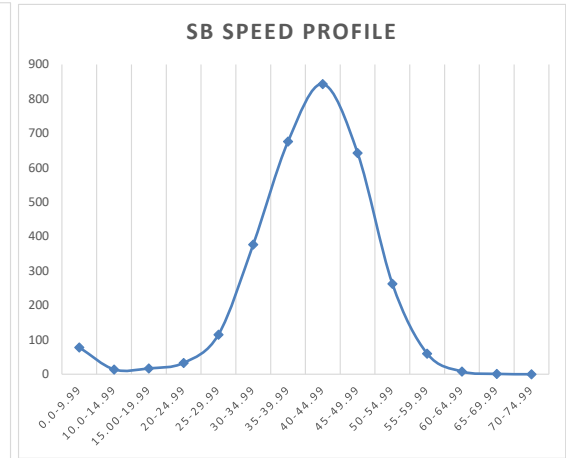
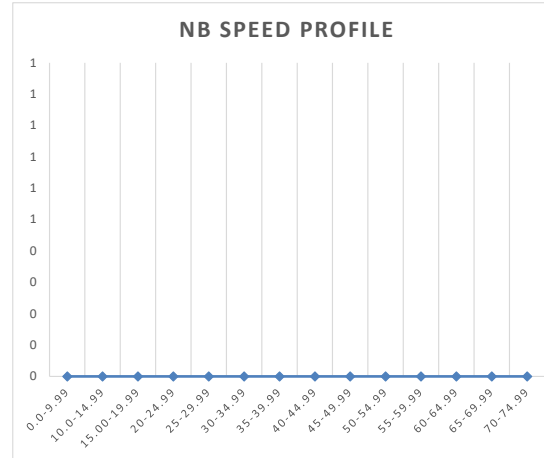
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694225  
 Location: I-26 SB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	5	0	3	5	3
1:00 AM	0	4	0	4	4	4
2:00 AM	0	3	0	3	3	3
3:00 AM	0	7	0	6	7	6
4:00 AM	0	10	0	3	10	3
5:00 AM	0	20	0	10	20	10
6:00 AM	0	23	0	11	23	11
7:00 AM	0	32	0	18	32	18
8:00 AM	0	28	0	25	28	25
9:00 AM	0	32	0	25	32	25
10:00 AM	0	38	0	25	38	25
11:00 AM	0	44	0	37	44	37
12:00 PM	0	46	0	35	46	35
1:00 PM	0	34	0	36	34	36
2:00 PM	0	40	0	32	40	32
3:00 PM	0	38	0	39	38	39
4:00 PM	0	34	0	32	34	32
5:00 PM	0	37	0	38	37	38
6:00 PM	0	18	0	29	18	29
7:00 PM	0	17	0	21	17	21
8:00 PM	0	17	0	17	17	17
9:00 PM	0	12	0	18	12	18
10:00 PM	0	11	0	9	11	9
11:00 PM	0	9	0	8	5	8
<b>TOTAL</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>479</b>	<b>556</b>	<b>479</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	1,924	190	836	8	64	3,652
	Percent	53%	5%	23%	0%	2%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	259
WEEKEND ADT:	246

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694228  
 Location: I-26 SB Exit Ramp to US 15 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	2	8	4	4	5	8	7	8
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	2	5	2	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	1	1	4	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	5	3	3	4	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	5	3	3	0	3	2	2	2	2
5:00 AM	0	0	0	0	0	0	0	0	0	4	6	8	11	7	8	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	2	10	11	11	14	11	2	7	5
7:00 AM	0	0	0	0	0	0	0	0	0	10	24	19	15	7	19	2	6	4
8:00 AM	0	0	0	0	0	0	0	0	0	20	10	16	17	11	14	8	6	7
9:00 AM	0	0	0	0	0	0	0	0	0	23	16	14	10	12	13	12	19	16
10:00 AM	0	0	0	0	0	0	0	0	0	18	19	26	20	16	22	13	18	16
11:00 AM	0	0	0	0	0	0	0	0	0	20	15	14	11	20	13	14	18	16
12:00 PM	0	0	0	0	0	0	0	0	0	10	18	18	10	19	15	17	18	18
1:00 PM	0	0	0	0	0	0	0	0	0	20	17	14	6	20	12	12	15	14
2:00 PM	0	0	0	0	0	0	0	0	0	29	18	17	10	24	15	25	17	21
3:00 PM	0	0	0	0	0	0	0	0	0	16	18	21	14	20	18	18	15	17
4:00 PM	0	0	0	0	0	0	0	0	0	16	15	18	13	20	15	13	18	16
5:00 PM	0	0	0	0	0	0	0	0	0	18	21	20	13	23	18	23	13	18
6:00 PM	0	0	0	0	0	0	0	0	0	20	9	15	15	24	13	13	8	11
7:00 PM	0	0	0	0	0	0	0	0	0	11	8	9	8	13	8	17	9	13
8:00 PM	0	0	0	0	0	0	0	0	0	8	10	12	5	14	9	17	11	14
9:00 PM	0	0	0	0	0	0	0	0	0	5	5	9	13	13	9	13	3	8
10:00 PM	0	0	0	0	0	0	0	0	0	8	4	7	6	11	6	8	7	8
11:00 PM	0	0	0	0	0	0	0	0	0	5	3	4	7	6	5	10	2	6

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	28	14	54	348	899	474	41	0	0	0	0	0	0	0	1,858
Percent	SB	2%	1%	3%	19%	48%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		1%	0%	1%	9%	24%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	5	1,064	373	42	117	11	4	57	155	1	0	1	0	28	1,858
Percent	SB	0%	57%	20%	2%	6%	1%	0%	3%	8%	0%	0%	0%	0%	2%	0%
Average Percent		0%	29%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%	0%



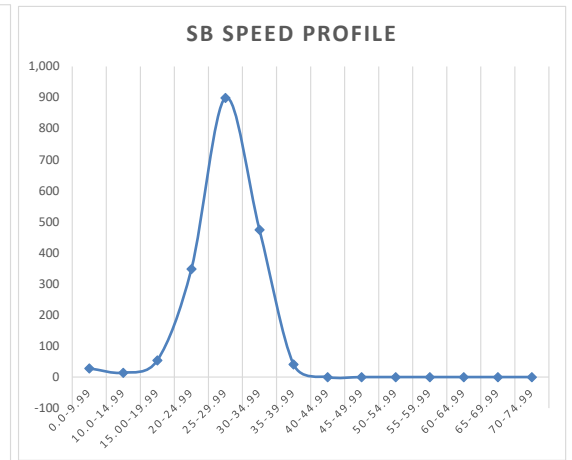
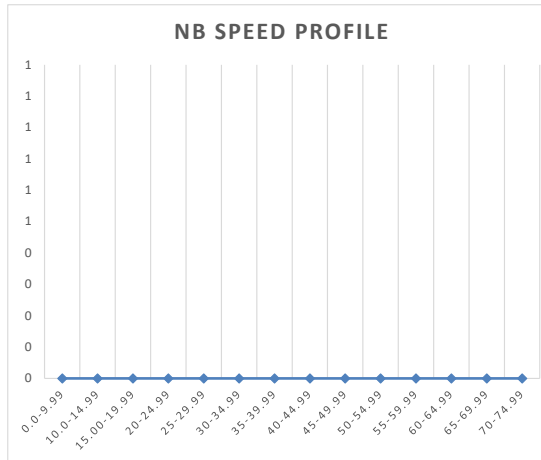
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694228  
 Location: I-26 SB Exit Ramp to US 15 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	5	0	8	5	8
1:00 AM	0	3	0	6	3	6
2:00 AM	0	1	0	3	1	3
3:00 AM	0	4	0	2	4	2
4:00 AM	0	2	0	2	2	2
5:00 AM	0	8	0	3	8	3
6:00 AM	0	11	0	5	11	5
7:00 AM	0	19	0	4	19	4
8:00 AM	0	14	0	7	14	7
9:00 AM	0	13	0	16	13	16
10:00 AM	0	22	0	16	22	16
11:00 AM	0	13	0	16	13	16
12:00 PM	0	15	0	18	15	18
1:00 PM	0	12	0	14	12	14
2:00 PM	0	15	0	21	15	21
3:00 PM	0	18	0	17	18	17
4:00 PM	0	15	0	16	15	16
5:00 PM	0	18	0	18	18	18
6:00 PM	0	13	0	11	13	11
7:00 PM	0	8	0	13	8	13
8:00 PM	0	9	0	14	9	14
9:00 PM	0	9	0	8	9	8
10:00 PM	0	6	0	8	6	8
11:00 PM	0	5	0	6	2	6
<b>TOTAL</b>	<b>0</b>	<b>259</b>	<b>0</b>	<b>246</b>	<b>257</b>	<b>246</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	1,442	174	213	1	28	1,858
	Percent	78%	9%	11%	0%	2%	

NOTE						



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	659
WEEKEND ADT:	424

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694229  
 Location: I-26 NB Exit Ramp to US 15 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	6	3	7	1	5	6	9	8	0	0	0	0	0	0	0	0	0
1:00 AM	5	2	4	3	4	3	1	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	5	6	9	7	4	7	1	2	2	0	0	0	0	0	0	0	0	0
3:00 AM	9	7	7	6	8	7	3	3	3	0	0	0	0	0	0	0	0	0
4:00 AM	12	7	15	8	7	10	2	2	2	0	0	0	0	0	0	0	0	0
5:00 AM	20	15	18	16	17	16	9	1	5	0	0	0	0	0	0	0	0	0
6:00 AM	22	13	27	25	19	22	15	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	23	20	29	24	21	24	25	8	17	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	27	27	27	27	17	23	20	0	0	0	0	0	0	0	0	0
9:00 AM	21	30	16	27	32	24	26	18	22	0	0	0	0	0	0	0	0	0
10:00 AM	33	37	39	41	35	39	25	23	24	0	0	0	0	0	0	0	0	0
11:00 AM	38	37	35	34	36	35	24	31	28	0	0	0	0	0	0	0	0	0
12:00 PM	38	38	39	46	48	41	31	35	33	0	0	0	0	0	0	0	0	0
1:00 PM	41	33	40	48	35	40	27	39	33	0	0	0	0	0	0	0	0	0
2:00 PM	49	50	57	57	56	55	34	26	30	0	0	0	0	0	0	0	0	0
3:00 PM	77	50	63	72	65	62	34	36	35	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	61	75	69	68	27	45	36	0	0	0	0	0	0	0	0	0
5:00 PM	47	76	47	41	44	55	19	30	25	0	0	0	0	0	0	0	0	0
6:00 PM	26	52	32	33	33	39	27	26	27	0	0	0	0	0	0	0	0	0
7:00 PM	26	37	16	36	22	30	25	13	19	0	0	0	0	0	0	0	0	0
8:00 PM	15	23	15	9	25	16	20	12	16	0	0	0	0	0	0	0	0	0
9:00 PM	11	13	13	14	16	13	18	11	15	0	0	0	0	0	0	0	0	0
10:00 PM	10	11	9	7	11	9	13	9	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	16	7	13	7	12	4	4	4	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	20	30	308	1,143	2,000	555	44	4	0	0	0	0	0	0		4,104
Percent	NB	0%	1%	8%	28%	49%	14%	1%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	4%	14%	24%	7%	1%	0%	0%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	8	2,260	869	44	168	88	0	58	546	29	2	2	8	22		4,104
Percent	NB	0%	55%	21%	1%	4%	2%	0%	1%	13%	1%	0%	0%	0%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	7%	0%	0%	0%	0%	0%		



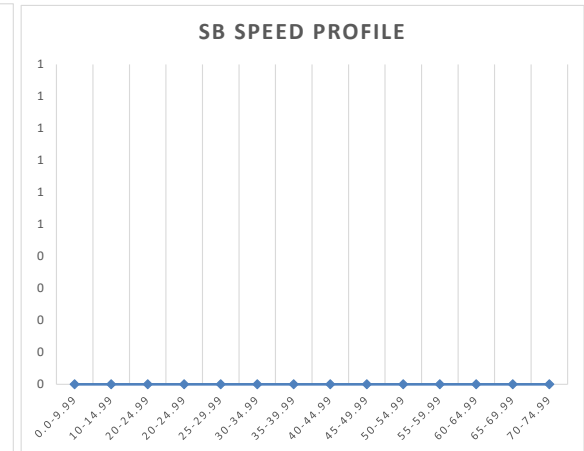
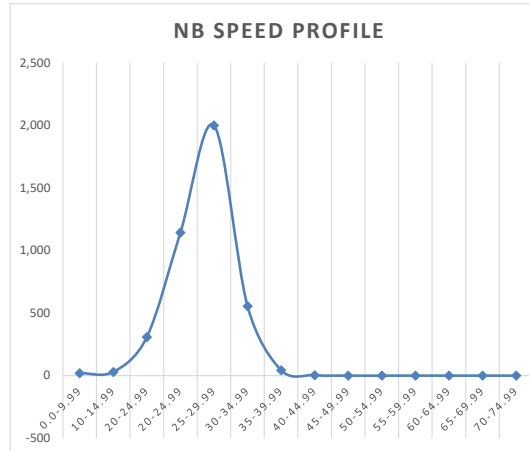
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694229  
 Location: I-26 NB Exit Ramp to US 15 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	5	0	8	0	5	8
1:00 AM	3	0	2	0	3	2
2:00 AM	7	0	2	0	7	2
3:00 AM	7	0	3	0	7	3
4:00 AM	10	0	2	0	10	2
5:00 AM	16	0	5	0	16	5
6:00 AM	22	0	11	0	22	11
7:00 AM	24	0	17	0	24	17
8:00 AM	27	0	20	0	27	20
9:00 AM	24	0	22	0	24	22
10:00 AM	39	0	24	0	39	24
11:00 AM	35	0	28	0	35	28
12:00 PM	41	0	33	0	41	33
1:00 PM	40	0	33	0	40	33
2:00 PM	55	0	30	0	55	30
3:00 PM	62	0	35	0	62	35
4:00 PM	68	0	36	0	68	36
5:00 PM	55	0	25	0	55	25
6:00 PM	39	0	27	0	39	27
7:00 PM	30	0	19	0	30	19
8:00 PM	16	0	16	0	16	16
9:00 PM	13	0	15	0	13	15
10:00 PM	9	0	11	0	9	11
11:00 PM	12	0	4	0	6	4
<b>TOTAL</b>	<b>659</b>	<b>0</b>	<b>424</b>	<b>0</b>	<b>653</b>	<b>424</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	3,137	300	633	12	22	4,104
	Percent	76%	7%	15%	0%	1%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

NOTE						



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	236
WEEKEND ADT:	238

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694230  
 Location: I-26 NB Exit Ramp to US 15 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	2	3	2	2	1	2	3	1	2	0	0	0	0	0	0	0	0	0
1:00 AM	1	2	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	2	1	0	1	1	3	2	3	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	6	4	6	3	3	2	3	0	0	0	0	0	0	0	0	0
6:00 AM	7	3	8	6	8	6	5	3	4	0	0	0	0	0	0	0	0	0
7:00 AM	8	7	8	7	11	7	15	1	8	0	0	0	0	0	0	0	0	0
8:00 AM	18	9	13	11	8	11	15	14	15	0	0	0	0	0	0	0	0	0
9:00 AM	15	5	17	5	22	9	16	13	15	0	0	0	0	0	0	0	0	0
10:00 AM	16	13	10	16	17	13	17	9	13	0	0	0	0	0	0	0	0	0
11:00 AM	13	17	10	18	16	15	15	22	19	0	0	0	0	0	0	0	0	0
12:00 PM	12	12	17	25	33	18	26	20	23	0	0	0	0	0	0	0	0	0
1:00 PM	14	14	13	23	21	17	13	29	21	0	0	0	0	0	0	0	0	0
2:00 PM	21	22	24	16	20	21	15	16	16	0	0	0	0	0	0	0	0	0
3:00 PM	16	14	26	18	28	19	26	22	24	0	0	0	0	0	0	0	0	0
4:00 PM	30	35	25	35	30	32	18	24	21	0	0	0	0	0	0	0	0	0
5:00 PM	18	27	17	16	13	20	16	12	14	0	0	0	0	0	0	0	0	0
6:00 PM	10	14	15	11	10	13	17	6	12	0	0	0	0	0	0	0	0	0
7:00 PM	7	16	10	9	8	12	13	5	9	0	0	0	0	0	0	0	0	0
8:00 PM	6	3	6	5	6	5	9	5	7	0	0	0	0	0	0	0	0	0
9:00 PM	1	2	1	3	5	2	8	8	8	0	0	0	0	0	0	0	0	0
10:00 PM	7	6	4	2	3	4	3	0	2	0	0	0	0	0	0	0	0	0
11:00 PM	0	7	1	2	2	3	2	1	2	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	14	8	11	9	21	63	151	379	524	364	112	21	4	0		1,681
Percent	NB	1%	0%	1%	1%	1%	4%	9%	23%	31%	22%	7%	1%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	0%	0%	1%	2%	4%	11%	16%	11%	3%	1%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	9	1,081	389	10	106	10	3	18	43	3	0	0	0	9		1,681
Percent	NB	1%	64%	23%	1%	6%	1%	0%	1%	3%	0%	0%	0%	0%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	32%	12%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%		



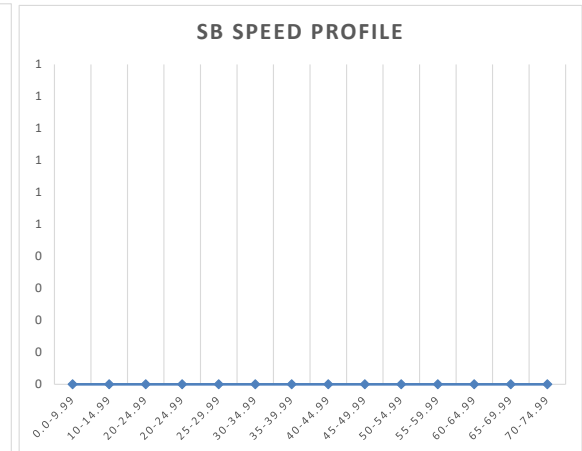
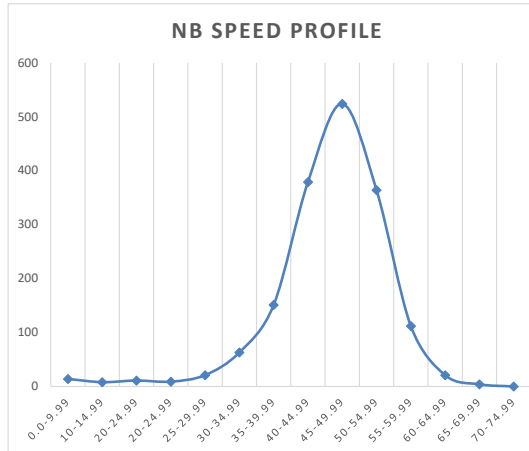
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694230  
 Location: I-26 NB Exit Ramp to US 15 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	2	0	2	0	2	2
1:00 AM	1	0	1	0	1	1
2:00 AM	1	0	0	0	1	0
3:00 AM	1	0	3	0	1	3
4:00 AM	1	0	1	0	1	1
5:00 AM	3	0	3	0	3	3
6:00 AM	6	0	4	0	6	4
7:00 AM	7	0	8	0	7	8
8:00 AM	11	0	15	0	11	15
9:00 AM	9	0	15	0	9	15
10:00 AM	13	0	13	0	13	13
11:00 AM	15	0	19	0	15	19
12:00 PM	18	0	23	0	18	23
1:00 PM	17	0	21	0	17	21
2:00 PM	21	0	16	0	21	16
3:00 PM	19	0	24	0	19	24
4:00 PM	32	0	21	0	32	21
5:00 PM	20	0	14	0	20	14
6:00 PM	13	0	12	0	13	12
7:00 PM	12	0	9	0	12	9
8:00 PM	5	0	7	0	5	7
9:00 PM	2	0	8	0	2	8
10:00 PM	4	0	2	0	4	2
11:00 PM	3	0	2	0	2	2
<b>TOTAL</b>	<b>236</b>	<b>0</b>	<b>238</b>	<b>0</b>	<b>234</b>	<b>238</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	1,479	129	64	0	9	1,681
	Percent	88%	8%	4%	0%	1%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

NOTE						





Division: N/A  
 County: Orangeburg  
 City: Harleyville  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694231  
 Location: US 15 NB Exit Ramp to I-26 NB

WEEKDAY ADT:	574
WEEKEND ADT:	375

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	3	2	6	7	4	7	4	5	0	0	0	0	0	0	0	0	0
1:00 AM	6	4	3	3	5	3	4	7	3	0	0	0	0	0	0	0	0	0
2:00 AM	5	4	6	9	9	6	6	1	5	0	0	0	0	0	0	0	0	0
3:00 AM	8	4	4	3	8	4	1	3	3	0	0	0	0	0	0	0	0	0
4:00 AM	12	14	10	19	20	14	7	5	9	0	0	0	0	0	0	0	0	0
5:00 AM	20	18	17	18	15	18	12	4	9	0	0	0	0	0	0	0	0	0
6:00 AM	24	23	21	27	25	24	7	4	11	0	0	0	0	0	0	0	0	0
7:00 AM	36	31	39	25	34	32	21	18	18	0	0	0	0	0	0	0	0	0
8:00 AM	27	45	44	38	49	42	25	17	25	0	0	0	0	0	0	0	0	0
9:00 AM	37	63	37	39	40	46	28	26	23	0	0	0	0	0	0	0	0	0
10:00 AM	44	42	45	35	23	41	36	32	20	0	0	0	0	0	0	0	0	0
11:00 AM	41	33	30	40	40	34	41	33	27	0	0	0	0	0	0	0	0	0
12:00 PM	36	32	35	34	52	34	36	33	29	0	0	0	0	0	0	0	0	0
1:00 PM	28	35	41	37	51	38	32	31	28	0	0	0	0	0	0	0	0	0
2:00 PM	41	46	35	51	44	44	29	36	24	0	0	0	0	0	0	0	0	0
3:00 PM	48	32	34	44	46	37	36	64	27	0	0	0	0	0	0	0	0	0
4:00 PM	45	31	32	35	43	33	27	63	23	0	0	0	0	0	0	0	0	0
5:00 PM	29	28	37	40	39	35	19	38	19	0	0	0	0	0	0	0	0	0
6:00 PM	23	25	26	31	28	27	20	32	16	0	0	0	0	0	0	0	0	0
7:00 PM	21	24	12	19	25	18	29	19	18	0	0	0	0	0	0	0	0	0
8:00 PM	11	9	13	11	15	11	18	18	11	0	0	0	0	0	0	0	0	0
9:00 PM	6	11	5	16	12	11	17	9	10	0	0	0	0	0	0	0	0	0
10:00 PM	7	12	11	9	11	11	14	7	8	0	0	0	0	0	0	0	0	0
11:00 PM	6	10	8	7	4	8	7	7	4	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	9	34	599	1,537	1,551	191	4	0	0	0	0	0	0	0	3,925
Percent	NB	0%	1%	15%	39%	40%	5%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	8%	20%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	4	1,903	491	58	92	56	13	98	1,120	43	2	0	14	31	3,925
Percent	NB	0%	48%	13%	1%	2%	1%	0%	2%	29%	1%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	24%	6%	1%	1%	1%	0%	1%	14%	1%	0%	0%	0%	0%	



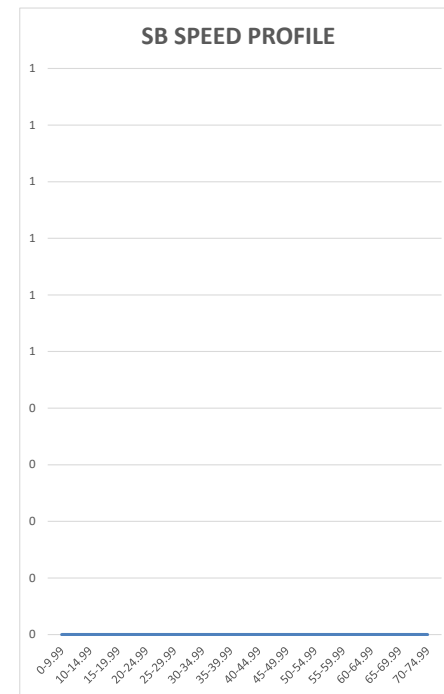
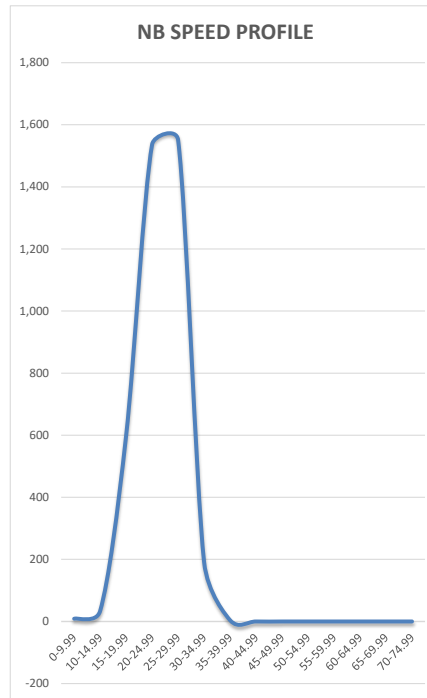
Division: N/A  
 County: Orangeburg  
 City: Harleyville  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694231  
 Location: US 15 NB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	4	0	5	0	4	5
1:00 AM	3	0	3	0	3	3
2:00 AM	6	0	5	0	6	5
3:00 AM	4	0	3	0	4	3
4:00 AM	14	0	9	0	14	9
5:00 AM	18	0	9	0	18	9
6:00 AM	24	0	11	0	24	11
7:00 AM	32	0	18	0	32	18
8:00 AM	42	0	25	0	42	25
9:00 AM	46	0	23	0	46	23
10:00 AM	41	0	20	0	41	20
11:00 AM	34	0	27	0	34	27
12:00 PM	34	0	29	0	34	29
1:00 PM	38	0	28	0	38	28
2:00 PM	44	0	24	0	44	24
3:00 PM	37	0	27	0	37	27
4:00 PM	33	0	23	0	33	23
5:00 PM	35	0	19	0	35	19
6:00 PM	27	0	16	0	27	16
7:00 PM	18	0	18	0	18	18
8:00 PM	11	0	11	0	11	11
9:00 PM	11	0	10	0	11	10
10:00 PM	11	0	8	0	11	8
11:00 PM	8	0	4	0	4	4
<b>TOTAL</b>	<b>574</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>570</b>	<b>375</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	2,398	219	1,261	16	31	3,925
Percent	NB	61%	6%	32%	0%	1%	
Total	SB	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%
Average Percent		31%	3%	16%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1452
WEEKEND ADT:	523

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694232  
 Location: US 15 NB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	6	3	4	2	9	2	3	3	0	0	0	0	0	0	0	0	0
1:00 AM	4	2	2	5	4	4	3	4	4	0	0	0	0	0	0	0	0	0
2:00 AM	15	1	6	10	7	7	1	3	2	0	0	0	0	0	0	0	0	0
3:00 AM	21	7	26	34	26	33	10	2	6	0	0	0	0	0	0	0	0	0
4:00 AM	42	36	57	63	47	93	19	10	15	0	0	0	0	0	0	0	0	0
5:00 AM	78	44	79	75	74	123	21	7	14	0	0	0	0	0	0	0	0	0
6:00 AM	57	74	76	56	58	150	16	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	49	59	49	43	49	108	34	11	23	0	0	0	0	0	0	0	0	0
8:00 AM	42	38	53	44	46	91	39	20	30	0	0	0	0	0	0	0	0	0
9:00 AM	40	40	36	44	35	76	36	33	35	0	0	0	0	0	0	0	0	0
10:00 AM	36	41	44	48	26	85	36	38	37	0	0	0	0	0	0	0	0	0
11:00 AM	49	41	42	75	51	83	42	42	42	0	0	0	0	0	0	0	0	0
12:00 PM	42	58	28	95	47	86	30	34	32	0	0	0	0	0	0	0	0	0
1:00 PM	37	38	29	116	45	67	38	27	33	0	0	0	0	0	0	0	0	0
2:00 PM	26	36	33	235	56	69	36	37	37	0	0	0	0	0	0	0	0	0
3:00 PM	29	33	35	60	39	68	35	46	41	0	0	0	0	0	0	0	0	0
4:00 PM	40	35	41	46	41	76	32	40	36	0	0	0	0	0	0	0	0	0
5:00 PM	41	32	30	23	31	62	30	37	34	0	0	0	0	0	0	0	0	0
6:00 PM	25	32	19	22	28	51	25	36	31	0	0	0	0	0	0	0	0	0
7:00 PM	26	22	6	18	17	28	8	41	25	0	0	0	0	0	0	0	0	0
8:00 PM	7	11	13	14	16	24	10	23	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	15	12	8	10	27	10	9	10	0	0	0	0	0	0	0	0	0
10:00 PM	8	4	9	6	11	13	4	5	5	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	6	5	4	19	10	4	7	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	15	10	3	17	111	373	728	1,260	1,063	350	58	9	1	0		3,998
Percent	NB	0%	0%	0%	0%	3%	9%	18%	32%	27%	9%	1%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	0%	0%	1%	5%	9%	16%	13%	4%	1%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	12	2,259	898	51	173	59	0	59	455	16	4	0	1	11		3,998
Percent	NB	0%	57%	22%	1%	4%	1%	0%	1%	11%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%		



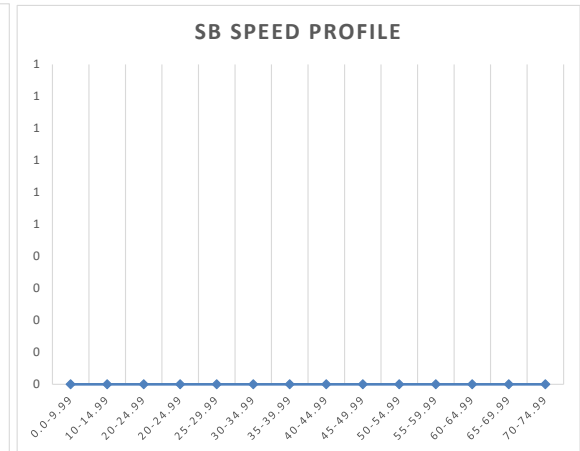
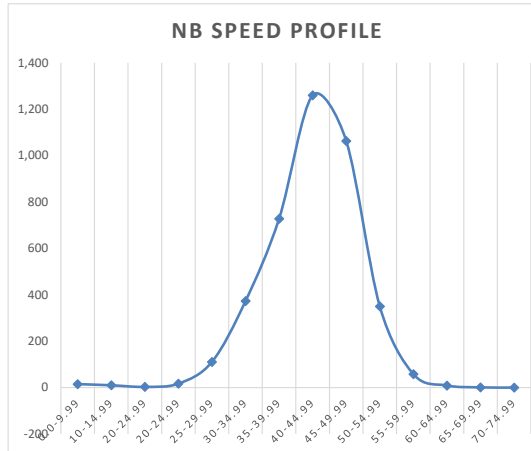
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694232  
 Location: US 15 NB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	9	0	3	0	9	3
1:00 AM	4	0	4	0	4	4
2:00 AM	7	0	2	0	7	2
3:00 AM	33	0	6	0	33	6
4:00 AM	93	0	15	0	93	15
5:00 AM	123	0	14	0	123	14
6:00 AM	150	0	11	0	150	11
7:00 AM	108	0	23	0	108	23
8:00 AM	91	0	30	0	91	30
9:00 AM	76	0	35	0	76	35
10:00 AM	85	0	37	0	85	37
11:00 AM	83	0	42	0	83	42
12:00 PM	86	0	32	0	86	32
1:00 PM	67	0	33	0	67	33
2:00 PM	69	0	37	0	69	37
3:00 PM	68	0	41	0	68	41
4:00 PM	76	0	36	0	76	36
5:00 PM	62	0	34	0	62	34
6:00 PM	51	0	31	0	51	31
7:00 PM	28	0	25	0	28	25
8:00 PM	24	0	17	0	24	17
9:00 PM	27	0	10	0	27	10
10:00 PM	13	0	5	0	13	5
11:00 PM	19	0	7	0	10	7
<b>TOTAL</b>	<b>1452</b>	<b>0</b>	<b>523</b>	<b>0</b>	<b>1443</b>	<b>523</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	3,169	283	530	5	11	3,998
	Percent	79%	7%	13%	0%	0%	
SB	Total	0	0	0	0	0	0
	Percent	0%	0%	0%	0%	0%	

**NOTE**  
 3/3/2022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	168
WEEKEND ADT:	136

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694233  
 Location: US 15 SB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	3	4	2	3	4	1	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	2	5	4	2	3	5	1	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	11	12	11	9	12	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	13	18	25	22	22	22	8	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	18	16	15	10	17	7	3	5
8:00 AM	0	0	0	0	0	0	0	0	0	15	13	10	16	9	12	6	5	6
9:00 AM	0	0	0	0	0	0	0	0	0	10	12	14	8	11	13	10	10	10
10:00 AM	0	0	0	0	0	0	0	0	0	8	8	7	7	9	8	12	3	8
11:00 AM	0	0	0	0	0	0	0	0	0	9	3	7	95	8	5	7	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	4	5	8	178	9	7	11	12	12
1:00 PM	0	0	0	0	0	0	0	0	0	8	12	9	258	10	11	10	6	8
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	8	245	11	10	9	8	9
3:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	282	9	11	7	8	8
4:00 PM	0	0	0	0	0	0	0	0	0	8	6	7	81	8	7	14	10	12
5:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	7	4	6	8	9	9
6:00 PM	0	0	0	0	0	0	0	0	0	4	4	8	6	11	6	9	12	11
7:00 PM	0	0	0	0	0	0	0	0	0	4	1	10	5	5	6	5	5	5
8:00 PM	0	0	0	0	0	0	0	0	0	1	5	2	4	6	4	4	8	6
9:00 PM	0	0	0	0	0	0	0	0	0	4	2	2	2	6	2	7	4	6
10:00 PM	0	0	0	0	0	0	0	0	0	1	2	1	3	3	2	4	4	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	2	4	0	0	3	7	0	4

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	38	1	5	57	365	371	60	6	0	0	0	0	0	0	903
Percent	SB	4%	0%	1%	6%	40%	41%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Average Percent		2%	0%	0%	3%	20%	21%	3%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	2	572	194	4	59	7	0	11	16	0	0	0	0	38	903
Percent	SB	0%	63%	21%	0%	7%	1%	0%	1%	2%	0%	0%	0%	0%	4%	0%
Average Percent		0%	32%	11%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	0%



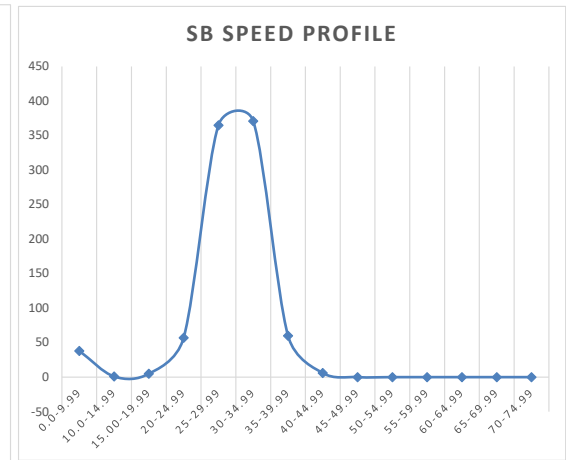
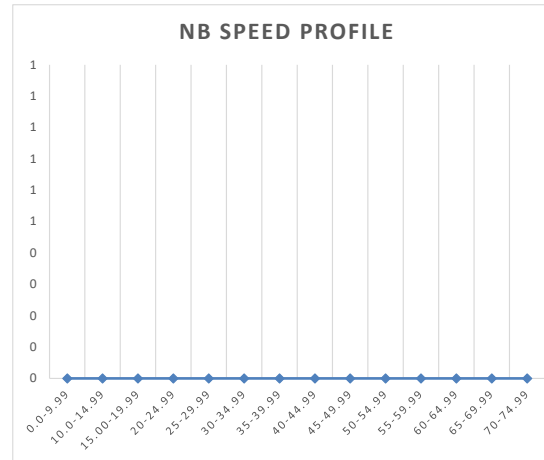
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694233  
 Location: US 15 SB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	0	0	3	0	3
1:00 AM	0	1	0	1	1	1
2:00 AM	0	1	0	0	1	0
3:00 AM	0	4	0	1	4	1
4:00 AM	0	5	0	1	5	1
5:00 AM	0	12	0	3	12	3
6:00 AM	0	22	0	5	22	5
7:00 AM	0	17	0	5	17	5
8:00 AM	0	12	0	6	12	6
9:00 AM	0	13	0	10	13	10
10:00 AM	0	8	0	8	8	8
11:00 AM	0	5	0	6	5	6
12:00 PM	0	7	0	12	7	12
1:00 PM	0	11	0	8	11	8
2:00 PM	0	10	0	9	10	9
3:00 PM	0	11	0	8	11	8
4:00 PM	0	7	0	12	7	12
5:00 PM	0	6	0	9	6	9
6:00 PM	0	6	0	11	6	11
7:00 PM	0	6	0	5	6	5
8:00 PM	0	4	0	6	4	6
9:00 PM	0	2	0	6	2	6
10:00 PM	0	2	0	4	2	4
11:00 PM	0	3	0	4	2	4
<b>TOTAL</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>136</b>	<b>167</b>	<b>136</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
	Percent	0	0	0	0	0	0
SB	Total	768	70	27	0	38	903
	Percent	85%	8%	3%	0%	4%	

**NOTE**  
 3/3/2022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.





Division: N/A  
 County: Dorchester  
 City: 0  
 On Road: US 15 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694234  
 Location: US 15 SB Exit Ramp to I-26 NB  
 RR Crossing No: N/A  
 Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

WEEKDAY ADT:	155
WEEKEND ADT:	472

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	3	4	2	3	3	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	5	4	2	3	3	1	2	0	0	0	0	0	0	0	0	0
5:00 AM	3	13	11	12	11	12	9	2	7	0	0	0	0	0	0	0	0	0
6:00 AM	2	18	18	25	22	20	22	8	15	0	0	0	0	0	0	0	0	0
7:00 AM	3	15	18	16	15	16	10	7	8	0	0	0	0	0	0	0	0	0
8:00 AM	5	10	13	10	16	11	9	6	8	0	0	0	0	0	0	0	0	0
9:00 AM	10	8	12	14	8	11	11	10	6	0	0	0	0	0	0	0	0	0
10:00 AM	3	9	8	7	7	8	9	12	5	0	0	0	0	0	0	0	0	0
11:00 AM	5	4	3	7	95	5	8	7	34	0	0	0	0	0	0	0	0	0
12:00 PM	12	8	5	8	178	7	9	11	62	0	0	0	0	0	0	0	0	0
1:00 PM	6	6	12	9	258	9	10	10	89	0	0	0	0	0	0	0	0	0
2:00 PM	8	7	11	8	245	9	11	9	85	0	0	0	0	0	0	0	0	0
3:00 PM	8	8	10	12	282	10	9	7	97	0	0	0	0	0	0	0	0	0
4:00 PM	10	5	6	7	81	6	8	14	30	0	0	0	0	0	0	0	0	0
5:00 PM	9	4	5	7	7	5	4	8	4	0	0	0	0	0	0	0	0	0
6:00 PM	12	4	4	8	6	5	11	9	6	0	0	0	0	0	0	0	0	0
7:00 PM	5	1	1	10	5	4	5	5	3	0	0	0	0	0	0	0	0	0
8:00 PM	8	4	5	2	4	4	6	4	3	0	0	0	0	0	0	0	0	0
9:00 PM	4	1	2	2	2	2	6	7	3	0	0	0	0	0	0	0	0	0
10:00 PM	4	1	2	1	3	1	3	4	2	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	2	4	0	2	0	7	0	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	202	7	30	242	852	720	94	6	0	0	0	0	0	0	2,153
Percent	NB	9%	0%	1%	11%	40%	33%	4%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		5%	0%	1%	6%	20%	17%	2%	0%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	10	1,232	357	15	116	26	0	83	110	9	0	0	2	193	2,153
Percent	NB	0%	57%	17%	1%	5%	1%	0%	4%	5%	0%	0%	0%	0%	9%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	29%	8%	0%	3%	1%	0%	2%	3%	0%	0%	0%	0%	4%	



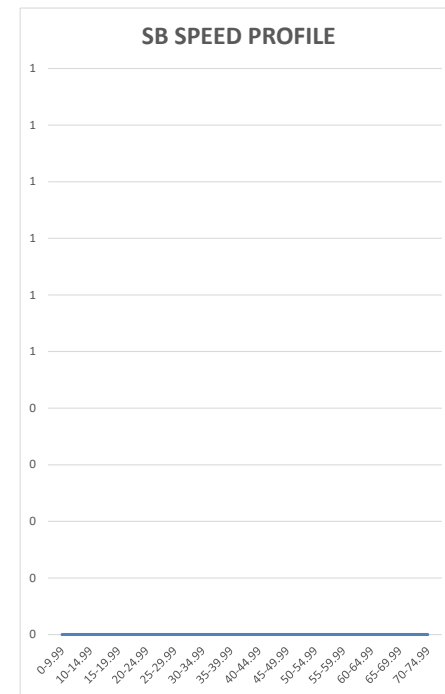
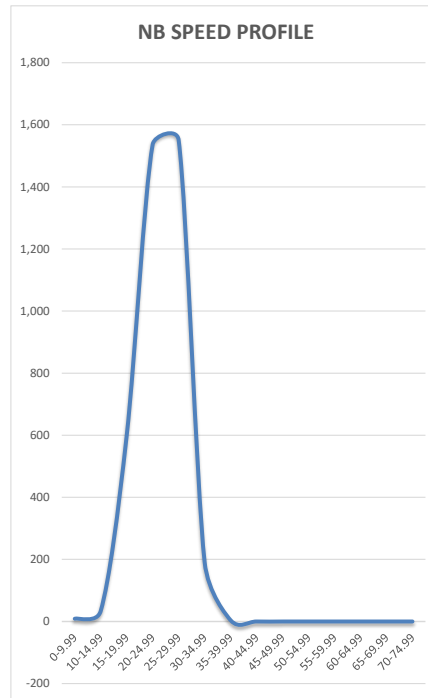
Division: N/A  
 County: Dorchester  
 City: 0  
 On Road: US 15 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694234  
 Location: US 15 SB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0
3:00 AM	3	0	2	0	3	2
4:00 AM	3	0	2	0	3	2
5:00 AM	12	0	7	0	12	7
6:00 AM	20	0	15	0	20	15
7:00 AM	16	0	8	0	16	8
8:00 AM	11	0	8	0	11	8
9:00 AM	11	0	6	0	11	6
10:00 AM	8	0	5	0	8	5
11:00 AM	5	0	34	0	5	34
12:00 PM	7	0	62	0	7	62
1:00 PM	9	0	89	0	9	89
2:00 PM	9	0	85	0	9	85
3:00 PM	10	0	97	0	10	97
4:00 PM	6	0	30	0	6	30
5:00 PM	5	0	4	0	5	4
6:00 PM	5	0	6	0	5	6
7:00 PM	4	0	3	0	4	3
8:00 PM	4	0	3	0	4	3
9:00 PM	2	0	3	0	2	3
10:00 PM	1	0	2	0	1	2
11:00 PM	2	0	0	0	1	0
<b>TOTAL</b>	<b>155</b>	<b>0</b>	<b>472</b>	<b>0</b>	<b>154</b>	<b>472</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	1,599	157	202	2	193	2,153
Percent	NB	74%	7%	9%	0%	9%	
Total	SB	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%
Average Percent		37%	4%	5%	0%	4%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 N of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	45496
WEEKEND ADT:	57378

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694235  
 Location: I-26 N of I-95 Interchange  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB										SB							
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	183	305	205	208	224	239	215	205	210	379	245	291	306	372	268	413	336	375
1:00 AM	210	216	202	195	209	204	209	150	180	262	206	199	303	333	203	349	264	307
2:00 AM	203	206	248	250	294	235	178	131	155	232	195	217	280	293	206	274	202	238
3:00 AM	328	239	330	333	326	301	210	147	179	230	306	300	331	390	303	316	149	233
4:00 AM	486	340	441	433	506	405	328	196	262	261	404	430	446	510	417	317	172	245
5:00 AM	818	461	692	728	696	627	545	284	415	427	606	594	618	666	600	476	208	342
6:00 AM	1,095	726	1,053	1,056	1,077	945	911	526	719	685	965	975	1,061	962	970	623	335	479
7:00 AM	1,392	1,113	1,319	1,320	1,397	1251	1,332	963	1148	1,109	1,033	1,044	1,111	1,177	1039	850	542	696
8:00 AM	1,586	1,386	1,296	1,421	1,565	1368	1,821	1,486	1654	1,150	1,183	1,228	1,237	1,422	1206	1,307	846	1077
9:00 AM	1,797	1,390	1,480	1,094	1,905	1321	2,039	2,174	2107	1,352	1,401	1,389	1,586	1,790	1395	1,787	1,382	1585
10:00 AM	1,551	1,610	1,554	1,165	2,091	1443	2,127	2,642	2385	1,695	1,503	1,419	1,242	1,888	1461	2,338	1,822	2080
11:00 AM	1,573	1,674	1,589	1,429	2,128	1564	1,951	2,706	2329	1,748	1,517	1,416	1,162	2,239	1467	2,499	2,277	2388
12:00 PM	1,857	1,667	1,592	1,651	2,368	1637	1,913	2,726	2320	2,048	1,472	1,565	1,370	2,276	1519	2,485	2,346	2416
1:00 PM	1,942	1,697	1,659	1,676	2,575	1677	1,718	2,603	2161	1,892	1,486	1,522	1,049	2,619	1504	2,372	2,602	2487
2:00 PM	1,981	1,717	1,697	1,720	2,504	1711	1,866	2,469	2168	1,808	1,498	1,677	1,626	2,595	1588	2,238	2,679	2459
3:00 PM	1,720	1,746	1,633	1,697	2,472	1692	1,760	2,758	2259	1,705	1,563	1,494	1,691	2,876	1529	2,024	2,476	2250
4:00 PM	1,616	1,706	1,466	1,607	2,424	1593	1,658	1,902	1780	1,599	1,531	1,655	2,029	2,700	1593	1,917	2,297	2107
5:00 PM	1,200	1,487	1,145	1,458	1,969	1363	1,049	1,254	1152	1,412	1,303	1,501	1,689	2,595	1402	1,654	1,791	1723
6:00 PM	991	1,189	870	1,073	1,447	1044	1,156	1,383	1270	1,363	944	1,086	1,314	2,206	1015	1,054	2,054	1554
7:00 PM	841	776	623	838	1,015	746	982	1,110	1046	982	739	841	1,108	1,837	790	1,213	1,464	1339
8:00 PM	650	727	581	628	734	645	742	809	776	770	272	684	975	1,615	478	988	1,306	1147
9:00 PM	494	549	402	435	558	462	569	585	577	639	598	709	899	1,167	654	778	1,004	891
10:00 PM	365	396	308	379	435	361	393	414	404	507	434	451	821	922	443	678	596	637
11:00 PM	0	311	236	301	311	283	245	266	256	392	303	365	554	693	334	470	379	425

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	3	3	3	5	7	17	85	441	2,112	9,038	27,466	40,683	47,715	53,946	181,524
Percent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	8%	11%	13%	15%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	132,491	0	0	9,243	0	0	0	36,152	0	0	0	3,638	0	181,524
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	7%	17%	20%	22%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	9%	10%	11%	15%	



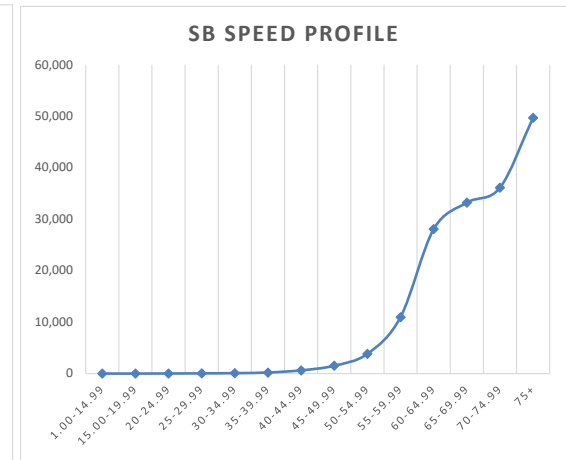
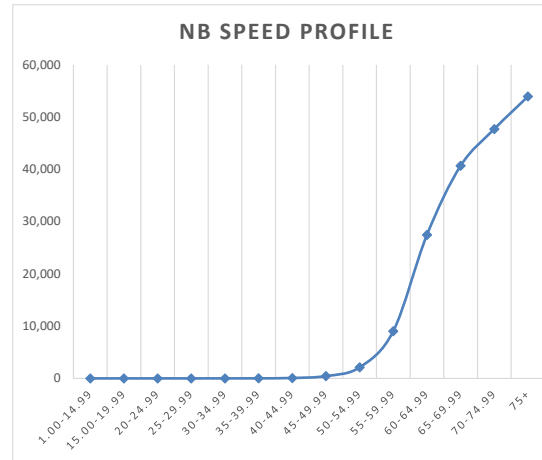
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 N of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694235  
 Location: I-26 N of I-95 Interchange  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	239	268	210	375	507	585
1:00 AM	204	203	180	307	407	486
2:00 AM	235	206	155	238	441	393
3:00 AM	301	303	179	233	604	411
4:00 AM	405	417	262	245	822	507
5:00 AM	627	600	415	342	1227	757
6:00 AM	945	970	719	479	1915	1198
7:00 AM	1251	1039	1148	696	2289	1844
8:00 AM	1368	1206	1654	1077	2573	2730
9:00 AM	1321	1395	2107	1585	2716	3691
10:00 AM	1443	1461	2385	2080	2904	4465
11:00 AM	1564	1467	2329	2388	3031	4717
12:00 PM	1637	1519	2320	2416	3155	4735
1:00 PM	1677	1504	2161	2487	3181	4648
2:00 PM	1711	1588	2168	2459	3299	4626
3:00 PM	1692	1529	2259	2250	3221	4509
4:00 PM	1593	1593	1780	2107	3186	3887
5:00 PM	1363	1402	1152	1723	2785	2874
6:00 PM	1044	1015	1270	1554	2059	2824
7:00 PM	746	790	1046	1339	1536	2385
8:00 PM	645	478	776	1147	1123	1923
9:00 PM	462	654	577	891	1116	1468
10:00 PM	361	443	404	637	804	1041
11:00 PM	283	334	256	425	308	680
<b>TOTAL</b>	<b>23117</b>	<b>22380</b>	<b>27903</b>	<b>29475</b>	<b>45188</b>	<b>57378</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	132,491	9,243	36,152	3,638	0	181,524
	Percent	73%	5%	20%	2%	0%	
SB	Total	127,309	13,315	30,312	221	0	171,157
	Percent	74%	8%	18%	0%	0%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance. Only the I-26 EB direction effected by lane closer on I-95.



Division: N/A  
 County: Orangeburg  
 City: Harleyville  
 On Road: I-26  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

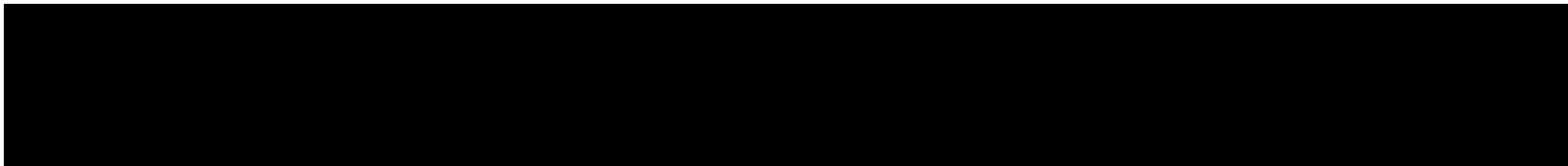
Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694236  
 Location: I-26 S of I-95 Interchange

WEEKDAY ADT:	39898
WEEKEND ADT:	47483

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	189	172	170	326	165	223	150	286	200	266	161	169	193	267	174	237	314	273
1:00 AM	117	109	123	287	124	173	141	154	140	217	165	157	139	182	154	220	173	192
2:00 AM	123	125	132	149	152	135	126	112	130	146	144	136	153	205	144	155	127	162
3:00 AM	156	181	162	174	179	172	118	99	132	218	238	246	247	236	244	118	122	159
4:00 AM	293	262	228	228	252	239	134	100	162	357	386	374	396	385	385	155	112	217
5:00 AM	468	395	358	383	438	379	240	185	288	678	640	612	603	607	618	225	124	319
6:00 AM	765	695	631	593	605	640	471	295	457	1,168	983	1,064	1,020	1,009	1022	346	177	511
7:00 AM	1,091	1,055	1,010	962	966	1009	920	527	804	890	854	924	898	855	892	438	190	494
8:00 AM	1,361	1,161	1,157	1,194	1,222	1171	1,246	832	1100	915	1,059	1,053	892	1,078	1001	710	373	720
9:00 AM	1,583	1,256	1,274	1,503	1,523	1344	1,547	1,374	1481	1,206	1,180	1,142	1,361	1,233	1228	978	474	895
10:00 AM	1,747	1,265	1,271	1,778	1,512	1438	1,736	1,995	1748	1,442	1,158	1,194	1,298	1,300	1217	1,214	925	1146
11:00 AM	1,565	1,288	1,330	1,674	1,798	1431	1,783	2,482	2021	1,591	1,196	1,212	1,507	1,526	1305	1,555	1,218	1433
12:00 PM	1,371	1,216	1,271	1,508	1,907	1332	1,473	2,375	1918	1,401	1,129	1,195	1,484	1,781	1269	1,548	1,450	1593
1:00 PM	1,420	1,189	1,280	1,461	1,955	1310	1,365	2,217	1846	1,443	1,233	1,328	1,541	1,917	1367	1,624	1,712	1751
2:00 PM	1,258	1,268	1,431	1,527	1,988	1409	1,314	2,240	1847	1,375	1,191	1,369	1,594	2,065	1385	1,656	1,978	1900
3:00 PM	1,361	1,381	1,441	1,537	2,057	1453	1,273	1,955	1762	1,366	1,229	1,385	1,612	2,286	1409	1,718	2,126	2043
4:00 PM	1,346	1,403	1,339	1,406	2,013	1383	1,272	1,949	1745	1,431	1,266	1,401	1,604	2,082	1424	1,565	2,059	1902
5:00 PM	1,236	1,302	1,223	1,374	1,907	1300	1,268	1,672	1616	1,121	1,130	1,330	1,469	1,942	1310	1,502	1,969	1804
6:00 PM	1,079	980	1,007	1,100	1,810	1029	1,006	1,338	1385	961	885	1,054	1,176	1,575	1038	1,259	1,903	1579
7:00 PM	676	674	750	827	1,208	750	950	1,038	1065	673	660	726	927	1,330	771	1,029	1,533	1297
8:00 PM	536	572	468	543	754	528	793	936	828	582	532	545	741	1,328	606	832	1,174	1111
9:00 PM	441	430	344	405	549	393	714	631	631	489	470	492	649	877	537	775	929	860
10:00 PM	279	255	252	291	422	266	543	394	453	359	353	324	412	669	363	580	646	632
11:00 PM	247	266	252	236	335	251	337	296	323	275	270	246	318	428	278	376	420	408

SPEED																
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	1	0	1	0	2	14	33	123	570	2,671	12,036	26,439	36,577	73,754	152,221
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	17%	24%	48%	
Total	SB	0	2	1	3	6	4	30	97	517	2,296	9,663	25,457	44,575	68,549	151,200
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	17%	29%	45%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	7%	17%	27%	47%	





Division: N/A  
 County: Orangeburg  
 City: Harleyville  
 On Road: I-26  
 Milepost: N/A

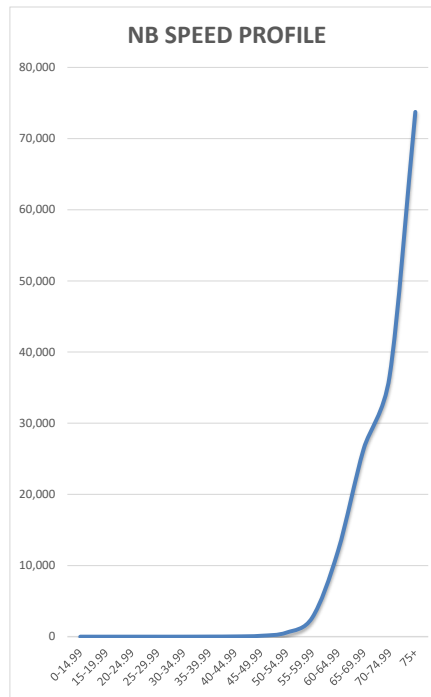
Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694236  
 Location: I-26 S of I-95 Interchange  
 RR Crossing No: N/A

DAD N ASSOCIATES LLC  
 15694236  
 I-26 S of I-95 Interchange  
 N/A

Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	223	174	200	273	397	473
1:00 AM	173	154	140	192	327	331
2:00 AM	135	144	130	162	280	292
3:00 AM	172	244	132	159	416	291
4:00 AM	239	385	162	217	625	379
5:00 AM	379	618	288	319	997	606
6:00 AM	640	1022	457	511	1662	968
7:00 AM	1009	892	804	494	1901	1299
8:00 AM	1171	1001	1100	720	2172	1820
9:00 AM	1344	1228	1481	895	2572	2376
10:00 AM	1438	1217	1748	1146	2653	2894
11:00 AM	1431	1305	2021	1433	2738	3454
12:00 PM	1332	1269	1918	1593	2601	3511
1:00 PM	1310	1367	1846	1751	2677	3597
2:00 PM	1409	1385	1847	1900	2793	3747
3:00 PM	1453	1409	1762	2043	2862	3805
4:00 PM	1383	1424	1745	1902	2806	3647
5:00 PM	1300	1310	1616	1804	2609	3420
6:00 PM	1029	1038	1385	1579	2067	2964
7:00 PM	750	771	1065	1297	1521	2363
8:00 PM	528	606	828	1111	1134	1939
9:00 PM	393	537	631	860	930	1492
10:00 PM	266	363	453	632	629	1085
11:00 PM	251	278	323	408	265	731
<b>TOTAL</b>	<b>19757</b>	<b>20141</b>	<b>24081</b>	<b>23402</b>	<b>39633</b>	<b>47483</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	119,978	7,478	24,565	200	0	152,221
Percent	NB	79%	5%	16%	0%	0%	
Total	SB	118,522	6,260	25,828	590	0	151,200
Percent	SB	78%	4%	17%	0%	0%	
Average Percent		79%	5%	17%	0%	0%	







Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694237  
 Location: I-95 N of I-26 Interchange  
 RR Crossing No: N/A

DAD N ASSOCIATES LLC  
15694237  
I-95 N of I-26 Interchange  
N/A

Start Date: 3/25/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	241	193	234	222	434	456
1:00 AM	168	172	203	201	340	404
2:00 AM	154	154	177	197	308	374
3:00 AM	156	187	175	208	343	383
4:00 AM	191	266	187	240	457	427
5:00 AM	270	363	236	306	633	541
6:00 AM	359	535	352	407	895	760
7:00 AM	542	568	549	545	1111	1093
8:00 AM	675	670	737	699	1345	1436
9:00 AM	843	840	1058	938	1682	1996
10:00 AM	1025	930	1341	1162	1955	2503
11:00 AM	987	1002	1500	1334	1989	2834
12:00 PM	1074	1000	1514	1297	2074	2811
1:00 PM	1260	1032	1564	1364	2292	2928
2:00 PM	1183	1034	1492	1383	2217	2875
3:00 PM	1134	1029	1500	1256	2162	2756
4:00 PM	1154	964	1466	1413	2117	2879
5:00 PM	1052	898	1366	1163	1950	2529
6:00 PM	867	725	1102	972	1592	2074
7:00 PM	672	612	872	845	1285	1717
8:00 PM	538	504	646	666	1042	1813
9:00 PM	444	436	598	533	879	1130
10:00 PM	353	311	493	423	664	916
11:00 PM	281	233	333	285	257	618
<b>TOTAL</b>	<b>15621</b>	<b>14658</b>	<b>19695</b>	<b>18059</b>	<b>30022</b>	<b>37754</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	77,695	18,949	21,451	4,665	0	122,760
Percent	NB	63%	15%	17%	4%	0%	
Total	SB	80,856	6,987	24,044	966	0	112,853
Percent	SB	72%	6%	21%	1%	0%	
<b>Average Percent</b>		<b>67%</b>	<b>11%</b>	<b>19%</b>	<b>2%</b>	<b>0%</b>	



Division: N/A  
 County: Orangeburg  
 City: Bowman  
 On Road: I-95  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

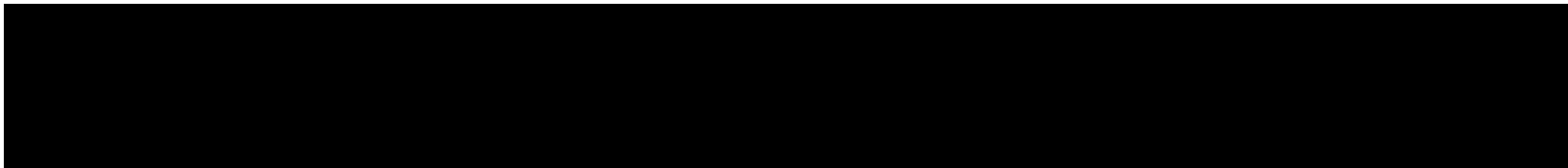
Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694238  
 Location: I-95 S of I-26 Interchange

WEEKDAY ADT:	41771
WEEKEND ADT:	56293

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	229	238	268	259	311	255	333	235	293	257	216	254	254	336	241	386	232	318
1:00 AM	229	244	265	264	295	258	292	188	258	210	230	251	271	362	251	428	233	341
2:00 AM	234	293	288	311	339	297	305	209	284	285	263	280	314	380	286	387	250	339
3:00 AM	364	379	386	343	344	369	333	248	308	392	316	331	405	466	351	458	289	404
4:00 AM	508	495	516	497	511	503	468	332	437	494	427	487	559	588	491	543	365	499
5:00 AM	607	659	637	643	696	646	744	475	638	666	601	670	689	811	653	742	516	690
6:00 AM	809	874	800	833	890	836	1,181	844	972	773	757	847	855	1,167	820	1,110	841	1039
7:00 AM	991	1,095	1,058	1,159	1,267	1,104	1,621	1,271	1,386	983	950	1,041	1,103	1,482	1,031	1,633	1,319	1,478
8:00 AM	1,298	1,360	1,244	1,481	1,655	1,362	2,175	1,768	1,866	1,275	1,158	1,192	1,451	1,806	1,267	2,157	1,796	1,920
9:00 AM	1,702	1,183	1,425	1,644	1,913	1,417	2,404	2,365	2,227	1,779	1,229	1,345	1,598	2,024	1,391	2,349	2,201	2,191
10:00 AM	1,761	1,342	1,620	1,862	2,130	1,608	2,513	2,619	2,421	1,636	1,328	1,437	1,769	2,185	1,511	2,474	2,363	2,341
11:00 AM	1,923	2,041	1,600	1,915	2,295	1,852	2,494	2,512	2,434	1,571	1,344	1,478	1,826	2,258	1,549	2,374	2,272	2,301
12:00 PM	2,463	1,836	1,562	1,612	1,921	1,670	1,796	2,543	2,087	2,443	1,660	1,329	1,378	1,825	1,456	1,595	2,296	1,905
1:00 PM	2,414	1,776	1,517	1,462	1,668	1,585	2,342	2,402	2,137	2,123	1,548	1,359	1,440	1,762	1,449	2,165	2,134	2,020
2:00 PM	2,673	1,860	1,432	1,558	1,555	1,617	2,098	2,053	1,902	1,918	1,292	1,229	1,268	1,709	1,263	1,933	2,074	1,905
3:00 PM	2,203	1,797	1,438	1,379	1,682	1,538	2,036	2,299	2,006	1,761	1,101	1,129	1,079	1,568	1,103	1,767	2,062	1,799
4:00 PM	1,875	1,315	1,262	1,106	1,329	1,228	1,875	1,492	1,565	1,555	980	1,011	1,058	1,281	1,016	1,724	1,476	1,494
5:00 PM	1,430	1,047	1,004	888	1,068	980	1,381	1,113	1,187	1,198	749	769	920	1,078	813	1,352	1,209	1,213
6:00 PM	1,021	966	848	698	838	837	1,204	899	980	868	618	637	727	938	661	1,486	868	1,097
7:00 PM	800	710	665	590	730	655	968	916	871	788	465	506	577	808	516	1,098	725	877
8:00 PM	686	573	576	531	590	560	662	920	724	559	391	438	465	638	431	665	539	614
9:00 PM	451	527	446	392	480	455	501	509	497	426	309	358	389	488	352	638	373	500
10:00 PM	322	388	313	345	344	349	446	417	402	336	300	346	327	354	324	462	414	410
11:00 PM	272	294	292	274	311	287	438	297	349	294	261	294	280	332	278	481	281	365

SPEED																
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	148	265	484	775	924	729	693	929	1,293	3,183	10,746	28,504	52,449	77,641	178,763
Percent	NB	0%	0%	0%	0%	1%	0%	0%	1%	1%	2%	6%	16%	29%	43%	
Total	SB	2	1	5	45	35	38	38	129	336	1,659	11,981	31,150	50,645	71,220	167,284
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	19%	30%	43%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	17%	30%	43%	





Division: N/A  
 County: Orangeburg  
 City: Bowman  
 On Road: I-95  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694238  
 Location: I-95 S of I-26 Interchange  
 RR Crossing No: N/A

Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	255	241	293	318	496	611
1:00 AM	258	251	258	341	508	599
2:00 AM	297	286	284	339	583	623
3:00 AM	369	351	308	404	720	713
4:00 AM	503	491	437	499	994	936
5:00 AM	646	653	638	690	1300	1328
6:00 AM	836	820	972	1039	1655	2011
7:00 AM	1104	1031	1386	1478	2135	2884
8:00 AM	1362	1267	1866	1920	2629	3786
9:00 AM	1417	1391	2227	2191	2808	4419
10:00 AM	1608	1511	2421	2341	3119	4761
11:00 AM	1852	1549	2434	2301	3401	4735
12:00 PM	1670	1456	2087	1905	3126	3992
1:00 PM	1585	1449	2137	2020	3034	4158
2:00 PM	1617	1263	1902	1905	2880	3807
3:00 PM	1538	1103	2006	1799	2641	3805
4:00 PM	1228	1016	1565	1494	2244	3059
5:00 PM	980	813	1187	1213	1792	2400
6:00 PM	837	661	980	1097	1498	2078
7:00 PM	655	516	871	877	1171	1748
8:00 PM	560	431	724	614	991	1338
9:00 PM	455	352	497	500	807	996
10:00 PM	349	324	402	410	673	812
11:00 PM	287	278	349	365	283	713
<b>TOTAL</b>	<b>22267</b>	<b>19504</b>	<b>28233</b>	<b>28060</b>	<b>41489</b>	<b>56293</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	126,599	9,288	37,421	5,455	0	178,763
Percent	NB	71%	5%	21%	3%	0%	
Total	SB	123,337	8,161	35,294	492	0	167,284
Percent	SB	74%	5%	21%	0%	0%	
Average Percent		72%	5%	21%	2%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Vance Rd W of I-26 SB Ramps  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	2048
WEEKEND ADT:	2013

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694239  
 Location: Vance Rd W of I-26 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	1	2	2	3	2	6	10	8	3	5	2	13	8	4	11	8	10
1:00 AM	4	3	4	5	1	4	9	2	6	5	3	4	6	2	4	7	11	9
2:00 AM	8	5	10	9	8	8	6	3	5	6	9	6	7	5	8	8	3	6
3:00 AM	35	9	26	24	21	20	5	7	6	1	6	13	3	3	10	7	1	4
4:00 AM	44	21	47	41	44	36	17	16	17	6	5	5	7	8	5	3	5	4
5:00 AM	71	41	64	84	62	63	20	8	14	15	13	11	12	14	12	7	8	8
6:00 AM	75	77	78	90	73	82	26	11	19	13	29	21	32	18	25	19	9	14
7:00 AM	58	60	56	74	65	63	38	25	32	30	35	46	60	39	41	28	10	19
8:00 AM	56	54	49	59	66	54	54	45	50	41	48	33	60	56	41	46	23	35
9:00 AM	48	52	44	65	54	54	55	52	54	46	41	43	54	59	42	95	42	69
10:00 AM	56	63	60	74	85	66	63	44	54	47	51	43	53	61	47	77	45	61
11:00 AM	64	54	49	118	66	74	72	75	74	54	43	56	158	82	50	77	55	66
12:00 PM	69	45	55	346	69	149	103	74	89	68	43	55	121	69	49	68	78	73
1:00 PM	55	53	63	268	73	128	103	75	89	62	55	64	118	62	60	72	72	72
2:00 PM	65	52	68	139	80	86	69	98	84	72	62	88	255	96	75	65	78	72
3:00 PM	51	47	56	87	112	63	67	84	76	62	73	71	399	91	72	80	68	74
4:00 PM	68	68	71	75	88	71	78	117	98	68	95	97	108	131	96	64	92	78
5:00 PM	36	58	42	46	62	49	70	70	70	71	81	101	85	92	91	57	262	160
6:00 PM	20	44	23	41	38	36	36	57	47	80	72	53	65	61	63	60	137	99
7:00 PM	14	16	19	25	25	20	24	22	23	53	33	30	49	38	32	40	44	42
8:00 PM	14	14	14	27	27	18	28	34	31	32	25	21	28	28	23	25	27	26
9:00 PM	9	13	6	14	21	11	18	13	16	24	11	18	38	34	15	18	27	23
10:00 PM	6	8	7	6	10	7	6	11	9	10	14	10	10	20	12	24	12	18
11:00 PM	0	7	7	4	11	6	5	6	6	9	5	9	8	15	7	11	3	7

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	93	20	48	233	610	698	940	1,256	1,101	605	157	41	7	3	5,812
Percent	EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	WB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	0%	2%	5%	6%	8%	11%	9%	5%	1%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	90	3,955	1,860	56	548	105	7	185	525	27	0	1	3	170	7,532
Percent	EB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	WB	2%	0%	1%	3%	11%	18%	23%	23%	13%	4%	1%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	5%	9%	12%	12%	7%	2%	0%	0%	0%	0%	



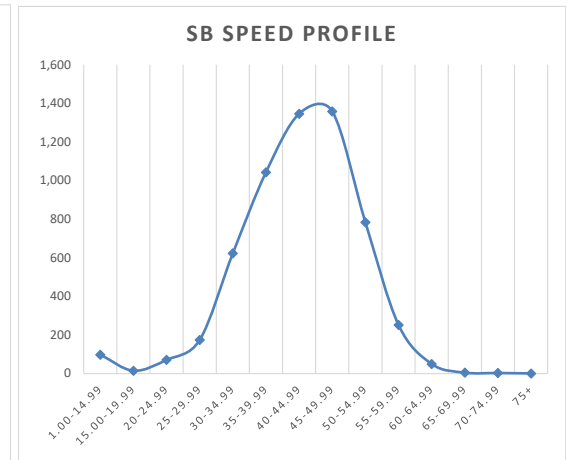
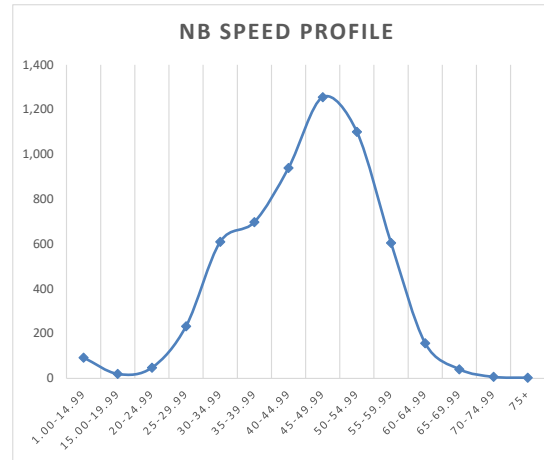
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Vance Rd W of I-26 SB Ramps  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694239  
 Location: Vance Rd W of I-26 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	2	4	8	10	5	18
1:00 AM	4	4	6	9	8	15
2:00 AM	8	8	5	6	16	10
3:00 AM	20	10	6	4	29	10
4:00 AM	36	5	17	4	41	21
5:00 AM	63	12	14	8	75	22
6:00 AM	82	25	19	14	107	33
7:00 AM	63	41	32	19	104	51
8:00 AM	54	41	50	35	95	84
9:00 AM	54	42	54	69	96	122
10:00 AM	66	47	54	61	113	115
11:00 AM	74	50	74	66	123	140
12:00 PM	149	49	89	73	198	162
1:00 PM	128	60	89	72	188	161
2:00 PM	86	75	84	72	161	159
3:00 PM	63	72	76	74	135	150
4:00 PM	71	96	98	78	167	176
5:00 PM	49	91	70	160	140	230
6:00 PM	36	63	47	99	99	143
7:00 PM	20	32	23	42	52	65
8:00 PM	18	23	31	26	41	57
9:00 PM	11	15	16	23	26	38
10:00 PM	7	12	9	18	19	27
11:00 PM	6	7	6	7	7	13
<b>TOTAL</b>	<b>1169</b>	<b>879</b>	<b>969</b>	<b>1045</b>	<b>2041</b>	<b>2013</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	5,905	716	737	4	170	7,532
	Percent	78%	10%	10%	0%	2%	
WB	Total	6,075	603	749	10	135	7,572
	Percent	80%	8%	10%	0%	2%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Vance Rd E of I-26  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1629
WEEKEND ADT:	1709

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694240  
 Location: Vance Rd E of I-26 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	1	2	3	5	2	4	2	3	5	3	2	6	6	3	9	11	10
1:00 AM	0	5	0	4	0	3	4	5	5	7	4	4	5	5	4	4	5	5
2:00 AM	6	0	5	3	9	3	2	2	2	2	3	5	3	1	4	6	1	4
3:00 AM	11	4	6	10	7	7	5	6	6	0	4	4	5	13	4	6	6	6
4:00 AM	18	11	26	23	13	20	12	7	10	4	12	5	2	6	9	4	7	6
5:00 AM	38	16	36	51	31	34	20	9	15	19	18	13	23	14	16	13	6	10
6:00 AM	62	39	68	72	70	60	32	14	23	13	42	44	41	37	43	25	6	16
7:00 AM	58	75	47	63	49	62	34	30	32	39	45	45	52	52	45	32	13	23
8:00 AM	48	41	49	68	64	53	44	47	46	52	46	49	65	49	48	37	23	30
9:00 AM	42	57	49	57	62	54	50	58	54	57	51	45	62	62	48	59	41	50
10:00 AM	68	56	45	107	64	69	63	58	61	54	51	49	54	57	50	55	52	54
11:00 AM	67	56	55	75	50	62	76	88	82	54	68	48	83	58	58	48	55	52
12:00 PM	53	44	51	71	60	55	76	65	71	63	44	55	202	51	50	61	81	71
1:00 PM	59	61	56	108	69	75	54	66	60	66	53	47	361	59	50	58	77	68
2:00 PM	59	56	61	98	82	72	48	71	60	43	63	60	338	63	62	52	61	57
3:00 PM	56	58	56	64	81	59	50	152	101	74	67	62	170	89	65	55	67	61
4:00 PM	69	64	51	56	67	57	44	316	180	54	55	66	70	88	61	43	70	57
5:00 PM	34	52	47	42	44	47	49	59	54	57	57	56	62	59	57	51	60	56
6:00 PM	18	27	15	24	27	22	25	38	32	46	29	27	40	39	28	40	45	43
7:00 PM	19	30	16	22	27	23	29	17	23	39	27	17	25	29	22	30	43	37
8:00 PM	8	12	7	16	14	12	18	11	15	18	12	19	22	26	16	17	17	17
9:00 PM	8	9	8	9	7	9	5	13	9	15	5	10	17	22	8	17	11	14
10:00 PM	8	5	10	8	10	8	8	7	8	8	3	5	11	8	4	7	6	7
11:00 PM	0	5	7	2	9	5	10	6	8	7	6	11	5	7	9	10	5	8

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	82	35	230	824	1,020	952	1,225	703	122	5	0	1	0	0	5,199
Percent	EB	2%	1%	4%	16%	20%	18%	24%	14%	2%	0%	0%	0%	0%	0%	
Total	WB	153	81	301	809	800	651	853	710	271	74	15	4	0	0	4,722
Percent	WB	3%	2%	6%	17%	17%	14%	18%	15%	6%	2%	0%	0%	0%	0%	
Average Percent		2%	1%	5%	16%	18%	16%	21%	14%	4%	1%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	36	3,095	1,135	15	218	176	9	104	327	10	0	1	2	71	5,199
Percent	EB	1%	60%	22%	0%	4%	3%	0%	2%	6%	0%	0%	0%	0%	1%	
Total	WB	61	2,621	1,036	22	261	136	6	90	336	9	0	0	2	142	4,722
Percent	WB	1%	56%	22%	0%	6%	3%	0%	2%	7%	0%	0%	0%	0%	3%	
Average Percent		1%	58%	22%	0%	5%	3%	0%	2%	7%	0%	0%	0%	0%	2%	





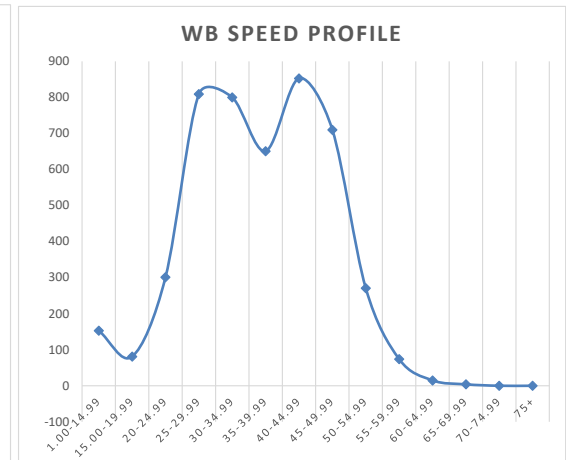
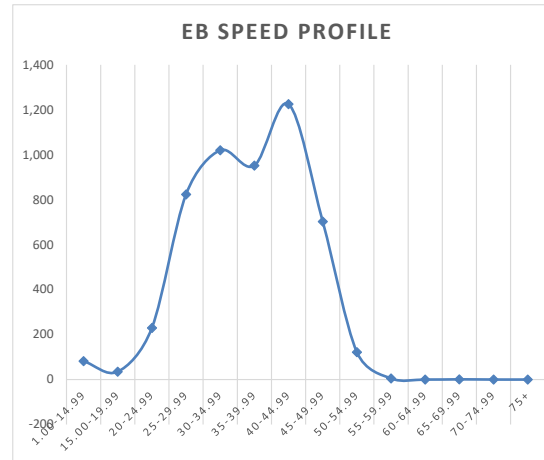
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Vance Rd E of I-26  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694240  
 Location: Vance Rd E of I-26 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	2	3	3	10	5	13
1:00 AM	3	4	5	5	7	9
2:00 AM	3	4	2	4	7	6
3:00 AM	7	4	6	6	11	12
4:00 AM	20	9	10	6	29	15
5:00 AM	34	16	15	10	50	24
6:00 AM	60	43	23	16	103	39
7:00 AM	62	45	32	23	107	55
8:00 AM	53	48	46	30	100	76
9:00 AM	54	48	54	50	102	104
10:00 AM	69	50	61	54	119	114
11:00 AM	62	58	82	52	120	134
12:00 PM	55	50	71	71	105	142
1:00 PM	75	50	60	68	125	128
2:00 PM	72	62	60	57	133	116
3:00 PM	59	65	101	61	124	162
4:00 PM	57	61	180	57	118	237
5:00 PM	47	57	54	56	104	110
6:00 PM	22	28	32	43	50	74
7:00 PM	23	22	23	37	45	60
8:00 PM	12	16	15	17	27	32
9:00 PM	9	8	9	14	16	23
10:00 PM	8	4	8	7	12	14
11:00 PM	5	9	8	8	7	16
<b>TOTAL</b>	<b>871</b>	<b>758</b>	<b>955</b>	<b>754</b>	<b>1622</b>	<b>1709</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	4,266	418	441	3	71	5,199
	Percent	82%	8%	8%	0%	1%	
WB	Total	3,718	425	435	2	142	4,722
	Percent	79%	9%	9%	0%	3%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Old State Rd W of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	3297
WEEKEND ADT:	3057

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694241  
 Location: Old State Rd W of I-95 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	6	4	6	9	5	8	7	8	14	7	4	5	10	6	16	13	15
1:00 AM	5	4	4	8	8	5	3	7	5	5	6	5	10	5	6	7	8	8
2:00 AM	6	2	4	12	6	6	3	0	2	12	10	7	11	4	9	5	7	6
3:00 AM	15	5	21	22	22	16	6	3	5	7	8	14	12	16	11	9	4	7
4:00 AM	43	22	34	46	35	34	21	9	15	7	28	31	17	17	30	7	5	6
5:00 AM	73	47	83	90	89	73	15	10	13	32	46	38	42	49	42	6	6	6
6:00 AM	118	83	135	137	151	118	38	20	29	44	62	71	77	61	67	36	17	27
7:00 AM	88	132	76	92	78	100	61	40	51	66	117	117	100	107	117	42	27	35
8:00 AM	88	90	79	79	76	83	83	106	95	132	110	89	101	111	100	79	43	61
9:00 AM	91	72	76	86	98	78	106	69	88	120	95	84	99	90	90	101	69	85
10:00 AM	85	84	77	114	95	92	101	106	104	95	95	75	88	112	85	97	65	81
11:00 AM	87	78	78	187	108	114	90	93	92	91	78	91	116	110	85	101	86	94
12:00 PM	93	101	81	219	114	134	96	77	87	83	92	88	148	121	90	74	125	100
1:00 PM	106	87	97	341	132	175	109	84	97	88	93	91	277	114	92	110	127	119
2:00 PM	109	97	97	243	138	146	94	106	100	100	110	109	219	130	110	107	122	115
3:00 PM	109	82	125	146	150	118	83	107	95	92	118	118	202	156	118	98	103	101
4:00 PM	109	117	140	146	139	134	96	232	164	127	123	136	162	177	130	91	132	112
5:00 PM	93	132	104	96	96	111	84	91	88	130	162	142	142	148	152	116	636	376
6:00 PM	52	88	53	65	58	69	58	72	65	151	103	86	96	102	95	77	336	207
7:00 PM	32	64	35	44	40	48	33	32	33	91	62	49	64	61	56	60	68	64
8:00 PM	27	35	19	36	38	30	39	29	34	72	36	39	38	42	38	37	41	39
9:00 PM	33	21	13	21	28	18	26	16	21	38	13	25	28	29	19	40	35	38
10:00 PM	30	16	13	19	35	16	27	19	23	20	17	12	17	29	15	37	14	26
11:00 PM	0	12	8	8	13	9	20	4	12	0	9	8	4	23	9	19	14	17

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	342	27	47	102	216	329	607	1,294	2,050	1,909	1,226	484	149	42	8,824
Percent	EB	4%	0%	1%	1%	2%	4%	7%	15%	23%	22%	14%	5%	2%	0%	
Total	WB	196	26	65	132	346	403	808	1,811	2,707	2,094	970	351	86	29	10,031
Percent	WB	2%	0%	1%	1%	3%	4%	8%	18%	27%	21%	10%	3%	1%	0%	
Average Percent		3%	0%	1%	1%	3%	4%	7%	16%	25%	21%	12%	4%	1%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	105	4,508	2,135	80	1,015	94	20	257	271	7	2	0	0	343	8,837
Percent	EB	1%	51%	24%	1%	11%	1%	0%	3%	3%	0%	0%	0%	0%	4%	
Total	WB	86	5,374	2,433	100	1,005	68	6	219	511	17	1	2	7	202	10,031
Percent	WB	1%	54%	24%	1%	10%	1%	0%	2%	5%	0%	0%	0%	0%	2%	
Average Percent		1%	52%	24%	1%	11%	1%	0%	3%	4%	0%	0%	0%	0%	3%	



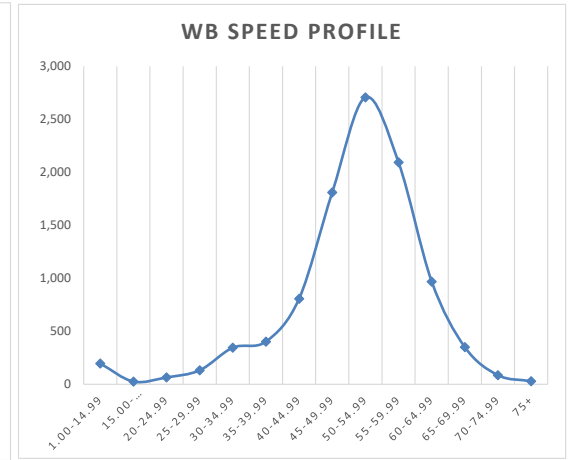
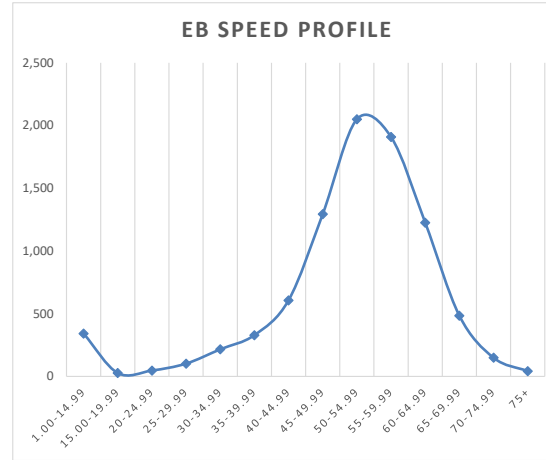
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Old State Rd W of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694241  
 Location: Old State Rd W of I-95 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	5	6	8	15	11	22
1:00 AM	5	6	5	8	11	13
2:00 AM	6	9	2	6	15	8
3:00 AM	16	11	5	7	27	11
4:00 AM	34	30	15	6	64	21
5:00 AM	73	42	13	6	115	19
6:00 AM	118	67	29	27	185	56
7:00 AM	100	117	51	35	217	85
8:00 AM	83	100	95	61	182	156
9:00 AM	78	90	88	85	168	173
10:00 AM	92	85	104	81	177	185
11:00 AM	114	85	92	94	199	185
12:00 PM	134	90	87	100	224	186
1:00 PM	175	92	97	119	267	215
2:00 PM	146	110	100	115	255	215
3:00 PM	118	118	95	101	236	196
4:00 PM	134	130	164	112	264	276
5:00 PM	111	152	88	376	263	464
6:00 PM	69	95	65	207	163	272
7:00 PM	48	56	33	64	103	97
8:00 PM	30	38	34	39	68	73
9:00 PM	18	19	21	38	37	59
10:00 PM	16	15	23	26	31	49
11:00 PM	9	9	12	17	9	29
<b>TOTAL</b>	<b>1732</b>	<b>1565</b>	<b>1320</b>	<b>1738</b>	<b>3288</b>	<b>3057</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	6,748	1,209	535	2	343	8,837
	Percent	76%	14%	6%	0%	4%	
WB	Total	7,893	1,179	747	10	202	10,031
	Percent	79%	12%	7%	0%	2%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Old State Rd  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	3458
WEEKEND ADT:	2452

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694242  
 Location: Old State Rd E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	7	4	5	11	5	8	12	10	13	4	2	2	10	3	13	9	11
1:00 AM	3	6	2	6	9	5	3	8	6	5	7	4	4	7	6	6	9	8
2:00 AM	5	3	2	6	4	4	4	1	3	8	10	9	11	6	10	3	9	6
3:00 AM	10	3	9	10	19	7	3	3	3	8	10	10	10	13	10	9	3	6
4:00 AM	25	9	25	36	26	23	17	7	12	11	26	33	26	15	30	5	2	4
5:00 AM	63	36	72	71	67	60	18	10	14	36	54	47	43	56	51	11	9	10
6:00 AM	117	64	117	126	133	102	40	18	29	54	72	88	84	60	80	36	13	25
7:00 AM	77	118	81	88	72	96	53	37	45	77	123	128	122	111	126	37	27	32
8:00 AM	90	89	81	81	70	84	77	102	90	135	106	86	102	121	96	76	40	58
9:00 AM	90	68	74	84	94	75	121	63	92	130	94	81	108	90	88	87	68	78
10:00 AM	98	93	76	147	96	105	101	96	99	86	87	81	97	106	84	92	63	78
11:00 AM	88	75	78	397	93	183	86	90	88	82	76	82	93	104	79	90	67	79
12:00 PM	100	100	86	391	118	192	92	61	77	76	97	77	107	114	87	76	111	94
1:00 PM	114	83	90	581	127	251	118	73	96	85	83	80	91	109	82	91	114	103
2:00 PM	113	98	101	405	139	201	96	116	106	99	115	89	99	105	102	100	119	110
3:00 PM	110	94	126	183	154	134	75	95	85	89	107	113	126	143	110	83	91	87
4:00 PM	127	119	141	147	153	136	90	114	102	123	113	121	146	164	117	85	115	100
5:00 PM	91	144	95	97	101	112	86	73	80	123	148	132	139	110	140	97	97	97
6:00 PM	39	84	52	59	58	65	64	62	63	129	81	78	92	86	80	73	88	81
7:00 PM	24	62	33	42	40	46	34	31	33	83	44	54	61	56	49	67	58	63
8:00 PM	20	37	15	33	42	28	34	25	30	55	32	29	35	28	31	35	43	39
9:00 PM	19	24	16	29	38	23	33	15	24	30	13	19	25	25	16	37	28	33
10:00 PM	18	15	11	21	38	16	29	19	24	16	15	15	13	27	15	35	12	24
11:00 PM	0	15	11	9	13	12	20	3	12	15	7	2	5	15	5	16	13	15

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	298	8	42	94	189	434	904	1,779	2,389	1,535	591	145	29	10	8,447
Percent	EB	4%	0%	0%	1%	2%	5%	11%	21%	28%	18%	7%	2%	0%	0%	
Total	WB	181	21	33	34	100	246	765	1,871	2,455	1,727	816	325	97	25	8,702
Percent	WB	2%	0%	0%	0%	1%	3%	9%	22%	28%	20%	9%	4%	1%	0%	
Average Percent		3%	0%	0%	1%	2%	4%	10%	21%	28%	19%	8%	3%	1%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	150	5,076	1,910	55	372	151	28	164	239	5	0	0	2	296	8,448
Percent	EB	2%	60%	23%	1%	4%	2%	0%	2%	3%	0%	0%	0%	0%	4%	
Total	WB	84	4,871	2,248	80	494	61	9	170	484	12	0	0	4	185	8,702
Percent	WB	1%	56%	26%	1%	6%	1%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	58%	24%	1%	5%	1%	0%	2%	4%	0%	0%	0%	0%	3%	



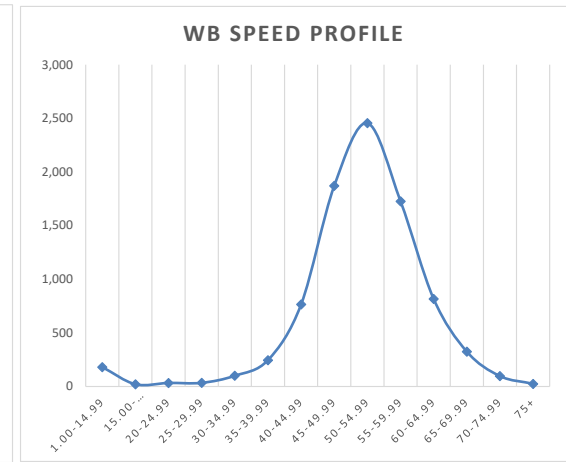
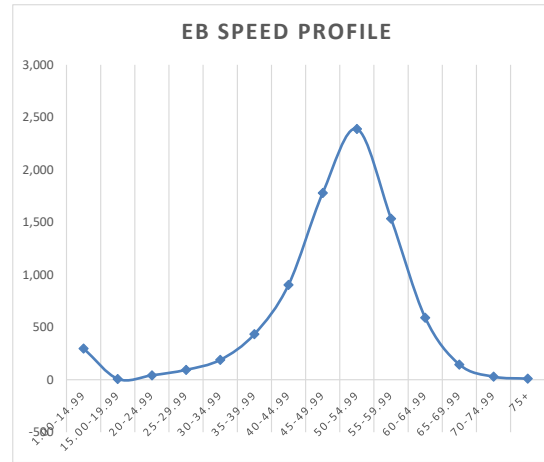
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Old State Rd  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694242  
 Location: Old State Rd E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	5	3	10	11	8	21
1:00 AM	5	6	6	8	10	13
2:00 AM	4	10	3	6	13	9
3:00 AM	7	10	3	6	17	9
4:00 AM	23	30	12	4	53	16
5:00 AM	60	51	14	10	110	24
6:00 AM	102	80	29	25	182	54
7:00 AM	96	126	45	32	221	77
8:00 AM	84	96	90	58	180	148
9:00 AM	75	88	92	78	163	170
10:00 AM	105	84	99	78	189	176
11:00 AM	183	79	88	79	262	167
12:00 PM	192	87	77	94	279	170
1:00 PM	251	82	96	103	333	198
2:00 PM	201	102	106	110	303	216
3:00 PM	134	110	85	87	244	172
4:00 PM	136	117	102	100	253	202
5:00 PM	112	140	80	97	252	177
6:00 PM	65	80	63	81	145	144
7:00 PM	46	49	33	63	95	95
8:00 PM	28	31	30	39	59	69
9:00 PM	23	16	24	33	39	57
10:00 PM	16	15	24	24	31	48
11:00 PM	12	5	12	15	8	26
<b>TOTAL</b>	<b>1966</b>	<b>1492</b>	<b>1218</b>	<b>1234</b>	<b>3450</b>	<b>2452</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	7,136	606	408	2	296	8,448
	Percent	84%	7%	5%	0%	4%	
WB	Total	7,203	644	666	4	185	8,702
	Percent	83%	7%	8%	0%	2%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 N of I-26 NB Ramps  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	2319
WEEKEND ADT:	1814

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694243  
 Location: US 15 N of I-26 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	9	3	10	3	7	11	9	10	4	6	3	8	5	5	13	11	12
1:00 AM	4	5	2	7	3	5	6	4	5	5	1	4	1	2	3	7	9	8
2:00 AM	4	3	8	5	5	5	5	4	5	3	3	4	3	5	4	2	5	4
3:00 AM	6	5	7	4	7	5	9	8	9	5	7	6	3	12	7	6	5	6
4:00 AM	12	7	21	15	13	14	9	5	7	3	15	17	15	9	16	8	5	7
5:00 AM	38	14	47	40	46	34	8	5	7	11	35	38	37	27	37	8	5	7
6:00 AM	96	33	102	84	72	73	17	13	15	44	60	63	65	60	62	20	11	16
7:00 AM	71	99	55	66	60	73	36	26	31	64	94	95	97	99	95	35	15	25
8:00 AM	49	54	54	44	62	51	44	50	47	94	76	64	75	73	70	41	23	32
9:00 AM	73	47	74	75	78	65	60	36	48	69	59	71	73	62	65	51	48	50
10:00 AM	54	65	52	84	84	67	93	72	83	60	55	54	75	69	55	65	54	60
11:00 AM	65	66	67	93	79	75	66	82	74	49	69	52	323	81	61	67	50	59
12:00 PM	81	69	83	119	100	90	83	70	77	63	51	65	563	90	58	62	85	74
1:00 PM	85	73	79	138	101	97	68	70	69	66	68	71	583	78	70	64	68	66
2:00 PM	94	89	115	130	129	111	59	79	69	59	90	83	697	79	87	67	75	71
3:00 PM	95	106	102	117	110	108	77	96	87	79	80	89	658	91	85	51	81	66
4:00 PM	105	111	101	138	110	117	73	68	71	81	79	76	195	79	78	66	81	74
5:00 PM	78	88	72	73	93	78	57	48	53	68	77	85	85	83	81	71	62	67
6:00 PM	62	77	56	58	49	64	52	38	45	83	40	64	61	62	52	46	58	52
7:00 PM	26	37	32	39	49	36	43	55	49	39	25	37	42	45	31	47	37	42
8:00 PM	27	28	21	29	33	26	33	29	31	39	25	28	15	42	27	44	35	40
9:00 PM	19	24	13	11	31	16	27	15	21	33	11	19	24	30	15	30	21	26
10:00 PM	15	14	14	17	18	15	12	6	9	16	6	11	10	26	9	19	10	15
11:00 PM	0	10	7	8	14	8	13	8	11	12	10	14	7	9	12	22	4	13

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	324	6	6	30	70	126	366	897	1,658	1,623	1,059	371	117	49	6,702
Percent	NB	5%	0%	0%	0%	1%	2%	5%	13%	25%	24%	16%	6%	2%	1%	
Total	SB	125	7	13	17	29	111	473	1,188	1,751	1,469	685	230	66	30	6,194
Percent	SB	2%	0%	0%	0%	0%	2%	8%	19%	28%	24%	11%	4%	1%	0%	
Average Percent		3%	0%	0%	0%	1%	2%	7%	16%	27%	24%	13%	5%	1%	1%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	67	2,898	1,614	99	1,113	49	8	348	177	5	0	0	2	322	6,702
Percent	NB	1%	43%	24%	1%	17%	1%	0%	5%	3%	0%	0%	0%	0%	5%	
Total	SB	74	3,072	1,467	72	771	38	8	200	369	4	2	0	0	117	6,194
Percent	SB	1%	50%	24%	1%	12%	1%	0%	3%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	46%	24%	1%	15%	1%	0%	4%	4%	0%	0%	0%	0%	3%	



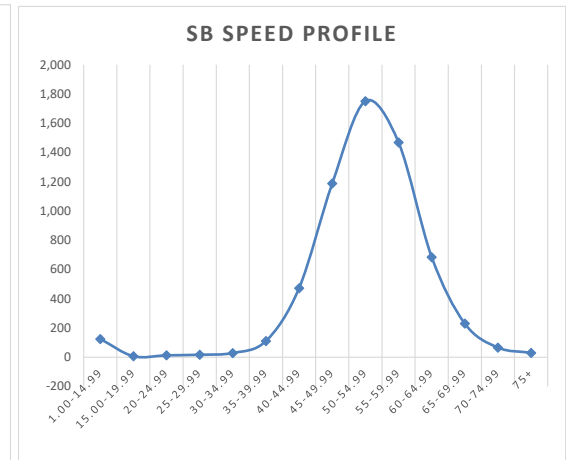
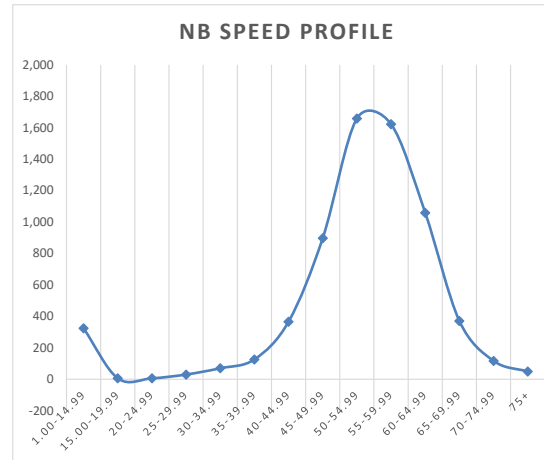
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 N of I-26 NB Ramps  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694243  
 Location: US 15 N of I-26 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	7	5	10	12	12	22
1:00 AM	5	3	5	8	7	13
2:00 AM	5	4	5	4	9	8
3:00 AM	5	7	9	6	12	14
4:00 AM	14	16	7	7	30	14
5:00 AM	34	37	7	7	70	13
6:00 AM	73	62	15	16	135	31
7:00 AM	73	95	31	25	168	56
8:00 AM	51	70	47	32	121	79
9:00 AM	65	65	48	50	130	98
10:00 AM	67	55	83	60	122	142
11:00 AM	75	61	74	59	136	133
12:00 PM	90	58	77	74	148	150
1:00 PM	97	70	69	66	166	135
2:00 PM	111	87	69	71	198	140
3:00 PM	108	85	87	66	193	153
4:00 PM	117	78	71	74	194	144
5:00 PM	78	81	53	67	159	119
6:00 PM	64	52	45	52	116	97
7:00 PM	36	31	49	42	67	91
8:00 PM	26	27	31	40	53	71
9:00 PM	16	15	21	26	31	47
10:00 PM	15	9	9	15	24	24
11:00 PM	8	12	11	13	10	24
<b>TOTAL</b>	<b>1241</b>	<b>1078</b>	<b>929</b>	<b>885</b>	<b>2309</b>	<b>1814</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	4,579	1,269	530	2	322	6,702
	Percent	68%	19%	8%	0%	5%	
SB	Total	4,613	889	573	2	117	6,194
	Percent	74%	14%	9%	0%	2%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.





Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: 45  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694244  
 Location: US 15 S of I-26 SB Ramps

WEEKDAY ADT:	4415
WEEKEND ADT:	3675

RR Crossing No: N/A  
 Start Date: 3/25/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	12	24	14	16	18	18	29	24	24	18	16	14	20	14	17	21	17	17
1:00 AM	15	12	14	16	10	14	9	16	12	17	11	21	12	14	15	12	24	17
2:00 AM	14	12	16	27	23	18	13	7	14	23	12	15	29	24	19	12	9	15
3:00 AM	12	23	20	25	28	23	9	20	19	23	21	19	35	46	25	6	8	20
4:00 AM	43	47	27	36	29	37	21	7	19	37	65	42	79	74	62	28	6	36
5:00 AM	55	63	63	58	38	61	26	11	25	94	99	88	74	86	87	44	12	47
6:00 AM	94	84	94	66	78	81	25	10	38	144	146	137	138	116	140	41	23	60
7:00 AM	140	147	127	122	129	132	48	25	67	170	189	189	154	170	177	54	31	85
8:00 AM	119	156	123	119	109	133	74	35	73	133	186	140	139	129	155	73	41	81
9:00 AM	130	135	118	130	119	128	80	80	93	135	166	120	145	122	144	91	72	95
10:00 AM	123	139	114	118	102	124	98	90	97	151	134	130	131	113	132	115	92	107
11:00 AM	125	111	91	146	125	116	101	106	111	128	110	115	120	131	115	132	97	120
12:00 PM	146	127	148	138	163	138	123	103	130	150	143	134	140	155	139	107	121	128
1:00 PM	148	158	124	143	164	142	102	93	120	121	148	128	125	184	134	111	72	122
2:00 PM	161	164	177	156	156	166	107	146	136	145	151	126	129	146	135	111	142	133
3:00 PM	166	177	164	175	159	172	103	125	129	151	138	160	164	209	154	126	160	165
4:00 PM	183	162	144	167	162	158	100	110	124	155	128	118	140	181	129	96	159	145
5:00 PM	181	154	160	181	175	165	97	123	132	131	117	115	146	189	126	101	118	136
6:00 PM	131	109	125	115	131	116	111	93	112	96	80	92	113	127	95	84	95	102
7:00 PM	100	85	90	86	105	87	111	90	102	76	78	66	60	84	68	81	68	78
8:00 PM	82	60	69	72	101	67	60	64	75	56	51	49	64	67	55	62	65	65
9:00 PM	37	46	36	43	104	42	62	58	75	23	44	26	58	40	43	38	46	41
10:00 PM	33	41	30	31	48	34	49	28	42	34	40	24	25	24	30	43	24	30
11:00 PM	19	27	35	23	42	28	30	26	33	22	18	27	25	31	23	42	21	31

SPEED																	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	1,225	117	663	1,296	1,627	1,996	2,183	2,309	1,824	774	198	32	11	2	3	14,260
Percent	NB	9%	1%	5%	9%	11%	14%	15%	16%	13%	5%	1%	0%	0%	0%	0%	
Total	SB	1,157	188	735	1,337	1,351	1,461	1,322	1,612	2,066	1,700	1,017	408	109	35	16	14,514
Percent	SB	8%	1%	5%	9%	9%	10%	9%	11%	14%	12%	7%	3%	1%	0%	0%	
Average Percent		8%	1%	5%	9%	10%	12%	12%	14%	14%	9%	4%	2%	0%	0%		

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	840	7,091	2,701	146	548	690	139	144	633	79	1	1	38	1,209	14,260
Percent	NB	6%	50%	19%	1%	4%	5%	1%	1%	4%	1%	0%	0%	0%	8%	
Total	SB	181	4,964	3,844	396	2,020	261	55	417	908	154	6	1	137	1,170	14,514
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	25%	9%	1%	2%	2%	0%	1%	2%	0%	0%	0%	0%	4%	



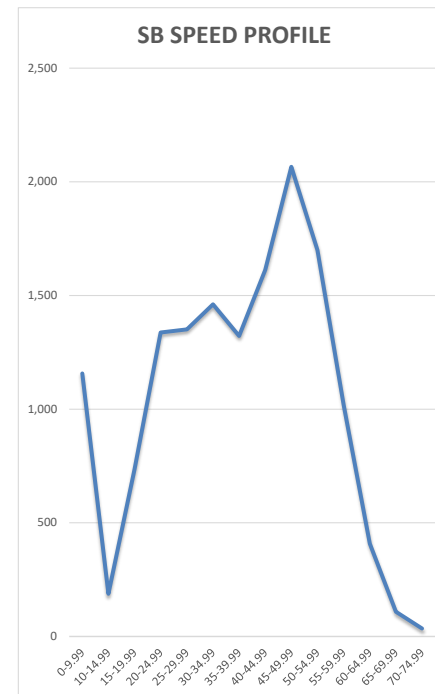
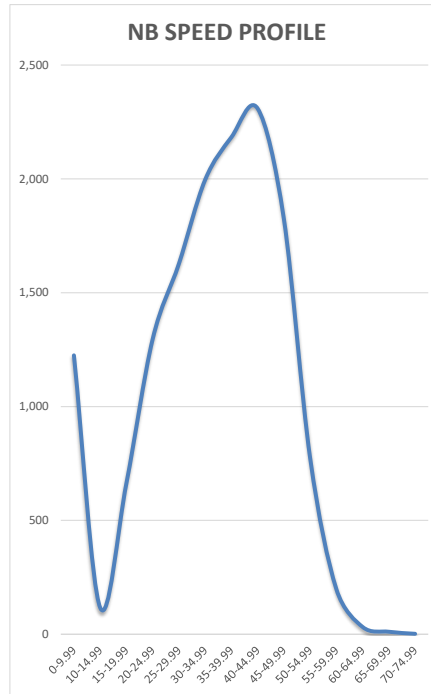
Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: 45  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694244  
 Location: US 15 S of I-26 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/25/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	NB	SB	NB	SB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	18	17	24	17	35	41
1:00 AM	14	15	12	17	29	28
2:00 AM	18	19	14	15	37	29
3:00 AM	23	25	19	20	48	39
4:00 AM	37	62	19	36	99	55
5:00 AM	61	87	25	47	148	72
6:00 AM	81	140	38	60	222	98
7:00 AM	132	177	67	85	309	152
8:00 AM	133	155	73	81	288	154
9:00 AM	128	144	93	95	271	188
10:00 AM	124	132	97	107	255	203
11:00 AM	116	115	111	120	231	231
12:00 PM	138	139	130	128	277	257
1:00 PM	142	134	120	122	275	242
2:00 PM	166	135	136	133	301	269
3:00 PM	172	154	129	165	326	294
4:00 PM	158	129	124	145	286	269
5:00 PM	165	126	132	136	291	268
6:00 PM	116	95	112	102	211	214
7:00 PM	87	68	102	78	155	180
8:00 PM	67	55	75	65	122	140
9:00 PM	42	43	75	41	84	116
10:00 PM	34	30	42	30	64	72
11:00 PM	28	23	33	31	26	64
<b>TOTAL</b>	<b>2198</b>	<b>2217</b>	<b>1799</b>	<b>1877</b>	<b>4390</b>	<b>3675</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	10,632	1,523	856	40	1,209	14,260
Percent	NB	75%	11%	6%	0%	8%	
Total	SB	8,989	2,732	1,479	144	1,170	14,514
Percent	SB	62%	19%	10%	1%	8%	
Average Percent		68%	15%	8%	1%	8%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Charleston Hwy  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	3842
WEEKEND ADT:	3190

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694245  
 Location: Charleston Hwy W of I-95 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	13	9	7	11	10	9	13	11	18	13	14	23	23	14	24	20	22
1:00 AM	9	5	9	9	12	8	9	6	8	10	8	15	7	9	12	14	17	16
2:00 AM	15	4	11	21	16	12	12	8	10	7	10	5	9	11	8	13	13	13
3:00 AM	31	14	27	33	32	25	16	8	12	4	7	10	18	9	9	14	11	13
4:00 AM	46	27	61	62	54	50	26	9	18	4	9	12	11	10	11	12	4	8
5:00 AM	88	52	98	94	95	81	45	20	33	10	22	12	24	23	17	17	6	12
6:00 AM	118	100	103	151	146	118	76	38	57	16	34	34	31	33	34	21	13	17
7:00 AM	86	109	90	107	87	102	78	42	60	27	88	75	84	92	82	39	25	32
8:00 AM	93	99	97	103	106	100	111	54	83	79	71	80	110	78	76	81	60	71
9:00 AM	98	82	76	102	77	87	109	93	101	70	78	57	91	95	68	89	63	76
10:00 AM	95	80	81	185	104	115	107	119	113	91	67	79	107	99	73	103	70	87
11:00 AM	88	80	105	520	105	235	116	90	103	84	99	81	258	97	90	94	94	94
12:00 PM	118	108	99	501	113	236	98	104	101	96	118	107	271	119	113	103	100	102
1:00 PM	91	99	94	618	110	270	108	85	97	105	95	90	217	110	93	100	96	98
2:00 PM	96	110	100	766	112	325	119	107	113	107	111	96	206	101	104	125	93	109
3:00 PM	102	91	103	171	134	122	117	100	109	104	147	131	264	140	139	95	92	94
4:00 PM	101	108	103	119	114	110	106	193	150	144	140	135	195	148	138	104	120	112
5:00 PM	73	106	66	106	96	93	97	97	97	118	142	129	220	148	136	110	313	212
6:00 PM	71	60	70	68	76	66	75	74	75	122	106	111	109	131	109	98	219	159
7:00 PM	33	52	41	58	65	50	49	60	55	162	67	70	73	91	69	80	141	111
8:00 PM	33	40	36	28	43	35	35	51	43	110	50	42	61	64	46	65	102	84
9:00 PM	14	29	27	47	32	34	45	29	37	64	32	36	42	65	34	56	62	59
10:00 PM	18	21	16	19	44	19	30	20	25	46	29	29	46	47	29	41	24	33
11:00 PM	0	16	19	23	13	19	25	23	24	24	23	25	22	39	24	44	18	31

SPEED																
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	151	19	42	220	547	827	1,318	2,087	2,399	1,254	444	103	21	9	9,441
Percent		2%	0%	0%	2%	6%	9%	14%	22%	25%	13%	5%	1%	0%	0%	
Total	WB	166	25	77	238	676	1,204	1,623	2,236	2,102	1,027	293	68	22	1	9,761
Percent		2%	0%	1%	2%	7%	12%	17%	23%	22%	11%	3%	1%	0%	0%	
Average Percent		2%	0%	1%	2%	6%	11%	15%	23%	23%	12%	4%	1%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	115	5,475	2,158	59	420	82	231	154	570	22	1	1	3	151	9,442
Percent		1%	58%	23%	1%	4%	1%	2%	2%	6%	0%	0%	0%	0%	2%	
Total	WB	174	5,816	2,105	81	424	243	20	149	564	14	1	4	1	165	9,761
Percent		2%	60%	22%	1%	4%	2%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		2%	59%	22%	1%	4%	2%	1%	2%	6%	0%	0%	0%	0%	2%	



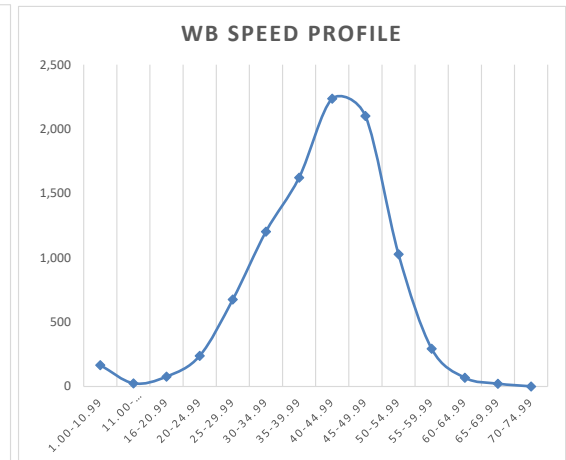
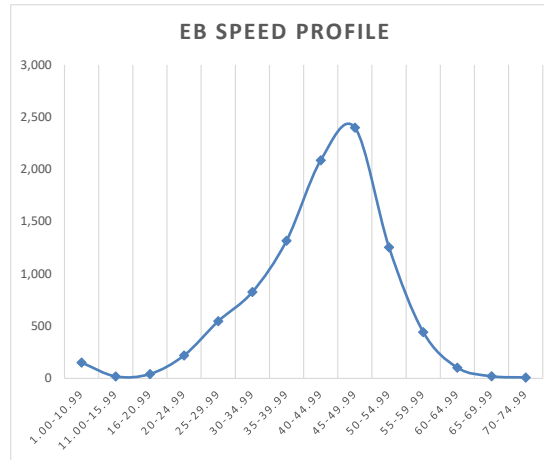
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Charleston Hwy  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694245  
 Location: Charleston Hwy W of I-95 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	10	14	11	22	23	33
1:00 AM	8	12	8	16	19	23
2:00 AM	12	8	10	13	20	23
3:00 AM	25	9	12	13	33	25
4:00 AM	50	11	18	8	61	26
5:00 AM	81	17	33	12	98	44
6:00 AM	118	34	57	17	152	74
7:00 AM	102	82	60	32	184	92
8:00 AM	100	76	83	71	175	153
9:00 AM	87	68	101	76	154	177
10:00 AM	115	73	113	87	188	200
11:00 AM	235	90	103	94	325	197
12:00 PM	236	113	101	102	349	203
1:00 PM	270	93	97	98	363	195
2:00 PM	325	104	113	109	429	222
3:00 PM	122	139	109	94	261	202
4:00 PM	110	138	150	112	248	262
5:00 PM	93	136	97	212	228	309
6:00 PM	66	109	75	159	175	233
7:00 PM	50	89	55	111	119	185
8:00 PM	35	46	43	84	81	127
9:00 PM	34	34	37	59	68	96
10:00 PM	19	29	25	33	48	58
11:00 PM	19	24	24	31	22	55
<b>TOTAL</b>	<b>2321</b>	<b>1521</b>	<b>1531</b>	<b>1659</b>	<b>3820</b>	<b>3190</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	7,748	792	746	5	151	9,442
	Percent	82%	8%	8%	0%	2%	
WB	Total	8,095	768	727	6	165	9,761
	Percent	83%	8%	7%	0%	2%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Charleston Hwy  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	4854
WEEKEND ADT:	3700

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694246  
 Location: Charleston Hwy E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	19	31	31	28	42	30	24	15	20	17	27	29	38	41	28	37	16	27
1:00 AM	11	28	22	23	34	24	29	14	22	19	25	22	20	37	24	23	22	23
2:00 AM	18	20	31	40	27	30	19	20	20	14	20	19	19	35	20	18	9	14
3:00 AM	40	36	51	40	51	42	21	13	17	8	20	24	36	29	22	21	16	19
4:00 AM	65	46	87	92	73	75	31	15	23	10	40	36	37	37	38	24	13	19
5:00 AM	96	60	100	101	99	87	57	32	45	21	58	57	53	53	58	29	19	24
6:00 AM	122	111	152	174	132	146	73	24	49	50	80	73	73	66	77	41	32	37
7:00 AM	99	122	107	95	95	108	90	47	69	74	124	150	114	120	137	87	35	61
8:00 AM	94	96	107	131	103	111	102	60	81	119	97	107	112	107	102	99	57	78
9:00 AM	107	97	100	152	95	116	95	103	99	100	106	92	116	103	99	122	73	98
10:00 AM	127	119	111	274	120	168	108	127	118	82	98	113	154	96	106	109	75	92
11:00 AM	120	141	142	378	155	220	128	113	121	94	129	121	252	130	125	101	123	112
12:00 PM	169	156	170	299	140	208	122	119	121	121	135	131	326	153	133	114	139	127
1:00 PM	146	149	147	367	157	221	144	117	131	134	121	130	319	136	124	105	111	108
2:00 PM	128	158	146	386	140	230	128	127	128	138	169	143	342	125	156	115	103	109
3:00 PM	144	121	162	281	165	188	123	128	126	148	159	163	294	164	161	97	119	108
4:00 PM	162	163	139	310	136	204	110	136	123	164	152	159	209	152	156	115	126	121
5:00 PM	262	152	116	145	108	138	110	181	146	129	154	145	142	181	150	115	136	126
6:00 PM	183	122	121	90	79	111	100	258	179	148	123	117	132	116	120	90	113	102
7:00 PM	110	106	73	84	91	88	88	238	163	132	86	92	95	102	89	79	94	87
8:00 PM	90	82	62	76	80	73	66	112	89	83	59	55	70	72	57	77	65	71
9:00 PM	65	53	60	55	49	56	63	53	58	72	39	52	62	59	46	63	57	60
10:00 PM	29	36	45	46	52	42	44	31	38	59	31	34	48	53	33	45	39	42
11:00 PM	0	47	41	40	39	43	26	34	30	49	37	37	26	36	37	46	17	32

SPEED																
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	1,100	1,457	3,304	2,126	1,381	1,206	1,075	902	506	160	63	12	2	1	13,295
Percent		8%	11%	25%	16%	10%	9%	8%	7%	4%	1%	0%	0%	0%	0%	
Total	WB	709	1,224	3,077	2,019	1,115	866	1,100	967	500	158	38	10	3	0	11,787
Percent		6%	10%	26%	17%	9%	7%	9%	8%	4%	1%	0%	0%	0%	0%	
Average Percent		7%	11%	25%	17%	10%	8%	9%	7%	4%	1%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	1,380	5,228	1,933	170	494	1,249	159	256	1,404	36	70	25	4	887	13,295
Percent		10%	39%	15%	1%	4%	9%	1%	2%	11%	0%	1%	0%	0%	7%	
Total	WB	175	5,108	1,813	223	341	371	31	352	2,612	66	90	19	17	569	11,787
Percent		1%	43%	15%	2%	3%	3%	0%	3%	22%	1%	1%	0%	0%	5%	
Average Percent		6%	41%	15%	2%	3%	6%	1%	2%	16%	0%	1%	0%	0%	6%	



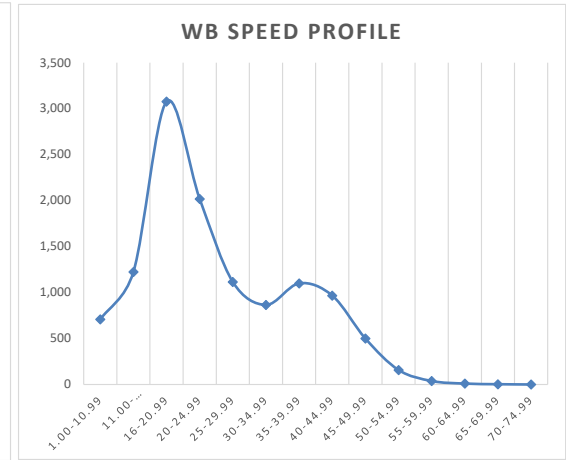
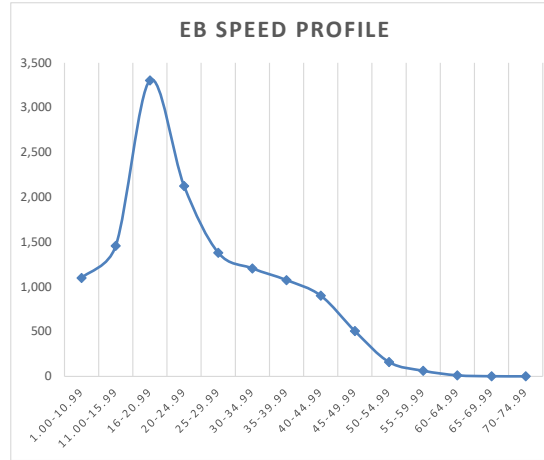
Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Charleston Hwy  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694246  
 Location: Charleston Hwy E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	30	28	20	27	58	46
1:00 AM	24	24	22	23	48	44
2:00 AM	30	20	20	14	50	33
3:00 AM	42	22	17	19	64	36
4:00 AM	75	38	23	19	113	42
5:00 AM	87	58	45	24	145	69
6:00 AM	146	77	49	37	222	85
7:00 AM	108	137	69	61	245	130
8:00 AM	111	102	81	78	213	159
9:00 AM	116	99	99	98	215	197
10:00 AM	168	106	118	92	274	210
11:00 AM	220	125	121	112	345	233
12:00 PM	208	133	121	127	341	247
1:00 PM	221	124	131	108	345	239
2:00 PM	230	156	128	109	386	237
3:00 PM	188	161	126	108	349	234
4:00 PM	204	156	123	121	360	244
5:00 PM	138	150	146	126	287	271
6:00 PM	111	120	179	102	231	281
7:00 PM	88	89	163	87	177	250
8:00 PM	73	57	89	71	130	160
9:00 PM	56	46	58	60	102	118
10:00 PM	42	33	38	42	75	80
11:00 PM	43	37	30	32	40	62
<b>TOTAL</b>	<b>2761</b>	<b>2093</b>	<b>2009</b>	<b>1691</b>	<b>4814</b>	<b>3700</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	8,541	2,072	1,696	99	887	13,295
	Percent	64%	16%	13%	1%	7%	
WB	Total	7,096	966	3,030	126	569	11,787
	Percent	60%	8%	26%	1%	5%	

**NOTE**  
 Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: 45  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694244  
 Location: US178 (Charleston Hwy) E of I-95 NB Ramps

WEEKDAY ADT:	5759
WEEKEND ADT:	6146

RR Crossing No: N/A  
 Start Date: 3/25/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	41	62	70	54	93	62	59	54	69	38	51	53	59	70	54	52	53	58
1:00 AM	41	31	36	29	44	32	64	32	47	33	38	40	40	48	39	71	55	58
2:00 AM	22	34	28	34	42	32	61	26	43	23	29	35	33	45	32	75	27	49
3:00 AM	27	31	27	45	29	34	49	23	34	16	38	23	31	40	31	53	33	42
4:00 AM	40	60	57	71	64	63	49	18	44	39	47	47	41	59	45	57	19	45
5:00 AM	79	72	79	83	92	78	49	27	56	66	55	69	72	71	65	53	34	53
6:00 AM	105	119	117	115	119	117	54	52	75	84	88	105	103	85	99	70	39	65
7:00 AM	127	123	130	147	148	133	96	51	98	134	142	136	157	140	145	87	67	98
8:00 AM	109	154	142	150	156	149	140	79	125	113	162	140	135	147	146	128	102	126
9:00 AM	132	143	140	154	170	146	141	112	141	107	146	125	162	173	144	164	115	151
10:00 AM	172	137	161	135	176	144	183	138	166	142	140	129	153	177	141	190	172	180
11:00 AM	165	127	202	180	207	170	213	191	204	163	116	162	168	216	149	196	177	196
12:00 PM	226	195	190	199	236	195	233	200	223	206	144	192	175	231	170	204	198	211
1:00 PM	189	190	189	207	234	195	250	213	232	191	213	171	219	258	201	239	215	237
2:00 PM	187	170	174	196	223	180	246	228	232	184	193	177	211	213	194	243	249	235
3:00 PM	190	185	138	195	220	173	207	261	229	212	205	179	201	267	195	215	216	233
4:00 PM	186	198	184	189	221	190	189	220	210	217	208	201	200	227	203	164	212	201
5:00 PM	192	193	157	196	207	182	182	195	195	181	195	159	201	197	185	190	194	194
6:00 PM	153	142	190	187	170	173	146	157	158	163	159	153	160	197	157	159	151	169
7:00 PM	133	160	143	132	154	145	153	131	146	117	124	111	125	153	120	124	136	138
8:00 PM	114	137	145	129	153	137	126	92	124	78	105	100	105	119	103	116	95	110
9:00 PM	88	83	90	82	121	85	101	73	98	78	73	66	87	114	75	84	68	89
10:00 PM	84	81	75	72	76	76	78	66	73	60	63	60	57	79	60	72	65	72
11:00 PM	56	67	62	62	84	64	63	50	66	33	44	42	66	57	51	48	50	52

SPEED																	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	3,038	4,490	4,299	2,159	1,678	1,517	1,394	1,151	690	357	147	37	20	4	0	20,981
Percent	EB	14%	21%	20%	10%	8%	7%	7%	5%	3%	2%	1%	0%	0%	0%	0%	
Total	WB	1,549	2,390	6,385	3,051	1,857	1,617	1,629	1,162	453	133	25	11	3	0	6	20,271
Percent	WB	8%	12%	31%	15%	9%	8%	8%	6%	2%	1%	0%	0%	0%	0%	0%	
Average Percent		11%	17%	26%	13%	9%	8%	7%	6%	3%	1%	0%	0%	0%	0%		

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	EB	840	7,091	2,701	146	548	690	139	144	633	79	1	1	38	1,209	14,260
Percent	EB	6%	50%	19%	1%	4%	5%	1%	1%	4%	1%	0%	0%	0%	8%	
Total	WB	395	8,868	3,758	406	1,003	440	42	562	2,993	76	114	42	32	1,540	20,271
Percent	WB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	25%	9%	1%	2%	2%	0%	1%	2%	0%	0%	0%	0%	4%	





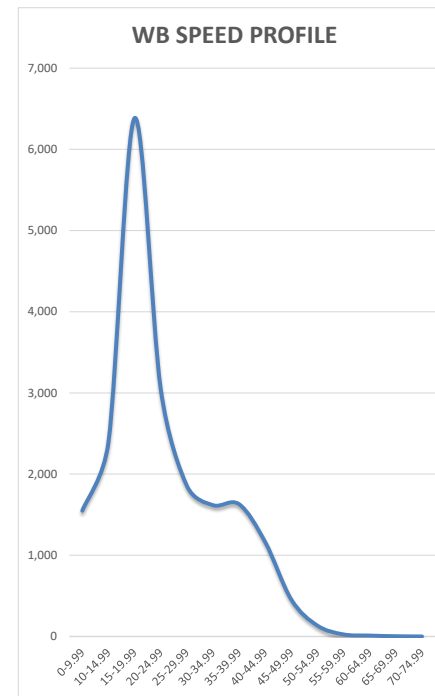
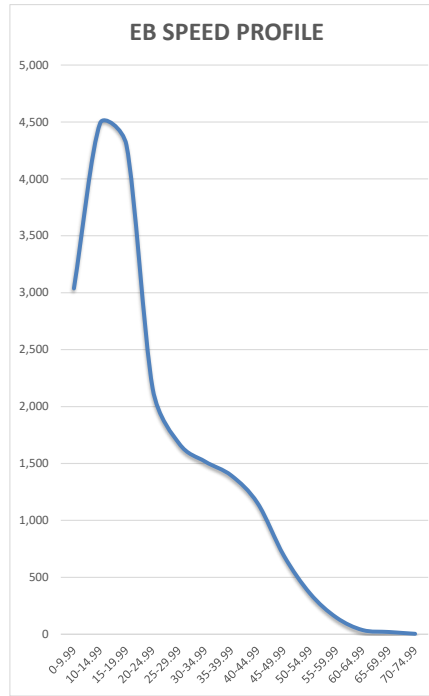
Division: N/A  
 County: Orangeburg  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: 45  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694244  
 Location: US178 (Charleston Hwy) E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/25/22  
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	62	54	69	58	116	127
1:00 AM	32	39	47	58	71	105
2:00 AM	32	32	43	49	64	92
3:00 AM	34	31	34	42	65	76
4:00 AM	63	45	44	45	108	89
5:00 AM	78	65	56	53	143	109
6:00 AM	117	99	75	65	216	140
7:00 AM	133	145	98	98	278	196
8:00 AM	149	146	125	126	294	251
9:00 AM	146	144	141	151	290	292
10:00 AM	144	141	166	180	285	345
11:00 AM	170	149	204	196	319	400
12:00 PM	195	170	223	211	365	434
1:00 PM	195	201	232	237	396	470
2:00 PM	180	194	232	235	374	467
3:00 PM	173	195	229	233	368	462
4:00 PM	190	203	210	201	393	411
5:00 PM	182	185	195	194	367	388
6:00 PM	173	157	158	169	330	327
7:00 PM	145	120	146	138	295	284
8:00 PM	137	103	124	110	240	234
9:00 PM	85	75	98	89	160	187
10:00 PM	76	60	73	72	136	145
11:00 PM	64	51	66	52	57	117
<b>TOTAL</b>	<b>2954</b>	<b>2805</b>	<b>3087</b>	<b>3060</b>	<b>5702</b>	<b>6146</b>



FHWA CLASSES							
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	EB	10,632	1,523	856	40	1,209	14,260
Percent	EB	75%	11%	6%	0%	8%	
Total	WB	13,021	1,891	3,631	188	1,540	20,271
Percent	WB	64%	9%	18%	1%	8%	
Average Percent		69%	10%	12%	1%	8%	

## **APPENDIX B. TRAVEL SPEED DATA**



### Speed Data - 168 Hours (hour increments)

Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 N of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694235  
 Location: I-26 N of I-95 Interchange  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>72</u>	<u>71</u>	<u>72</u>
Mean Speed:	<u>71</u>	<u>70</u>	<u>71</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>75+</u>	<u>75+</u>	<u>75+</u>
Low Speed:	<u>55</u>	<u>55</u>	<u>55</u>
85th Percentile Speed:	<u>78</u>	<u>78</u>	<u>78</u>
% Vehicles above Speed Limit:	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

Date	Start Time	NB														Total	
		1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
3/1/22	0:00	0	0	0	0	0	0	0	0	12	27	87	63	55	61		305
3/1/22	1:00	1	1	0	1	1	0	0	8	8	22	67	39	44	24		216
3/1/22	2:00	0	0	0	0	0	0	0	1	6	13	42	57	46	41		206
3/1/22	3:00	0	0	0	0	0	0	0	1	2	7	52	60	66	51		239
3/1/22	4:00	0	0	0	0	0	0	0	2	10	34	66	94	74	60		340
3/1/22	5:00	0	0	0	0	0	0	0	1	11	35	82	124	110	98		461
3/1/22	6:00	0	0	0	1	0	0	0	2	14	38	95	171	195	210		726
3/1/22	7:00	0	0	0	0	0	0	0	1	15	40	143	219	284	411		1,113
3/1/22	8:00	0	0	0	0	0	0	0	1	12	67	181	324	356	445		1,386
3/1/22	9:00	0	0	0	0	0	0	0	1	17	80	215	389	368	320		1,390
3/1/22	10:00	0	0	0	0	0	0	0	4	14	77	285	456	462	312		1,610
3/1/22	11:00	0	0	0	0	0	0	1	4	24	127	395	447	459	217		1,674
3/1/22	12:00	0	0	0	1	0	0	0	9	27	124	311	444	447	304		1,667
3/1/22	13:00	0	0	0	0	0	2	1	2	25	112	364	461	439	291		1,697
3/1/22	14:00	0	0	0	0	1	0	0	3	28	103	325	512	448	297		1,717
3/1/22	15:00	0	0	0	0	0	0	9	23	38	147	349	454	415	311		1,746
3/1/22	16:00	0	0	0	0	0	0	1	0	15	90	292	451	467	390		1,706
3/1/22	17:00	0	0	1	0	0	0	0	5	13	91	300	369	349	359		1,487
3/1/22	18:00	0	0	0	0	0	0	0	1	9	71	218	301	268	321		1,189
3/1/22	19:00	0	0	0	0	0	0	0	1	17	57	141	188	184	188		776
3/1/22	20:00	0	0	0	0	0	0	7	1	10	24	83	100	121	381		727
3/1/22	21:00	0	0	0	0	0	0	0	4	6	49	117	147	112	114		549
3/1/22	22:00	0	0	0	0	0	0	0	2	7	38	78	101	83	87		396
3/1/22	23:00	0	0	0	0	0	0	0	0	6	28	80	77	67	53		311
3/2/22	0:00	0	0	0	0	0	2	2	4	7	28	65	60	53	38		259
3/2/22	1:00	0	0	0	0	0	0	0	1	3	16	49	58	47	31		205
3/2/22	2:00	0	0	0	0	0	0	0	1	5	19	49	58	43	27		202
3/2/22	3:00	0	0	0	0	0	0	0	2	7	18	55	65	64	37		248
3/2/22	4:00	0	0	0	0	0	0	0	3	7	23	68	87	84	58		330
3/2/22	5:00	0	0	0	0	0	0	1	2	9	35	82	127	110	75		441
3/2/22	6:00	0	0	0	1	0	0	0	1	12	41	122	157	181	177		692
3/2/22	7:00	0	0	0	0	0	0	0	1	13	37	143	197	295	367		1,053
3/2/22	8:00	0	0	0	0	0	0	0	2	20	70	202	288	320	417		1,319
3/2/22	9:00	0	0	0	0	0	0	1	2	7	57	182	292	381	374		1,296
3/2/22	10:00	0	0	0	0	0	0	0	3	8	66	277	403	417	306		1,480
3/2/22	11:00	0	0	0	0	0	0	0	2	12	89	288	428	398	337		1,554
3/2/22	12:00	0	0	0	0	0	1	0	1	11	121	294	434	424	303		1,589
3/2/22	13:00	0	0	0	0	1	0	0	1	26	104	330	461	400	269		1,592
3/2/22	14:00	0	0	0	0	0	0	0	0	22	99	332	420	445	341		1,659
3/2/22	15:00	0	0	0	0	0	0	1	9	12	79	263	413	508	412		1,697
3/2/22	16:00	0	0	0	0	0	0	1	5	15	74	263	413	446	416		1,633
3/2/22	17:00	2	0	0	0	0	2	12	52	118	155	321	323	285	196		1,466
3/2/22	18:00	0	0	1	0	0	0	0	3	15	100	295	338	256	137		1,145
3/2/22	19:00	0	0	0	0	0	0	4	3	13	54	146	212	202	236		870



### Speed Data - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: Harleyville  
 On Road: I-26  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694236  
 Location: I-26 S of I-95 Interchange

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>69</u>	<u>70</u>	<u>70</u>
Mean Speed:	<u>69</u>	<u>70</u>	<u>69</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
Low Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
85th Percentile Speed:	<u>73</u>	<u>73</u>	<u>73</u>
% Vehicles above Speed Limit:	<u>72.5</u>	<u>74.8</u>	<u>73.6</u>

Date	Start Time	NB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/23/22	0:00	0	0	0	0	0	0	0	0	1	1	5	13	7	25	52
3/23/22	0:15	0	0	0	0	0	0	0	0	0	1	5	9	10	20	45
3/23/22	0:30	0	0	0	0	0	0	0	0	2	2	3	11	10	21	49
3/23/22	0:45	0	0	0	0	0	0	0	0	1	1	2	3	11	6	24
3/23/22	1:00	0	0	0	0	0	0	0	0	0	1	4	11	10	4	30
3/23/22	1:15	0	0	0	0	0	0	0	0	1	1	7	9	10	9	37
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	8	5	13	29
3/23/22	1:45	0	0	0	0	0	0	0	0	0	1	6	10	3	7	27
3/23/22	2:00	0	0	0	0	0	0	0	0	0	1	3	10	6	9	29
3/23/22	2:15	0	0	0	0	0	0	0	0	0	2	5	12	11	8	38
3/23/22	2:30	0	0	0	0	0	0	1	0	0	1	8	12	9	6	37
3/23/22	2:45	0	0	0	0	0	0	0	0	0	0	4	9	8	7	28
3/23/22	3:00	0	0	0	0	0	0	0	0	0	2	11	9	13	11	46
3/23/22	3:15	0	0	0	0	0	0	0	0	0	1	4	9	15	6	35
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	5	12	12	14	43
3/23/22	3:45	0	0	0	0	0	0	0	0	2	0	3	14	13	6	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	0	6	11	17	10	44



### Speed Data - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: Bowman  
 On Road: I-95 N of I-26 Interchange  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694237  
 Location: I-95 N of I-26 Interchange

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>69</u>	<u>70</u>	<u>69</u>
Mean Speed:	<u>69</u>	<u>69</u>	<u>69</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
Low Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
85th Percentile Speed:	<u>73</u>	<u>73</u>	<u>73</u>
% Vehicles above Speed Limit:	<u>75.4</u>	<u>77.5</u>	<u>76.4</u>

Date	Start Time	NB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/23/22	0:00	0	0	0	0	0	0	1	0	1	4	5	12	9	18	50
3/23/22	0:15	0	0	0	0	0	0	0	0	0	0	1	12	10	23	46
3/23/22	0:30	0	0	0	0	0	0	0	0	0	1	5	20	13	17	56
3/23/22	0:45	0	0	0	0	0	0	0	0	0	0	6	18	11	22	57
3/23/22	1:00	0	0	0	0	0	0	0	0	0	0	10	12	14	8	44
3/23/22	1:15	0	0	0	0	0	0	0	0	0	1	5	12	9	13	40
3/23/22	1:30	0	0	0	0	0	0	0	1	0	1	3	15	6	12	38
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	3	15	10	12	41
3/23/22	2:00	0	0	0	0	0	0	0	0	1	1	6	10	5	9	32
3/23/22	2:15	0	0	0	0	0	0	0	0	1	0	4	2	5	14	26
3/23/22	2:30	0	0	0	0	0	0	0	0	1	3	5	11	17	21	58
3/23/22	2:45	0	0	0	0	0	0	1	0	0	4	6	8	7	7	33
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	10	6	13	13	43
3/23/22	3:15	0	0	0	0	0	0	0	0	0	0	1	6	7	16	30
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	3	10	16	8	37
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	4	13	11	9	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	1	9	13	12	9	44
3/23/22	4:15	0	0	0	0	0	0	0	0	0	0	8	14	15	18	55
3/23/22	4:30	0	0	0	0	0	0	0	2	1	0	7	11	12	12	45



### Speed Data - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: Bowman  
 On Road: I-95  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694238  
 Location: I-95 S of I-26 Interchange

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>70</u>	<u>70</u>	<u>70</u>
Mean Speed:	<u>68</u>	<u>70</u>	<u>69</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
Low Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
85th Percentile Speed:	<u>73</u>	<u>73</u>	<u>73</u>
% Vehicles above Speed Limit:	<u>72.8</u>	<u>72.8</u>	<u>72.8</u>

Date	Start Time	NB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/23/22	0:00	0	0	0	0	0	0	0	0	0	1	4	14	24	28	71
3/23/22	0:15	0	0	0	0	0	0	0	0	2	2	3	12	17	14	50
3/23/22	0:30	0	0	0	0	0	0	0	1	1	0	1	15	18	40	76
3/23/22	0:45	0	0	0	0	0	0	0	0	1	3	9	17	21	20	71
3/23/22	1:00	0	0	0	0	2	1	1	0	4	4	9	15	24	8	68
3/23/22	1:15	0	0	0	0	0	0	0	1	0	1	1	9	24	24	60
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	11	22	28	64
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	9	16	24	23	73
3/23/22	2:00	0	0	0	0	1	0	0	0	0	1	3	13	27	19	64
3/23/22	2:15	0	0	0	0	0	0	0	1	3	3	4	22	25	22	80
3/23/22	2:30	0	0	0	0	0	0	0	0	0	0	4	15	32	24	75
3/23/22	2:45	0	0	0	0	0	0	0	0	1	0	1	13	25	29	69
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	4	12	29	28	74
3/23/22	3:15	0	0	0	0	0	0	0	0	0	2	3	21	28	40	94
3/23/22	3:30	0	0	0	0	0	0	0	0	0	2	11	22	36	39	110
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	6	14	41	46	108
3/23/22	4:00	0	0	0	0	0	0	0	0	1	4	4	24	41	46	120

# APPENDIX C. CRASH DATA



Crash Number	Crash Date	County	Interstate Type	Route	Route Name (Main)	Route Name (Aux)	Milepost	Route Type (Base)	Route Name (Base)	Route Name (Aux)	Route Name (Base)	Number Fatalities	Number Killed	Number Injured	Max Injury Code	Crash Harmful Event	Manner of Collision	Primary Contributing Factor	Crash Time	Day of the Week	Road Surface	Light Condition	Speed Limit	DTTCF Invo	Number of Units	Unbelted	Second Route	Second Route Name	Enc St Name	DO	Base Distance	Latitude	Longitude	Main Route Name			
1552779	20-Jun-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	164.49	SC ROUTE	210	MAINTLINE	VANCE RD	0	0	0	0	Other - Non Collision	Non Collision	Improper Lane use/change	12:40	Saturday	Dry	Daylight	No	3	0	SECONDARY R	93	MAINTLINE	ERNESTER RD	25	W	33.36328	-80.59666	38010002600E			
1556777	26-Jul-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	165.02	SC ROUTE	210	MAINTLINE	VANCE RD	0	0	0	0	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	2:00	Monday	Dry	Night	No	2	0	SECONDARY R	1302	MAINTLINE	WHITSELL RD	15	W	33.35773	-80.59043	38010002600E			
15527291	17-Mar-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	165.16	SC ROUTE	210	MAINTLINE	VANCE RD	0	0	0	0	1	Non-Incapacitating Injury	Guardrail Face	Non Collision	Under the Influence	8:30	Tuesday	Dry	Daylight	Yes	0	SECONDARY R	1302	MAINTLINE	WHITSELL RD	3	W	33.35621	-80.58878	38010002600E		
15560044	20-Jun-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	165.53	SC ROUTE	210	MAINTLINE	VANCE RD	0	0	0	0	0	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	10:46	Saturday	Dry	Daylight	No	Yes	0	SECONDARY R	1302	MAINTLINE	WHITSELL RD	100	E	33.35231	-80.58449	38010002600E		
15537849	16-Apr-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	165.93	SC ROUTE	210	MAINTLINE	VANCE RD	0	0	0	4	Possible Injury	Tree	Non Collision	Driving too Fast for Conditions	13:41	Thursday	Wet	Daylight	No	Yes	0	SECONDARY R	1302	MAINTLINE	WHITSELL RD	150	E	33.34803	-80.57977	38010002600E		
15532211	29-Mar-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	166.18	SC ROUTE	210	MAINTLINE	VANCE RD	0	0	0	0	0	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	11:20	Sunday	Dry	Daylight	No	Yes	2	SECONDARY R	1302	MAINTLINE	WHITSELL RD	464	W	33.34529	-80.57676	38010002600E		
15504399	15-Jan-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	166.42	SECONDARY ROAD	1302	MAINTLINE	WHITSELL RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SC ROUTE	210	MAINTLINE	VANCE RD	295	E	33.34282	-80.57402	38010002600E		
15540599	24-Apr-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	166.53	SECONDARY ROAD	1302	MAINTLINE	WHITSELL RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SC ROUTE	210	MAINTLINE	VANCE RD	166	E	33.34164	-80.57276	38010002600E		
15562229	13-Jun-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	166.63	SECONDARY ROAD	1302	MAINTLINE	WHITSELL RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SC ROUTE	210	MAINTLINE	VANCE RD	323	E	33.34051	-80.57152	38010002600E		
15543350	5-May-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	167.13	SECONDARY ROAD	1302	MAINTLINE	WHITSELL RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SC ROUTE	210	MAINTLINE	VANCE RD	192	E	33.33517	-80.56565	38010002600E		
15511342	10-Oct-15	ORANGEBURG	INTERSTATE	26	MAINTLINE	INTERSTATE 26	167.16	SECONDARY ROAD	1302	MAINTLINE	WHITSELL RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SC ROUTE	210	MAINTLINE	VANCE RD	92	W	33.33449	-80.56535	38010002600E		
15501887	9-Jan-15	DORCHESTER	US ROUTE	178	MAINTLINE	CHARLESTON HWY	1.92	SECONDARY ROAD	839	MAINTLINE	SHANNON LOOP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	INTERSTATE	95	MAINTLINE	INTERSTATE 95	2	W	33.27153	-80.57042	18020017800E		
15591387	13-Aug-15	DORCHESTER	RAMP	8709	MAINTLINE	Ramp to I-95 S	0.12			MAINTLINE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15532713	3-Apr-15	DORCHESTER	INTERSTATE	95	MAINTLINE	INTERSTATE 95	83.18	US ROUTE	178	MAINTLINE	CHARLESTON HWY	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	
18617123	12-Aug-15	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.03	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
18627110	1-Sep-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.04	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
18590482	30-Jun-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.05	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
17553040	19-Apr-17	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.05	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
19632324	7-Sep-19	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.05	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
16607945	27-Aug-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.06	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
18690760	22-Dec-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.06	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
16609368	16-Aug-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.06	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
18536513	19-Mar-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.11	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
17667920	8-Dec-17	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.11	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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	
18622394	13-Jul-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.12	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
18617117	12-Aug-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.13	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
18607878	15-Jul-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.13	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
16611713	2-Sep-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.14	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
18562649	17-May-18	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.14	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
16552917	30-Apr-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.15	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
17673189	8-Dec-17	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.15	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
19587330	7-Apr-19	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.15	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
16552918	30-Apr-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.15	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
19630069	15-Sep-19	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.15	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
16575649	24-Jun-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.15	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
17561884	24-Apr-17	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.16	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
19549220	7-Apr-19	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.16	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
16670918	29-Dec-16	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.16	INTERSTATE	26	MAINTLINE	INTERSTATE 26	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
17632728	12-Sep-17	ORANGEBURG	INTERSTATE	95	MAINTLINE	INTERSTATE 95	85.16	INTERSTATE	26	MA																											







19525074	20-Feb-19	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.32	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Unknown	11:03	Wednesday	Wet	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	15	N	33.38047	-80.51953	38010009500N
15613780	17-Sep-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.32	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (Deer Only)	Non Collision	Animal In Road	11:03	Monday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	209	S	33.38066	-80.51953	38010009500N
16670889	26-Dec-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.32	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Unknown	12:11	Monday	Dry	Daylight	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	7	S	33.38147	-80.51913	38010009500N
16529235	13-Mar-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.4	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	17:10	Sunday	Wet	Daylight	No	Yes	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	12	S	33.3816	-80.51908	38010009500N
18691390	22-Dec-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.42	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	10:53	Saturday	Dry	Daylight	No	Yes	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	5	S	33.38176	-80.51902	38010009500N
15630371	17-Nov-15	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.42	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Animal (Deer Only)	Non Collision	Animal In Road	19:40	Tuesday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	4	S	33.38188	-80.51897	38010009500N
17536343	26-Feb-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	90.42	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	1	Possible Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	12:11	Sunday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	4	S	33.38193	-80.51895	38010009500N
18599892	1-Jul-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.66	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	11:37	Sunday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	65	S	33.37134	-80.52292	38010009500N
18570023	19-May-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.66	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	1	Incapacitating Injury	Tree	Non Collision	Medical Related	15:04	Saturday	Dry	Daylight	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	100	N	33.37136	-80.52291	38010009500N
17622842	12-Sep-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.7	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Other (fixed)	Non Collision	Other (environmental)	13:15	Tuesday	Dry	Daylight	No	No	1	1	INTERSTATE	26	MAINLINE	INTERSTATE 26	210	S	33.37196	-80.52272	38010009500N
17618772	12-Aug-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.71	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Bridge Rail	Non Collision	Tires/Wheel	11:20	Saturday	Dry	Daylight	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	25	S	33.37206	-80.52269	38010009500N
17562570	18-May-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.72	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	1	Possible Injury	Tree	Rear End	Driving too Fast for Conditions	10:25	Thursday	Dry	Daylight	No	Yes	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	50	S	33.37228	-80.52262	38010009500N
15580777	3-Aug-15	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.78	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Embankment	Non Collision	Driving too Fast for Conditions	11:20	Monday	Wet	Daylight	No	Yes	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	120	S	33.37305	-80.52236	38010009500N
19519096	7-Jan-19	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.81	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Other Movable Object	Non Collision	Debris	16:50	Monday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	100	N	33.37342	-80.52223	38010009500N
15611619	5-Feb-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.83	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	9:48	Monday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	64	S	33.37383	-80.52215	38010009500N
18676329	26-Nov-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.83	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	9:48	Monday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	50	S	33.37372	-80.52212	38010009500N
17579589	20-Jun-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.84	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Highway Traffic Sign Post	Non Collision	Improper Lane use/change	15:32	Tuesday	Wet	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	400	S	33.37385	-80.52207	38010009500N
19608777	6-Aug-19	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.87	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Under the Influence	0:09	Tuesday	Dry	Night	Yes	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	15	S	33.37437	-80.52188	38010009500N
15611348	9-Oct-15	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.89	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Animal (Deer Only)	Non Collision	Animal In Road	23:28	Friday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	50	S	33.37461	-80.52179	38010009500N
17679886	28-Dec-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.9	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Unknown Movable Object	Non Collision	Debris	17:10	Thursday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	100	S	33.37479	-80.52172	38010009500N
18582522	1-Jun-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.92	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Ran off Road Left	Angle 3	Improper Lane use/change	9:35	Friday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	20	N	33.37501	-80.52164	38010009500N
18691125	4-Dec-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.93	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	17:08	Tuesday	Dry	Daylight	No	Yes	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	370	N	33.37511	-80.5216	38010009500N
17606325	24-Jul-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.36	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Driving too Fast for Conditions	17:20	Monday	Wet	Daylight	No	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	125	N	33.35323	-80.52894	38010009500N
16670902	27-Dec-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.38	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	11:30	Tuesday	Dry	Daylight	No	Yes	3	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	150	S	33.35346	-80.52884	38010009500N
16582265	8-Jul-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.4	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Animal (Deer Only)	Non Collision	Animal In Road	3:10	Friday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	140	S	33.35377	-80.52871	38010009500N
17657403	27-Oct-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.45	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Animal (Deer Only)	Non Collision	Animal In Road	2:15	Friday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	100	N	33.35449	-80.52841	38010009500N
16582264	8-Jul-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.46	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (Parkd)	Rear End	Other Improper Action	3:20	Friday	Dry	Night	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	140	S	33.3546	-80.52836	38010009500N
18613429	4-Aug-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.48	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Positive Injury	17:20	Monday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	200	N	33.35469	-80.52832	38010009500N
18634239	10-Sep-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.48	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Driving too Fast for Conditions	3:19	Monday	Wet	Daylight	No	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	200	S	33.35492	-80.52823	38010009500N
17575060	22-May-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.51	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Driving too Fast for Conditions	16:51	Monday	Wet	Daylight	No	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	200	S	33.35524	-80.52811	38010009500N
17638245	8-Oct-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.52	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	2	Possible Injury	Tree	Non Collision	Driving too Fast for Conditions	0:05	Sunday	Dry	Night	No	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	400	N	33.35541	-80.52804	38010009500N
19621524	24-Aug-19	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.52	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Ditch	Non Collision	Driving too Fast for Conditions	19:08	Saturday	Dry	Daylight	No	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	200	N	33.35543	-80.52803	38010009500N
18600729	15-Jul-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.61	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	6	Non-Incapacitating Injury	Tree	Non Collision	Driving too Fast for Conditions	5:42	Sunday	Dry	Night	Yes	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	300	N	33.35671	-80.52757	38010009500N
18640057	5-Oct-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.63	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	15:00	Friday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	1	N	33.35699	-80.52749	38010009500N
17603673	22-Jul-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.65	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (Parkd)	Sideways, Same Direction	Driving too Fast for Conditions	3:30	Saturday	Dry	Night	No	Yes	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	789	S	33.35725	-80.52741	38010009500N
16550284	1-May-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.76	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Improper Lane use/change	22:13	Sunday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	50	S	33.35878	-80.52692	38010009500N
18620100	24-Jul-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.89	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Other Movable Object	Non Collision	Debris	12:43	Tuesday	Wet	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	200	S	33.36063	-80.52633	38010009500N
17517762	13-Feb-17	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.97	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	3	Possible Injury	Tree	Non Collision	Driving too Fast for Conditions	5:30	Monday	Dry	Night	No	Yes	1	1	INTERSTATE	26	MAINLINE	INTERSTATE 26	400	S	33.36174	-80.52598	38010009500N
15598458	18-Sep-15	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	88.98	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	1	Non-Incapacitating Injury	Ran off Road Left	Non Collision	Swerving to Avoid Object	6:40	Friday	Dry	Night	No	No	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	7	S	33.36185	-80.52595	38010009500N
19624684	9-Sep-19	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.08	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	6	Non-Incapacitating Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	14:15	Monday	Dry	Night	No	Yes	3	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	100	S	33.3633	-80.52549	38010009500N
16514929	4-Feb-16	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.19	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Tree	Non Collision	Driving too Fast for Conditions	5:15	Thursday	Wet	Daylight	No	Yes	1	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	200	S	33.36482	-80.52519	38010009500N
16644988	21-Oct-18	ORANGEBURG	INTERSTATE	95	MAINLINE	INTERSTATE 95	89.29	US ROUTE	176	MAINLINE	OLD STATE RD	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	21:00	Friday	Dry	Night	Yes	No											

17681119	29-Dec-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.94	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	21:31	Friday	Dry	Daylight	No	Yes	3	0	US ROUTE	176	MAINLINE	OLD STATE RD	2	N	33.32116	-80.54584	3801009500N			
15531266	30-Aug-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.94	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Improper Lane use/change	16:45	Sunday	Wet	Night	No	Yes	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	20	N	33.32146	-80.54562	3801009500N			
19606360	7-Jul-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.99	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1 Possible Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	14:10	Sunday	Dry	Daylight	No	Yes	4	0	US ROUTE	176	MAINLINE	OLD STATE RD	1	N	33.32175	-80.54541	3801009500N			
19549687	9-Feb-19	ORANGEBURG	RAMP	7853	Exit 169 B	0.51		0	0	0	0	0	0	0	No Injury	Motor Unit (Parked)	Sideways, Same Direction	Driving Too Fast for Conditions	19:39	Saturday	Dry	Night	No	Yes	2	1			MAINLINE				1	S	33.32061	-80.54505	3805785330W	
19608579	31-Jul-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.76	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Guardrail End	Non Collision	Driving Too Fast for Conditions	11:40	Wednesday	Dry	Daylight	No	Yes	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	1	S	33.31895	-80.54744	3801009500N		
15532205	29-Mar-15	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.76	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Guardrail Face	Non Collision	Improper Lane use/change	11:05	Sunday	Dry	Daylight	No	Yes	4	0	US ROUTE	176	MAINLINE	OLD STATE RD	25	S	33.31897	-80.54742	3801009500N		
17681109	26-Dec-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.76	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1 Possible Injury	Median Barrier	Rear End	Driving Too Fast for Conditions	11:00	Tuesday	Dry	Daylight	No	Yes	4	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	N	33.319	-80.54741	3801009500N			
19591899	21-Jun-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.77	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	10:30	Friday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	100	N	33.31912	-80.54732	3801009500N		
16534190	25-Mar-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.78	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Failure to Yield Row	5:45	Friday	Dry	Night	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	1	S	33.31916	-80.54729	3801009500N		
16520561	24-Feb-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.79	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Highway Traffic Sign Post	Non Collision	Driving Too Fast for Conditions	5:52	Wednesday	Wet	Night	Yes	No	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	5	N	33.31931	-80.54718	3801009500N		
17603429	16-Jul-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.8	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	22:39	Sunday	Wet	Night	Yes	No	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	1	S	33.31941	-80.54711	3801009500N		
16529231	12-Mar-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.81	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	19:33	Saturday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	104	S	33.31953	-80.54702	3801009500N		
16614091	26-Aug-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.81	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1	Non-Incapacitating Injury	Overturn/Rollover	Non Collision	Driving Too Fast for Conditions	13:50	Friday	Dry	Daylight	No	Yes	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	119	N	33.319561	-80.547	3801009500N		
15616433	13-Apr-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.81	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	10:46	Saturday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	400	N	33.31961	-80.54698	3801009500N		
18612919	3-Aug-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.81	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	18:20	Friday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	N	33.31963	-80.54699	3801009500N		
17579601	24-Jun-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.82	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1 Possible Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	13:50	Saturday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	400	N	33.31971	-80.54689	3801009500N			
17501386	2-Jan-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.83	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	16:25	Monday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	8	N	33.31982	-80.54681	3801009500N		
16584608	10-Jul-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.83	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	14:50	Sunday	Dry	Daylight	No	Yes	3	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	S	33.31985	-80.54678	3801009500N		
16584609	10-Jul-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.83	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Driving Too Fast for Conditions	14:55	Sunday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	N	33.31985	-80.54678	3801009500N		
19612683	18-Aug-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.84	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	16:08	Sunday	Dry	Daylight	No	Yes	3	0	US ROUTE	176	MAINLINE	OLD STATE RD	1	N	33.31987	-80.54677	3801009500N		
18550618	17-Apr-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.84	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	2 Possible Injury	Ran off Road Left	Rear End	Driving Too Fast for Conditions	21:56	Tuesday	Dry	Night	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	25	N	33.31987	-80.54677	3801009500N			
16509709	23-Jan-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.84	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Guardrail Face	Non Collision	Road Surface Condition	8:45	Saturday	Wet	Daylight	No	No	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	N	33.31989	-80.54676	3801009500N		
16631275	16-Oct-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.84	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	16:15	Sunday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	1	S	33.31996	-80.54671	3801009500N		
16564471	30-May-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.84	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Guardrail End	Non Collision	Driving Too Fast for Conditions	12:20	Monday	Wet	Daylight	Yes	Yes	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	22	N	33.31997	-80.5467	3801009500N		
19519222	4-Feb-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.84	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Angle 1	Improper Lane use/change	17:40	Monday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	15	N	33.31998	-80.54669	3801009500N		
16630188	5-Oct-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.85	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1	Non-Incapacitating Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	20:10	Wednesday	Dry	Night	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	S	33.32004	-80.54665	3801009500N		
15616433	13-Apr-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.85	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	13:15	Monday	Dry	Daylight	No	Yes	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	25	S	33.32018	-80.54733	3801009500N		
16614523	5-Sep-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.87	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Disturb/Inattention	13:15	Monday	Dry	Daylight	No	No	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	0	N	33.32026	-80.54649	3801009500N		
16670920	29-Dec-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.87	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Following Too Closely	12:43	Thursday	Dry	Daylight	No	No	2	0	US ROUTE	176	MAINLINE	OLD STATE RD	10	N	33.32025	-80.54649	3801009500N		
17669391	21-Apr-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.87	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Other (fixed)	Non Collision	Driving Too Fast for Conditions	8:00	Friday	Dry	Daylight	No	Yes	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	25	N	33.32023	-80.54646	3801009500N		
18691166	27-Dec-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.88	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Unknown	12:31	Thursday	Dry	Daylight	No	No	1	0	US ROUTE	176	MAINLINE	OLD STATE RD	300	N	33.32041	-80.54638	3801009500N		
18550615	17-Apr-18	ORANGEBURG	RAMP	7852	Exit 86 B	0.11		0	0	0	0	0	0	1	Non-Incapacitating Injury	Ran off Road Left	Non Collision	Driving Too Fast for Conditions	17:06	Tuesday	Dry	Daylight	Yes	Yes	1	0			MAINLINE				1	N	33.31973	-80.546	38050785226W	
16574451	12-Jun-16	ORANGEBURG	RAMP	7852	Exit 86 B	0.14		0	0	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Following Too Closely	11:37	Sunday	Dry	Daylight	No	No	1	0			MAINLINE				81	N	33.31955	-80.54557	38050785226W	
18609355	4-Aug-18	ORANGEBURG	RAMP	7852	Exit 86 B	0.16		0	0	0	0	0	0	1	Non-Incapacitating Injury	Ran off Road Left	Non Collision	Driving Too Fast for Conditions	22:35	Saturday	Dry	Night	Yes	Yes	1	0			MAINLINE				15	N	33.31938	-80.54541	38050785226W	
19541186	10-Mar-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.73	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving Too Fast for Conditions	15:30	Sunday	Dry	Daylight	No	Yes	2	0			MAINLINE				15	S	33.31849	-80.54778	3801009500N
15540578	19-Apr-15	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.72	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1 Possible Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	12:39	Sunday	Wet	Daylight	No	Yes	4	0			MAINLINE				50	N	33.3185	-80.54777	3801009500N	
19666303	12-May-19	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.73	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	1 Possible Injury	Motor Unit (Stopped)	Rear End	Improper Lane use/change	14:37	Sunday	Dry	Daylight	No	Yes	5	0			MAINLINE				1	S	33.31851	-80.54776	3801009500N	
18616223	6-Jul-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.74	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	12:00	Friday	Dry	Daylight	No	Yes	3	0			MAINLINE				2	N	33.31863	-80.54767	3801009500N
16564455	28-May-16	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.74	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	9:55	Saturday	Dry	Daylight	No	No	2	0			MAINLINE				0	N	33.31863	-80.54766	3801009500N
18599909	6-Jul-18	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.74	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	12:00	Friday	Dry	Daylight	No	Yes	3	0			MAINLINE				0	N	33.31868	-80.54763	3801009500N
17673185	26-Nov-17	ORANGEBURG	INTERSTATE 95	MAINLINE	INTERSTATE 95	85.74	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	0	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving Too Fast for Conditions	12:29	Sunday	Dry	Daylight	No	Yes	3	0			MAINLINE				1	N	33.31867	-80.54764	3801009500N









16668612	13-Dec-16	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.51	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	10:59	Tuesday	Wet	Daylight	No	Yes	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	E	33.287008	-80.51398	18010002600E	
15453835	25-Dec-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.54	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	11:41	Friday	Dry	Daylight	No	Yes	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	E	33.286933	-80.51336	18010002600E	
15496666	25-Dec-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.54	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	18:00	Friday	Dry	Daylight	No	Yes	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	10	W	33.286813	-80.51336	18010002600E	
15601059	23-Sep-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.54	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	5 Possible Injury	Guardrail Face	Sideways, Same Direction	Improper Lane use/change	23:30	Wednesday	Dry	Night	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	43	E	33.286784	-80.51353	18010002600E	
18613208	13-Aug-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.55	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	2 Possible Injury	Motor Unit (In Transport)	Rear End	Improper Lane use/change	3:20	Monday	Dry	Night	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	W	33.28671	-80.51339	18010002600E	
15571877	11-Jul-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.55	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Guardrail Face	Angle 3	Improper Lane use/change	12:20	Saturday	Dry	Daylight	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	E	33.28671	-80.51338	18010002600E	
15011992	22-Apr-15	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.31	INTERSTATE	26	26	MAINLINE	INTERSTATE 26	0	1	1	Incapacitating Injury	Motor Unit (In Transport)	Angle 2	Failure to Yield Row	7:40	Wednesday	Dry	Daylight	No	No	2	0	SECONDARY R	820	MAINLINE	ALLIGATOR LA	2	S	33.286908	-80.51335	18020001500N
18543660	7-Apr-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.55	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (In Transport)	Angle 2	Improper Lane use/change	15:09	Saturday	Wet	Daylight	No	Yes	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	0	W	33.28667	-80.51336	18010002600E	
16649513	25-Oct-16	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.57	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Distracted/Inattention	18:15	Tuesday	Dry	Daylight	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	100	E	33.286563	-80.51308	18010002600E	
18564624	10-May-18	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.36	INTERSTATE	26	26	MAINLINE	INTERSTATE 26	0	0	0	0 No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	18:35	Thursday	Dry	Daylight	No	No	2	0	SECONDARY R	820	MAINLINE	ALLIGATOR LA	1	S	33.28754	-80.51294	18020001500N
16616163	5-Sep-16	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.61	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Animal (all other)	Non Collision	Animal in Road	11:45	Monday	Dry	Daylight	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	E	33.28624	-80.51246	18010002600E	
15546995	12-May-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.62	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	2 Possible Injury	Run off Road Left	Non Collision	Driving too Fast for Conditions	7:45	Tuesday	Dry	Daylight	Yes	Yes	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	10	E	33.2862	-80.51237	18010002600E	
16506992	18-Jan-16	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.63	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (Stopped)	Angle 3	Improper Lane use/change	20:42	Monday	Dry	Night	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	30	E	33.28614	-80.51227	18010002600E	
18682142	3-Dec-18	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.5	SECONDARY ROAD	822	MAINLINE	THREE RAVENS RD	0	0	0	2 Possible Injury	Motor Unit (In Transport)	Angle 2	Improper Turn	8:40	Monday	Wet	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	N	33.28928	-80.51178	18020001500N	
17579075	24-Apr-17	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.53	SECONDARY ROAD	822	MAINLINE	THREE RAVENS RD	0	0	0	1 Possible Injury	Motor Unit (In Transport)	Angle 2	Failure to Yield Row	18:23	Wednesday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	3	S	33.28939	-80.51137	18020001500N	
17517129	14-Jul-17	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.53	SECONDARY ROAD	822	MAINLINE	THREE RAVENS RD	0	0	0	0 No Injury	Motor Unit (In Transport)	Angle 2	Improper Turn	16:35	Saturday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	2	N	33.28955	-80.51159	18020001500N	
16547942	12-Apr-16	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.53	SECONDARY ROAD	822	MAINLINE	THREE RAVENS RD	0	0	0	0 No Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	13:05	Tuesday	Wet	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	0	S	33.2897	-80.51149	18020001500N	
15550842	15-May-17	DORCHESTER	US ROUTE	15	MAINLINE	US 15 HWY N	17.53	SECONDARY ROAD	822	MAINLINE	THREE RAVENS RD	0	0	0	3 Non-Incapacitating Injury	Motor Unit (In Transport)	Angle 2	Improper Turn	15:27	Friday	Dry	Daylight	No	No	2	0	INTERSTATE	26	MAINLINE	INTERSTATE 26	1	S	33.28971	-80.51148	18020001500N	
18618864	17-Aug-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.68	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Tree	Non Collision	Obstruction in Roadway	22:50	Friday	Wet	Night	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	60	W	33.28573	-80.51148	18010002600E	
18618865	17-Aug-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.69	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Tree	Non Collision	Obstruction in Roadway	22:50	Friday	Wet	Night	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	300	W	33.28566	-80.51133	18010002600E	
1585783	12-Aug-15	DORCHESTER	SECONDARY R	820	MAINLINE	ALLIGATOR LAKE RD	0.19	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Tree	Non Collision	Steering	10:20	Wednesday	Dry	Daylight	No	No	1	0			MAINLINE			15	E	33.28721	-80.51108	18070082000E
16580476	28-Jun-16	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.71	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Other Movable Object	Non Collision	Other (vehicle defect)	13:40	Tuesday	Dry	Daylight	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	16	E	33.28551	-80.51104	18010002600E	
15534509	12-Apr-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.74	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	1 Non-Incapacitating Injury	Spill (2-wheeled Units)	Non Collision	Other Improper Action	15:52	Sunday	Dry	Daylight	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	W	33.28528	-80.51058	18010002600E	
18578810	5-Jun-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.83	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Following too Closely	8:43	Tuesday	Dry	Daylight	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	40	E	33.28459	-80.50919	18010002600E	
15546695	10-May-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.87	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (In Transport)	Angle 1	Improper Lane use/change	15:55	Sunday	Dry	Daylight	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	25	E	33.28443	-80.5086	18010002600E	
15628213	9-Nov-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.88	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	2 Possible Injury	Ditch	Sideways, Same Direction	Improper Lane use/change	18:00	Monday	Wet	Night	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	18	E	33.28427	-80.50854	18010002600E	
17548323	16-Apr-17	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.88	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Tree	Non Collision	Improper Lane use/change	6:30	Sunday	Dry	Night	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	1	E	33.28425	-80.50848	18010002600E	
17580203	16-Jun-17	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.91	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	19:07	Tuesday	Dry	Daylight	Yes	Yes	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	15	E	33.28409	-80.51174	18010002600E	
15527511	17-Mar-15	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.91	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Other Movable Object	Non Collision	Debris	19:00	Tuesday	Dry	Daylight	No	No	1	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	26	N	33.28403	-80.50805	18010002600E	
19586389	6-May-19	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.91	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (Parkd)	Sideways, Same Direction	Improper Lane use/change	9:56	Monday	Dry	Daylight	No	No	2	0	SECONDARY R	50	MAINLINE	SEVEN MILE RD	22	E	33.284	-80.508	18010002600E	
15592793	7-Sep-15	DORCHESTER	INTERSTATE 95	95	MAINLINE	SECONDARY ROAD	83	SECONDARY ROAD	11	MAINLINE	DUNCAN CHAPEL RD	0	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	13:29	Monday	Wet	Daylight	No	Yes	2	0	US ROUTE	178	MAINLINE	CHARLESTON H	17	N	33.28709	-80.56129	18010009500N	
1692069	18-Jul-16	DORCHESTER	INTERSTATE 95	95	MAINLINE	INTERSTATE 95	83.56	SECONDARY ROAD	11	MAINLINE	DUNCAN CHAPEL RD	0	0	0	0 No Injury	Motor Unit (In Transport)	Sideways, Same Direction	Improper Lane use/change	0:57	Monday	Dry	Night	Yes	No	2	0	US ROUTE	178	MAINLINE	CHARLESTON H	132	N	33.28916	-80.56028	18010009500N	
18571772	30-May-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.09	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Other Movable Object	Non Collision	Debris	18:10	Wednesday	Wet	Daylight	No	No	2	0	LOCAL ROAD	337	MAINLINE	WEATHERS FA	100	W	33.29023	-80.52021	18010002600E	
16656846	22-Oct-16	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.11	US ROUTE	15	MAINLINE	US 15 HWY N	0	1	1	1 Fatal	Tree	Non Collision	Run off Road	4:35	Saturday	Dry	Night	Yes	No	1	0	LOCAL ROAD	337	MAINLINE	WEATHERS FA	56	W	33.29007	-80.51995	18010002600E	
18502076	3-Jan-18	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.11	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	1 Non-Incapacitating Injury	Tree	Non Collision	Improper Lane use/change	6:40	Wednesday	Dry	Daylight	No	No	1	0	LOCAL ROAD	337	MAINLINE	WEATHERS FA	156	W	33.29002	-80.51987	18010002600E	
17577202	22-Jun-17	DORCHESTER	INTERSTATE 26	26	MAINLINE	INTERSTATE 26	171.13	US ROUTE	15	MAINLINE	US 15 HWY N	0	0	0	0 No Injury	Motor Unit (In Transport)	Unknown	Distracted/Inattention	12:30	Thursday	Wet	Daylight	Yes	No	2	0	LOCAL ROAD	337	MAINLINE	WEATHERS FA	25	E	33.28987	-80.51961	18010	

16537707	8-Apr-16	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.24	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	1	Possible Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	15:48	Friday	Dry	Daylight	No	Yes	2	0	SECONDARY R	11	MAINLINE	DUNCAN CHAF	2	N	33.27144	-80.56891	18010009500N
16537706	8-Apr-16	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.24	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	1	Possible Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	15:47	Friday	Dry	Daylight	No	Yes	2	0	SECONDARY R	11	MAINLINE	DUNCAN CHAF	2	N	33.27144	-80.56891	18010009500N
19638769	4-Oct-19	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.09	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	0	No Injury	Motor Unit (In Transport)	Angle 3	Failure to Yield Row	18:30	Friday	Dry	Night	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	0	E	33.27057	-80.56788	18020017800E
18514253	1-Feb-18	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.09	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Failure to Yield Row	10:46	Thursday	Dry	Daylight	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	0	E	33.27054	-80.56769	18020017800E
15640375	5-Dec-15	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.11	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	1	Possible Injury	Motor Unit (In Transport)	Angle 2	Failure to Yield Row	22:15	Saturday	Dry	Night	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	1	E	33.27048	-80.56752	18020017800E
19564965	8-May-19	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.12	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	0	No Injury	Motor Unit (In Transport)	Angle 3	Failure to Yield Row	11:17	Wednesday	Dry	Daylight	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	4	E	33.27044	-80.56734	18020017800E
19574340	24-May-19	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.13	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	0	No Injury	Motor Unit (In Transport)	Angle 1	Failure to Yield Row	10:17	Friday	Dry	Daylight	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	15	E	33.27037	-80.56716	18020017800E
16634821	22-Oct-16	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.13	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	5	Possible Injury	Motor Unit (In Transport)	Angle 2	Improper Turn	17:30	Saturday	Dry	Daylight	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	3	W	33.27034	-80.56705	18020017800E
17584251	2-Jul-17	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	2.17	SECONDARY ROAD	841	MAINLINE	CONNERS DR	0	0	3	Possible Injury	Cross Median/Center	Angle 1	Improper Lane use/change	0:00	Sunday	Dry	Night	No	No	2	0	SECONDARY R	370	MAINLINE	MISTY GLEN R	2	E	33.27012	-80.56648	18020017800E
18582228	16-Jun-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.09	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	12:55	Saturday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	60	N	33.26941	-80.56989	18010009500N
17607695	29-May-17	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.09	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	12:10	Monday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	16	S	33.26945	-80.56987	18010009500N
19552220	21-Apr-19	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.11	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	18:20	Sunday	Dry	Daylight	No	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	5	N	33.26969	-80.56976	18010009500N
16624757	18-Sep-16	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.12	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Other Movable Object	Non Collision	Tires/Wheel	12:10	Sunday	Dry	Daylight	No	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	425	N	33.26986	-80.56967	18010009500N
17679786	29-Dec-17	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.14	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Median Barrier	Rear End	Driving too Fast for Conditions	11:32	Friday	Dry	Daylight	Yes	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	24	S	33.27016	-80.56953	18010009500N
17660865	26-Nov-17	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.15	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Ran off Road Left	Sideswipe, Same Direction	Driving too Fast for Conditions	13:59	Sunday	Dry	Daylight	Yes	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	6	S	33.27023	-80.56949	18010009500N
15559321	19-Jun-15	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.16	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	14:00	Friday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	5	S	33.27031	-80.56946	18010009500N
16625804	2-Oct-16	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.17	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	18:05	Sunday	Dry	Daylight	No	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	5	S	33.27049	-80.56937	18010009500N
18538839	30-Mar-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.18	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	12:44	Friday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	26	N	33.27062	-80.56931	18010009500N
15626989	11-Nov-15	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.18	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Bridge Rail	Non Collision	Tires/Wheel	15:20	Wednesday	Dry	Daylight	No	No	1	0	SECONDARY R	54	MAINLINE	MULBERRY RD	3	S	33.27069	-80.56928	18010009500N
18542877	8-Apr-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.18	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	11:05	Sunday	Dry	Daylight	No	No	3	0	SECONDARY R	54	MAINLINE	MULBERRY RD	11	S	33.27079	-80.56927	18010009500N
16508545	26-Jan-16	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.18	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Guardrail End	Non Collision	Improper Lane use/change	14:28	Tuesday	Dry	Daylight	No	No	1	0	SECONDARY R	54	MAINLINE	MULBERRY RD	3	S	33.27077	-80.56927	18010009500N
18604756	22-Jul-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.19	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	16:30	Sunday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	100	N	33.27079	-80.56923	18010009500N
18542876	8-Apr-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.2	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	11:04	Sunday	Dry	Daylight	No	No	3	0	SECONDARY R	54	MAINLINE	MULBERRY RD	10	S	33.27091	-80.56917	18010009500N
18604755	22-Jul-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.2	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	16:30	Sunday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	200	N	33.27095	-80.56915	18010009500N
17586351	24-Jun-17	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.21	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	1	Possible Injury	Motor Unit (In Transport)	Rear End	Distracted/Inattention	11:18	Saturday	Dry	Daylight	No	No	3	0	SECONDARY R	54	MAINLINE	MULBERRY RD	0	N	33.27109	-80.56908	18010009500N
18629644	1-Sep-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.22	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Median Barrier	Non Collision	Fatigued/Asleep	18:30	Saturday	Wet	Daylight	No	No	1	0	SECONDARY R	54	MAINLINE	MULBERRY RD	180	N	33.27114	-80.56906	18010009500N
16570598	11-Jun-16	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.22	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Guardrail Face	Rear End	Distracted/Inattention	13:20	Saturday	Dry	Daylight	No	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	10	N	33.27116	-80.56905	18010009500N
19579209	6-Jun-19	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	1.96	INTERSTATE	95	MAINLINE	INTERSTATE 95	0	0	1	Possible Injury	Motor Unit (In Transport)	Angle 2	Failure to Yield Row	22:09	Thursday	Wet	Night	No	No	2	0	SECONDARY R	839	MAINLINE	SHANNON LOC	0	E	33.27132	-80.56982	18020017800E
15534529	3-Apr-15	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	81.72	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	15:32	Friday	Dry	Daylight	No	Yes	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	317	S	33.26442	-80.57231	18010009500N
15534121	8-Apr-15	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	81.93	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Other Movable Object	Non Collision	Debris	18:53	Wednesday	Dry	Daylight	No	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	27	S	33.26724	-80.57094	18010009500N
15525619	21-Mar-15	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	81.99	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Median Barrier	Non Collision	Tires/Wheel	19:57	Saturday	Dry	Night	No	No	1	0	SECONDARY R	54	MAINLINE	MULBERRY RD	100	N	33.26809	-80.57053	18010009500N
17513800	9-Jan-17	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	83	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Other (Post, Pole, Support, ...)	Non Collision	Improper Lane use/change	18:14	Monday	Dry	Night	Yes	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	10	S	33.26826	-80.57045	18010009500N
18688205	22-Dec-18	DORCHESTER	INTERSTATE	95	MAINLINE	INTERSTATE 95	82.01	US ROUTE	178	MAINLINE	CHARLESTON HWY	0	0	0	No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	10:50	Saturday	Dry	Daylight	No	No	2	0	SECONDARY R	54	MAINLINE	MULBERRY RD	79	S	33.26829	-80.57043	18010009500N
18682084	3-Dec-18	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	1.93	INTERSTATE	95	MAINLINE	INTERSTATE 95	0	0	0	No Injury	Motor Unit (In Transport)	Angle 1	Failure to Yield Row	17:24	Monday	Dry	Daylight	No	No	2	0	SECONDARY R	839	MAINLINE	SHANNON LOC	0	E	33.27146	-80.57021	18020017800E
16527705	14-Mar-16	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	1.92	INTERSTATE	95	MAINLINE	INTERSTATE 95	0	0	3	Non-Incapacitating Injury	Motor Unit (In Transport)	Angle 3	Failure to Yield Row	22:05	Monday	Dry	Night	No	No	2	3	SECONDARY R	839	MAINLINE	SHANNON LOC	0	W	33.2715	-80.57033	18020017800E
16584163	10-Jul-16	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	1.92	SECONDARY ROAD	839	MAINLINE	SHANNON LOOP	0	0	0	No Injury	Motor Unit (In Transport)	Angle 2	Disregarded Signs/Signals	12:19	Sunday	Dry	Daylight	No	No	2	0	INTERSTATE	95	MAINLINE	INTERSTATE 95	0	E	33.27154	-80.57043	18020017800E
18680285	25-Nov-18	DORCHESTER	US ROUTE	178	MAINLINE	CHARLESTON HWY	1.9	SECONDARY ROAD	839	MAINLINE	SHANNON LOOP	0	0	5	Possible Injury	Ditch	Non Collision	Driving too Fast for Conditions	6:20	Sunday	Dry	Night	No	Yes											

# APPENDIX D. I-26 AT I-95 TRAFFIC FORECAST TECH MEMO

I-26 at I-95 Interchange Improvement  
SCDOT Project P038677

Technical Memorandum  
**TRAFFIC FORECAST**

Prepared by:



September 2022

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# TRAFFIC FORECAST

## 1.0 PURPOSE

The purpose of this memorandum is to present the proposed design volumes for the South Carolina Department of Transportation's (SCDOT) I-26 at I-95 Improvement Project Widening Project located in Orangeburg and Dorchester Counties (Exit 86 on I-95, Exit 169 on I-26). The following sections describe the data collected and used for this process, the determination of peak hours, the selection of an appropriate design hour, determination of growth rates and adjustment factors, and the preparation of peak design hour volumes.

## 2.0 STUDY AREA

The study area for this widening project is shown in **Figure 1**. The study area is focused on the I-26 at I-95 intersection and four adjacent interchanges including:

- US 176 (Old State Road) at I-95 to the north
- US 178 (Charleston Highway) at I-95 to the south
- SC 210 (Vance Road) at I-26 to the west
- US 15 at I-26 to the east

I-95 is a north-south Interstate on the east coast that extends from the United States – Canada border in the north to Miami, Florida in the south. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic along the east coast. In South Carolina, I-95 links Florence in the north to Savannah, Georgia in the south in addition to providing access to multiple municipalities.

I-26 is an east-west Interstate that extends from I-81 in Kingsport, Tennessee south to Charleston. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic. In South Carolina, I-26 links three major municipalities: Spartanburg in the Upstate, Columbia in the Midlands, and Charleston in the coastal area of the Lowcountry.

## 3.0 PROPOSED DESIGN YEARS

Project design years were developed using the South Carolina Roadway Design Manual (SCRDM) guidelines. The SCRDM recommends a design year 20 years after the date of the completion of the project's plans, specifications and estimates package. For this project, the anticipated opening year was shifted to 2030 to be conservative, which results in a design year of 2050.



Figure 1: Study Area Location Map



Source: Google Earth Pro Image, 03/2022, Project Study Area

## 4.0 DATA COLLECTION

The preparation of volumes for use in this study relied on three key sources of information:

- Interstate and highway volumes from SCDOT’s Traffic Monitoring Program and GIS resources
- Interstate, ramp, and surface street volumes collected for this project
- The South Carolina Statewide Model Version 4 (SCSWMv4)

Interstate volumes from SCDOT’s Traffic Monitoring Program were obtained via SCDOT’s traffic counts website for two permanent ATR count stations: station #0056 on I-95 and station #0020 on I-26. In addition, historic AADT data were utilized for all approaches to the interchanges on I-95 and I-26 as well as the ramps for the I-26 at I-95 interchange and the four adjacent interchanges.

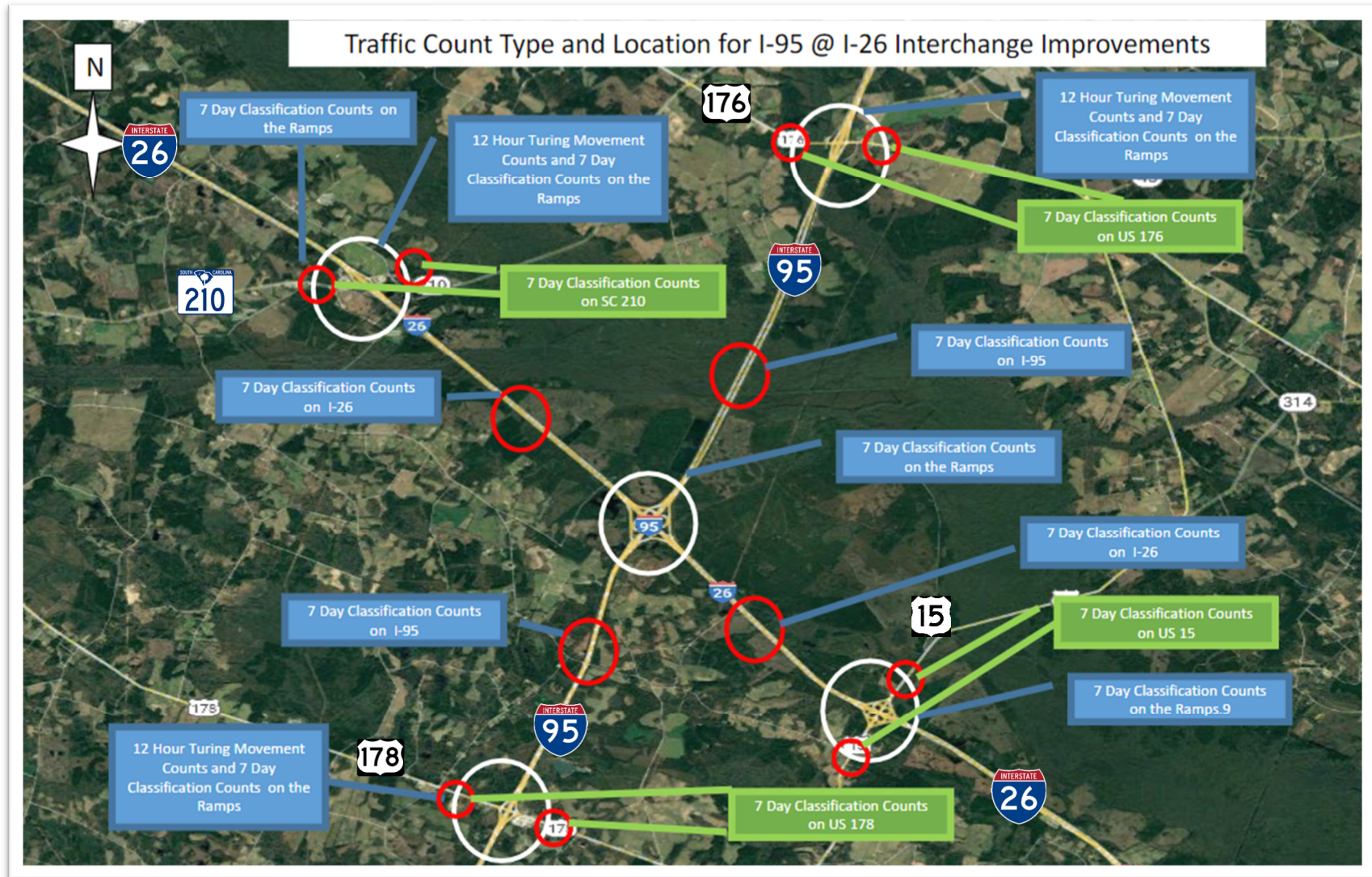
Bi-directional interstate classification counts were also collected by DAD N Associates from Friday, March 1 to Thursday, March 7, 2022, on I-95 and I-26, the four local roads at adjacent interchanges, and ramps at each of the five interchanges. These counts identified the percentages of different vehicle types in the traffic stream. In addition, speed profiles were collected and summarized to be used in calibration of a traffic simulation. As part of the field effort, Intersection turning movement counts were collected at the study intersections on Friday, March 1, 2022. The reports for these counts are provided in **Appendix C**. An illustration of the count locations is shown in **Figure 2**.

The state’s South Carolina Statewide Model Version 4 (SCSWMv4) was used to inform the selection of an appropriate growth rate for the study area and to determine distributions of trips on the roadway network. The model also provided insights into existing and future freight requirements and truck volumes in the study area.

The data collected were applied using multiple methods to identify existing 2022, 2030 year of opening and the 2050 design year forecasts. The application of this count data is discussed in more detail in the Growth Rate Development section. The application of the statewide demand model is also discussed in more detail in the Growth Rate Development section.



Figure 2: Count Locations for Project



Source: Google Earth Pro Image, 03/2022, Project Count Locations

# 5.0 GROWTH RATE DEVELOPMENT

Multiple sources of information were reviewed to develop an anticipated future traffic growth that could be applied in developing 2030 and 2050 forecasts for this project. The sources include:

- Historic traffic volumes (AADT data) on the Interstates and other local roads. Using this data, the historic annual growth rates for the last 10 years was calculated for all roadway sections and interchanges.
- The South Carolina Statewide Model Version 4 (SCSWMv4) includes traffic models for the 2015 base year and a 2045 future year. The 30-year growth rate was converted to an annual growth rate for key roadway sections.
- Projected annual growth rates utilized in the forecasts for nearby (less than one hour driving distance) projects on I-95 and I-26 were summarized to compare with and to provide consistency between other SCDOT projects.
- Historic and projected population trends for Orangeburg and Dorchester Counties. Although not a direct indicator of traffic growth rates, this information can assist in determining longer term growth in background traffic. For this study, this data was utilized in examining growth trends at the crossroads of the four adjacent interchanges.

The following sections discuss the analysis of each of these sources to determine an appropriate traffic growth rate for the study area.

## 5.1 HISTORIC AADT ANALYSIS (I-95, I-26 & LOCAL CROSSROADS)

Historic volumes recorded at SCDOT continuous and short-term count stations were reviewed to evaluate traffic growth trends over the period of 2009-2019. The count stations were previously displayed in **Figure 2** and are listed below:

**Continuous count stations** (used for monthly trends and highest hourly volume (HHV) analysis)

- Station 0056: I-95 north adjacent to I-26/I-95 interchange (between I-26 to US 176) – permanent counter
- Station 0020: I-26 west of project area (between SC 210 to Homestead Road) – permanent counter
- Station 0184 and 0185: US 176 Old State Road (west and east of I-95)

**Interstate AADT short-term stations** (used for historical AADT analysis)

- Station 38-2385: I-95 north of I-26/I-95 interchange
- Station 38-2383: I-95 south of I-26/I-95 interchange
- Station 38-2171: I-26 west of I-26/I-95 interchange
- Station 18-2173: I-26 east of I-26/I-95 interchange

### Local crossroads AADT short-term count stations

- Station 0184 and 0185: US 176 Old State Road (west and east of I-95)
- Station 18-2041: US 178 Charleston Highway (east of I-95)
- Station 38-0385: SC 210 Vance Road (north of I-26)
- Station 18-0109: US 15 (north of I-26)

### Interchange ramp AADT short-term count stations

- 8 counters at I-26 at I-95 interchange
- 4 counters at US 176 Old State Road at I-95 interchange (north)
- 4 counters at US 178 Charleston Highway at I-95 interchange (south)
- 4 counters at SC 210 Vance Road at I-26 interchange (west)
- 8 counters at US 15 at I-26 interchange (east)

**Table 1** provides the traffic count history for the critical stations and their associated linear growth rates. Key observations on the historic AADT growth include:

- Relatively high level of annual growth on both I-95, with growth rates of 1.8 percent. Volumes in 2019 are higher south of I-26 (48,600 vpd) than north of I-26 (32,200 vpd).
- I-26 is increasing at a higher annual rate than I-95 with an observed growth rate of 2.4 percent west of I-95 and 3.7% east of I-95. Volumes in 2019 are higher west of I-95 (53,500 vpd) than east of I-95 (42,900 vpd).
- Three of the four crossroads for the adjacent interchanges show very low or stagnant growth in traffic volumes. The one exception is US 15 on the eastern limit of the project which has experienced just under 4 percent annual growth in the last 10 years. In any event, all four crossroads carry low volumes of traffic (under 3,000 vpd in 2019).

**Table 1: SCDOT Historical AADT Volumes and Annual Growth Rates**

Station	Roadway	Location	2009	2011	2013	2015	2017	2019	2009 to 2019
0056 & 38-2835	I-95	North of I-26	26,900	27,200	26,100	29,400	30,900	32,200	1.81%
28-2383	I-95	South of I-26	40,300	40,900	39,600	43,000	43,400	48,600	1.89%
2171	I-26	West of I-95	42,200	42,800	44,300	48,600	52,800	53,500	2.40%
2173	I-26	East of I-95	29,900	29,700	30,900	35,500	39,000	42,900	3.68%
0185	US 176 (Old State Rd)	East of I-95	2,500	2,500	2,400	2,500	2,300	2,500	0.00%
18-0141	US 178 (Charleston Hwy)	East of I-95	2,800	3,100	3,200	2,900	3,000	2,800	0.00%
38-0385	SC 210 (Vance Rd)	North of I-26	1,050	1,050	1,100	1,100	1,150	1,050	0.00%
18-0109	US 15	North of I-26 South of I-26	1,800 NA	1,850 NA	2,400 3,500	1,550 3,100	2,200 3,400	2,500 5,000	3.34% 6.12%

Note: Annual traffic growth rates were computing using compounded rates over 10-year period.

## 5.2 TRAVEL DEMAND MODEL ANALYSIS

The following section documents the use of the South Carolina Statewide Model Version 4 (SCSWMV4) travel demand model data to establish appropriate growth rates for the study area including I-26, I-95 and the adjacent interchange roadway network. Traffic volumes were extracted from the 2015 and 2045 versions of SCSWV4 to establish growth rates for the study area.

The SCSWV4 includes the entirety of South Carolina and is built upon existing TDMs from MPOs and Council of Governments (COG) within the state. It has a base year of 2015 and a forecast year of 2045, and it includes existing roadways as well as committed projects, including all planned and programmed improvements in the state that are set to open to traffic from 2016 to 2045. The model was run on the TransCAD Version 6 Release 2 (TC6r2) software.

For the purposes of this analysis, the SCSWV4 was not re-estimated or re-calibrated for the project study area. The model's forecast volumes for 2015 were compared with 2015 SCDOT AADT volumes as a reasonableness check. **Table 2** shows this comparison and summarizes the 2015 and 2045 forecast traffic volumes from the SCSWV4 along with associated annual growth rates at selected segments on I-26, I-95 and key crossroads in the study area. Key observations from **Table 2** include:

- Moderate annual growth for I-95 (0.9 to 1.3 percent) and slightly lower annual growth on I-26 (0.3 to 0.6 percent).
- On the adjacent crossroads (except US 15) annual growth rates vary (0.0 to 1.0 percent). In addition, the overall volumes are less than 3,000 vpd in 2022 at the adjacent interchange crossroads.
- The model-estimated volumes for 2015 are reasonably close to the 2015 SCDOT AADT volumes with only one roadway (SC 210) having a 2015 SCSWV4 volume more than 15 percent different from the 2015 AADT.

**Table 2: Statewide Model (SCSWV4) Analysis of Growth Rates**

Roadway	Location	2015 SCDOT AADT	2015 SCSWV4 Volume Estimate	Deviation	2045 SCSWV4 Volume Estimate	Annual Growth Rate (%)
I-95	North of I-26	29,400	28,998	-0.1%	46,387	1.3%
I-95	South of I-26	43,000	39,527	-8.1%	51,274	0.9%
I-26	West of I-95	48,600	42,386	-12.8%	46,387	0.3%
I-26	East of I-95	35,500	38,664	8.9%	46,430	0.6%
US 176 (Old State Rd)	East of I-95	2,500	NA	NA	NA	NA
US 178 (Charleston Hwy)	East of I-95	2,900	3,255	12.2%	4,443	1.0%
SC 210 (Vance Rd)	North of I-26	1,100	826	-24.9%	830	0.01%
US 15	North of I-26	1,550	1,640	1.06%	1,848	0.4%
	South of I-26	3,100	3,052	-1.48%	6,748	2.7%



## 5.3 OTHER FORECASTS

Traffic forecasts have previously been developed by SCDOT for improvements on both I-26 and I-95. Projected annual growth rates utilized in the forecasts for nearby (less than one hour driving distance) projects on I-95 and I-26 were summarized to compare and provide consistency between other SCDOT projects. Four SCDOT forecasts were identified for consideration in developing growth rates on I-26 and I-95 on all four sides of the I-26 at I-95 interchange as shown in **Table 3**.

**Table 3: Summary of Other Forecasts**

Roadway	Location	Annual Growth Rate	Project Forecast	Distance from I-26 at I-95 Interchange	Forecast Years
I-95	North of I-26	1.6%	I-95 at US 301 Interchange	11 miles north	2010-2035
I-95	South of I-26	2.0%	I-95 Widening from the Georgia border to MM 8	70 miles south	2022-2050
I-26	West of I-95	2.0%	I-26 Widening from MM 125 to MM 136	35 miles west	2019-2045
I-26	East of I-95	1.5%	I-26/SC 27 interchange improvements (Exit 187)	20 miles east	2017-2043

## 5.4 POPULATION PROJECTIONS

Historic and projected population trends were analyzed for Orangeburg and Dorchester Counties. Census data for 2010 and 2020 were supplemented by 2035 County population projections prepared by the South Carolina Revenue and Fiscal Affairs Office. Although not a direct indicator of traffic growth rates, this information can assist in determining longer term growth in shorter distance background traffic. The 10-year historic growth (2010 – 2020) and future projected growth (2020-2035) are summarized in **Table 4**.

**Table 4: Population Growth Rates**

Interstate	Location	Crossroad	County influencing I-95 Traffic	2010 Population	2020 Population	2035 Projection	2010-2020 Annual Growth	2020-2035 Forecast Growth	Relative Local Growth
I-95	North of I-26	US 176 (Old State Rd)	Orangeburg	92,475	84,223	71,710	-0.9%	-1.1%	Low
I-95	South of I-26	US 178 (Charleston Hwy)	Dorchester (to south)	120,112	161,540	213,820	3.0%	1.9%	Moderate (1)
I-26	West of I-95	SC 210 (Vance Rd)	Orangeburg	92,475	84,223	71,710	-0.9%	-1.1%	Low
I-26	East of I-95	US 15	Dorchester (to east)	120,112	161,540	213,820	3.0%	1.9%	High (1)

- (1) Dorchester County growth is focused near I-26, especially near the Charleston suburbs. Therefore, the I-26 local growth is considered “high” versus “moderate” on I-95 in Dorchester County.



The two counties examined in **Table 4** include:

- Orangeburg County: The I-26 at I-95 interchange is located just inside the Orangeburg County limits. The interchanges located to the west and to the north of the I-26 at I-95 interchange are located in Orangeburg County. Overall, Orangeburg is undergoing a reduction in population that is anticipated to continue in the future. Between 2010-2012, Orangeburg County is one of 20 counties that have experienced negative growth in population.
- Dorchester County: Dorchester County is located south and east of Orangeburg County. The interchanges located to the east and south of the I-26 at I-95 interchange are located in Dorchester County. Overall, Dorchester County has been increasing in population and is anticipated to continue to increase through 2035. A key driver in the population increase is development in the suburban areas of the northern Charleston region. Between 2010-2012, Dorchester County ranks as the seventh fastest growing county in South Carolina.

## 5.5 RECOMMENDED GROWTH RATES

The estimated growth rates from the sources discussed in the previous sections are combined and presented for I-26, I-95 and the adjacent interchange crossroads in **Table 5**. In addition, the proposed annual growth rates to be applied in this forecast are shown in the final column. In developing a proposed growth rate, an average of the historic AADT, statewide model, and other forecasts was computed to provide an initial assessment. Population growth trends were considered in terms of low to high local growth, particularly for the adjacent intersections.

**Table 5: Annual Growth Rate Comparison & Recommendation**

Roadway	Location	2009-2019 Historic AADT (Table 1)	2015-2045 Statewide Model (Table 2)	Other Forecasts (Table 3)	Relative Local Population Growth Projections (1) (Table 4)	Average of Historic AADT, Statewide Model, & Other Forecasts	Proposed Annual Growth Rate(2)
I-95	North of I-26	1.8%	1.3%	1.6%	Low	1.6%	<b>1.6%</b>
I-95	South of I-26	1.9%	0.9%	2.0%	Moderate	1.6%	<b>1.6%</b>
I-26	West of I-95	2.4%	0.3%	2.0%	Low	1.6%	<b>1.8%</b>
I-26	East of I-95	3.7%	0.6%	1.5%	High	1.9%	<b>1.8%</b>
US 176 (Old State Rd)	Both sides	0.0%	NA	NA	Low	0.0%	<b>0.5%</b>
US 178 (Charleston Hwy)	Both sides	0.0%	1.0%	NA	Moderate	0.5%	<b>0.5%</b>
SC 210 (Vance Rd)	Both sides	0.0%	0.01%	NA	Low	0.0%	<b>0.5%</b>
US 15	North of I-26 South of I-26	3.3% 6.1%	0.4% 2.7%	NA	High	1.9% 4.4%	<b>2.4%</b>

(1) The population projection data is intended for information only to help inform the forecast growth rate. Nevertheless, it should be weighted less heavily than the historic traffic growth, the model forecasts (which reflects land use growth), and other forecasts.

(2) Minimum growth rate assumed to be 0.5% per year.

# 6.0 VOLUME DEVELOPMENT

## 6.1 METHODOLOGY

The analysis utilized a traditional methodology of initially estimating daily traffic volumes for the existing and future years and then applying a peak hour percentage (k) and directional (d) factors to estimate peak hour volumes. This method was utilized instead of applying growth rates directly to peak period turn movements. The proposed methodology includes the following steps:

1. Evaluation of existing daily traffic patterns (See Section 6.2)
2. Determination of existing 2022 AADT (See Section 6.3)
3. Preparation of 2022 balanced AADT turn movements (See Section 6.4)
4. Peak hour data analysis to identify a peak hour percentage (k)
5. Application of future growth rates to prepare future balanced AADT turn movements (See Section 6.6)
6. Determination of Peak Period Traffic Factors
7. Application of growth rates for preparation of future traffic volumes
8. Identification of truck percentages

## 6.2 EVALUATION OF EXISTING DAILY TRAFFIC PATTERNS

The existing traffic flows on both I-26 and I-95 exhibit different daily flow patterns than many other high volume Interstate facilities. The majority of higher volume freeways are located in urban areas with very predictable weekday flows dominated by a higher volume AM and PM period controlled by daily commuter patterns. In addition, urban areas typically have higher volumes on weekdays than weekends. While there is some variance in volumes in an urban area by month, the variances are relatively modest.

In contrast, both I-26 and I-95 are high volume rural Interstates carrying high volumes of long distance travelers, both within South Carolina and along the entire southeast coast. This includes a substantial volume (more than 20 percent of traffic) of large commercial interstate trucks (more than 20 percent of total traffic). Therefore, the first step in developing forecasts included analyzing both historical patterns and traffic volumes on I-26 and I-95.

A key analysis was examining the daily traffic volumes over a full year. Since the objective was to identify patterns over a typical year, the analysis focused on 2019 in order to eliminate variances in traffic flow related to the Covid pandemic. The 2019 data for both I-26 and I-95 were examined for variances in flow throughout the week (see **Table 6**), throughout the year (see **Table 7**), as well as on a day to day basis (see **Figure 3** and **Figure 4**).

**Table 6: Variance of Traffic Volumes by Day of Week (2019)**

	I-26 Station #20		I-95 Station #56	
	ADT	Conversion Factor	ADT	Conversion Factor
Monday	49,168	1.08	31,068	1.05
Tuesday	45,035	1.18	27,712	1.18
Wednesday	47,428	1.12	28,208	1.16
Thursday	51,875	1.02	31,477	1.04
Friday	63,888	0.83	37,748	0.87
Saturday	55,914	0.95	37,024	0.89
Sunday	57,459	0.92	35,735	0.92
Weekday	51,479	1.03	31,243	1.05
Weekend	56,687	0.93	36,379	0.90
MTWT Weekday	48,376	1.09	29,616	1.11
FSS Weekend	59,087	0.90	36,836	0.89

Note: The conversion factor is used to convert a daily count on a given day of the week to an average daily volume. It is applied by dividing the given count by the conversion factor.

**Table 7: Variance of Traffic Volumes by Month of Year (2019)**

Month	I-26 Station #20		I-95 Station #56	
	ADT	Conversion Factor	ADT	Conversion Factor
January	44,594	1.19	26,837	1.22
February	47,312	1.12	27,291	1.20
March	56,125	0.94	33,512	0.98
April	57,151	0.93	37,485	0.87
May	56,119	0.94	32,854	1.00
June	59,202	0.89	35,331	0.93
July	59,772	0.89	36,345	0.90
August	55,737	0.95	33,910	0.97
September	45,133	1.17	27,781	1.18
October	49,793	1.06	29,331	1.12
November	51,848	1.02	30,471	1.08
December	52,058	1.02	35,582	0.92
Annual Average (computed)	52,945	NA	32,774	NA
Official AADT (other adjustments)	52,900	NA	32,200	NA

Note: The conversion factor is used to convert a daily count collected in a given month to an average annualized daily volume. It is applied by multiplying the given count by the conversion factor.

A review of **Table 6** indicates:

- Friday is the highest volume day throughout the year on both I-26 and I-95. It is particularly high on I-26 where the average Friday is more than 12,000 vpd higher than an average weekday and 4,000 vpd higher than the average weekend.
- The average daily weekend volume is more than 10 percent higher than the average weekday.
- If Friday is counted in the weekend, the difference is even greater with 20 percent higher daily volumes on the weekend than weekday.

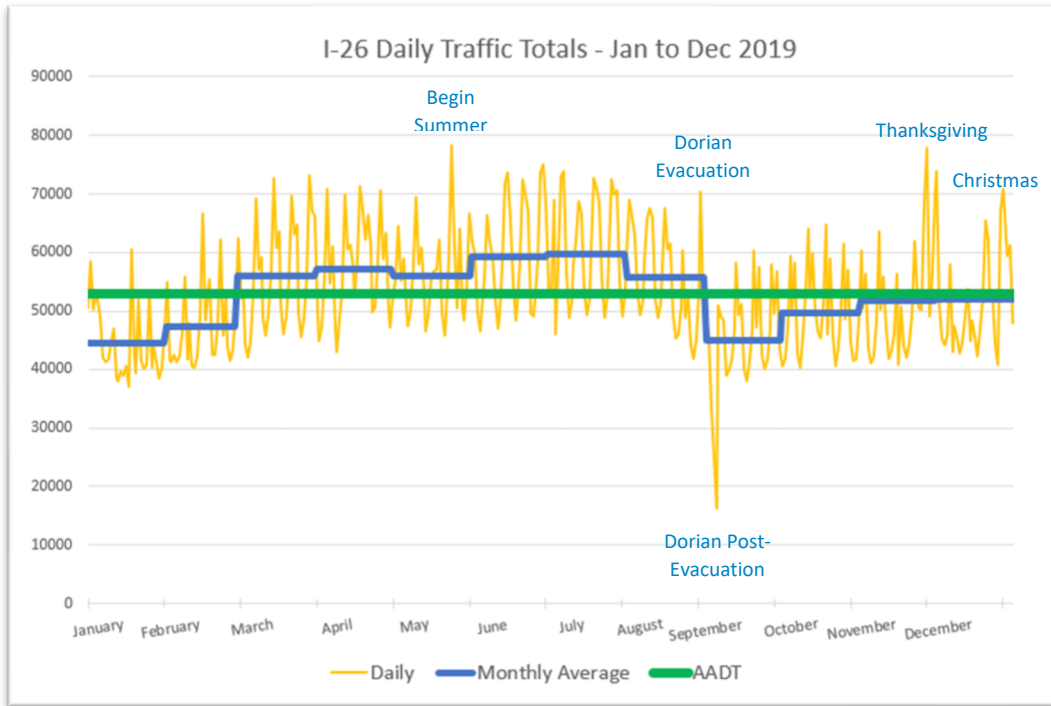
A review of **Table 7** indicates:

- As shown, the official AADT was 52,900 vpd on I-26 and 32,200 vpd on I-95 in 2019.
- Daily volumes are subject to peaking for the summer months as expected. June and July are the highest volumes months with more than 59,000 vpd on I-26 and 35,000 vpd on I-95.
- High volumes are not limited to just June and July, however. A review of the data indicates that higher volumes begin in March through August with over 55,000 vpd.
- The lowest volume months are September to October as well as January to February.
- Although lower volumes than observed in the peak season (March through August), November and December both carry higher average values, primarily due to heavy traffic associated with the Thanksgiving and Christmas holidays.

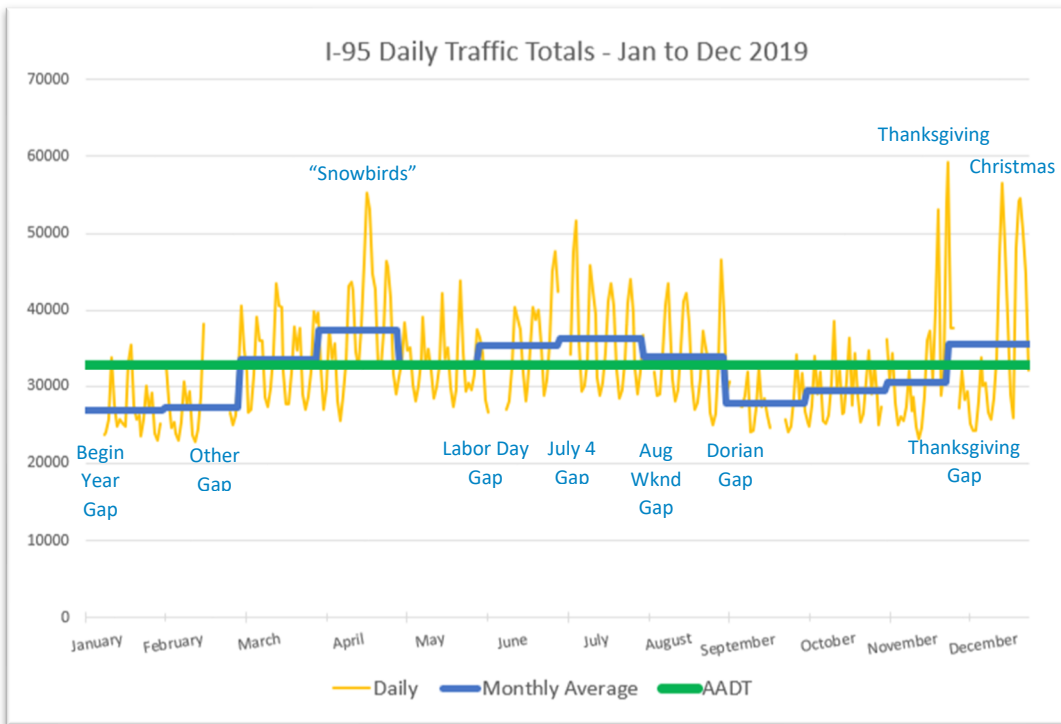
In addition to looking at monthly and weekly patterns, a summary of daily patterns was developed in a graphic format. A review of the 2019 daily volumes is included in **Figure 3** for I-26 and **Figure 4** for I-95. Key patterns noted include:

- The substantial peaking on weekends (including Fridays) is evident not just during the higher volume March through August, but also throughout the year.
- The highest recurring peak volumes are noted on summer weekends for I-26 and I-95. The highest summer-related day was Friday May 24 marking the beginning of the tourist season. Although the traditional summer peak is noted from June through August, higher volumes on I-26 begin in March and extend through the spring.
- The highest days of the year on I-95 are on the days before and after Thanksgiving and Christmas. Also note that in April there is a sustained peak, most likely caused by “snowbirds” returning from Florida to the northern states with the end of winter.
- A substantial peak followed by a dip was noted in early September on I-26. This dip matches the Governor’s ordered evacuation of coastal areas for Hurricane Dorian. There is a peak caused by the evacuation followed by reduced volumes the day of the storm. (This data was not available in the 2019 data set for I-95.)
- A review of the data sets indicated that a full 365 days of data were available on I-26. On I-95, however, the available data sets did not include full holiday data including gaps for Thanksgiving, three summer weekends (including Labor Day and July 4<sup>th</sup>), the Hurricane Dorian evacuation and some other dates. Therefore, the I-95 data likely does not reflect full peaking volumes. This was considered when reviewing the HHV data in the development of the peak hour factor (k).

**Figure 3: 2019 Daily Volumes on I-26 (SCDOT Count Station #20)**



**Figure 4: 2019 Daily Volumes on I-95 (SCDOT Count Station #56)**



## 6.3 DETERMINATION OF EXISTING 2022 AADT

The next step in estimating the project forecasts is the development of a baseline AADT for the 2022 existing conditions. One of the key challenges is the impact of the Covid pandemic on traffic patterns in 2020 and 2021. Therefore, AADT volumes on key roadway links were compared for 2019, 2020 and 2021 in addition to the 24-hour traffic counts collected as part of this project effort. **Table 8** provides an overview of the data considered and the identification of a 2022 forecasted AADT.

**Table 8: Estimation of 2022 AADT at Key Roadway Links**

Station	Roadway	Location	2019	2020	2021	March 2022 (actual)	March 2022 factored(1)	2022 Forecast Target	2022 Balanced Forecast AADT
0056 & 38-2835	I-95	North of I-26	32,200	28,700	35,700	32,415	31,800	35,700	35,800
28-2383	I-95	South of I-26	48,600	43,100	51,900	45,920	45,000	51,900	52,000
2171	I-26	West of I-95	53,500	47,000	49,600	48,890	45,000	49,600	49,600
2173	I-26	East of I-95	42,900	36,000	41,000	42,065	38,700	41,000	41,000
0184 0185	US 176 Old State Rd	West of I-95 East of I-95	NA 2,500	2,600 2,300	2,300 2,500	3,228 3,170	NA (2)	3,200	3,400 2,800
18-0141	US 178 Charleston Hwy	West of I-95 East of I-95	NA 2,800	NA 2,300	NA 2,500	3,655 4,524	NA (2)	3,500	3,000 4,000
38-0385	SC 210 Vance Rd	North of I-26 South of I-26	1,050	1,150	1,200	2,038 1,651	NA (2)	1,800	1,600 1,800
18-0109	US 15	North of I-26 South of I-26	2,500	2,200	2,400 5,100	2,174 4,204	NA (2)	2,400 5,000	2,800 5,000

Notes:

1. AADT calculated using March factor shown in
2. Table 7.
3. Monthly factor not calculated for local crossroads. Given the low volumes on the local roads (less than 5,000 vpd), the balancing methodology required adjustments that limited ability to precisely meet counts.

## 6.4 PREPARATION OF 2022 BALANCED AADT TURN MOVEMENTS

The next step in the forecast procedure was the development of balanced daily turn movements for the I-26 at I-95 interchange and each of the four adjacent interchanges. For each interchange, this process required identifying the existing AADT on each approach as identified in **Table 8**. In addition, the 24-hour turn movement volumes were estimated using a combination of ramp AADT volumes and the counts collected for this study (both the ramp classification counts and the intersection turn movements).

In order to simplify the development of turn movement volumes, a spreadsheet tool was utilized to convert daily traffic volumes into turn movement data. Originally prepared by the North Carolina Department of Transportation (NCDOT), the tool verifies whether the turn movements are balanced at the interchange while also providing a simplified iterative method to balance the AADT turn movements.

As a final step, the spreadsheet converts the AADT turn movement information into peak hour turn movements utilizing the k and d factors. The volumes are computed for the overall interchange and can be assigned to multiple interchange types.

The basic theory utilized in the NCDOT spreadsheet is that traffic volumes are balanced daily with trips returning on the same roads, but in an opposite direction. As an example, the number of northbound right turns are offset by a similar number of westbound left turns over a full day. At each intersection, the turns must be balanced between the four quadrants with the daily volumes on each of the four approaches. An initial estimate of traffic flows in each quadrant is made based on existing data (for this project the SCDOT daily ramp counts as well as the ramp counts collected for the project were utilized).

Once a balanced daily solution for the quadrant turns is identified, the applicable peak hour percentages (k) and directional splits (d) can be applied to estimate peak period turn movements. Due to challenges matching peak hour turn movements for movements with differing k and d factors, the spreadsheet applies an iterative balancing to smooth out differences between approaches.

Note that the method is applied for the overall interchange without needing to take into account the type of interchange. For each individual interchange, the turn movements are iteratively adjusted to balance from east to west and from north to south (as well as the reverse movements). Once a given interchange is balanced, the applicable turn movements were compared to the existing traffic counts for reasonableness.

For this project, additional evaluation was focused on the I-95 northbound left onto I-26 west and the returning message. Although the daily counts on the loop in the northeast quadrant and the opposite ramp in the southwest quadrant did not match, the higher of the two volumes observed was closely matched to prevent an overestimate of the assumed 2022 existing movements. As a final step, the volumes between adjacent interchanges were checked to verify that total through traffic volumes are consistent between interchanges.

The 2022 balanced AADT turn movements for each of the five interchanges are in Appendix D. The output is from the NCDOT spreadsheet tool.

## 6.5 PEAK HOUR DATA ANALYSIS

The 7th Edition of the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Design Standards Interstate System* notes that traffic volumes vary during the day as well as at different times in the year, and that a key design decision is to determine which of these hourly volumes should be used as the basis of design in order to adequately manage the expected volume of traffic without overdesigning for extremes. AASHTO-recommended practice is to select an hour between the 30th and 100th highest hour of the year for roadway design, which is similar to the method prescribed by the Institute of Transportation Engineers (ITE) and the Transportation Research Board (TRB).

In order to reflect “normal” traffic conditions, the analysis proceeded with the selection of a design hour volume using the 2019 data sets illustrated in **Figure 3** and **Figure 4**. A detailed analysis of the hourly volumes on both I-26 and I-95 was conducted to identify an applicable peak hour period and the corresponding peak hour period, design hour percentage (k), and directional splits.



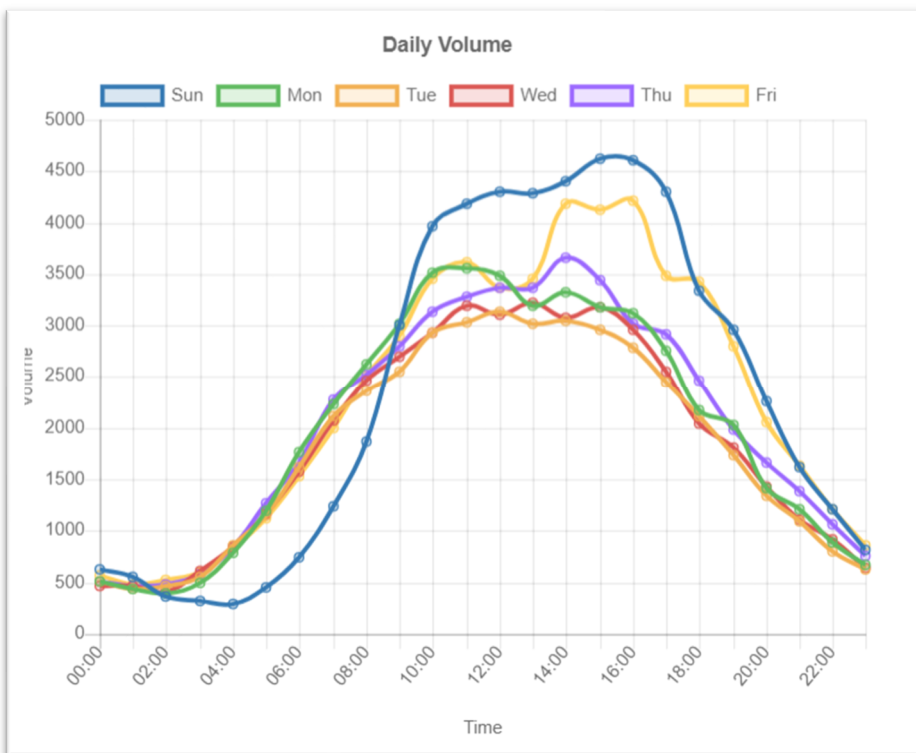
## 6.5.1 Design Hour Selection

As noted in Section 6.2, daily traffic volumes on both I-26 and I-95 vary substantially depending upon the month of the year and the day of the week. The variations in daily flow are also reflected in peak hour patterns and volumes. The following is noted about the pattern of peak hour volumes to determine a peak hour of the day on both I-26 and I-95.

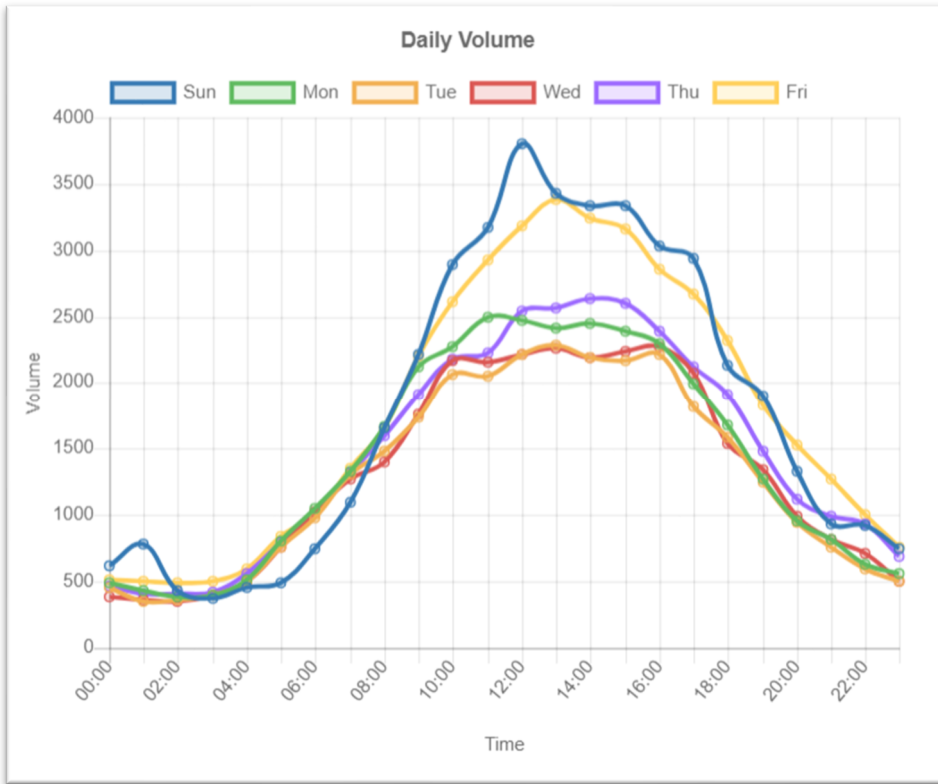
- Daily traffic flows are different than typical travel patterns in urban areas.
- There is no distinct AM or PM peak period. Instead, traffic volumes are relatively high from 7 AM to 9 PM. The highest volumes occur between 12 noon and 5 PM with peaking occurring near 3 PM on both I-26 and I-95. (See **Figure 5** and **Figure 6**)
- In the peak hour each day, traffic flows peak in both directions on I-26 and I-95. (See **Figure 7**)

Based on these observations, this forecast has been developed assuming a single mid-day peak period (approx. 3 PM to 4 PM) with peak flows in both directions on I-95 and I-26.

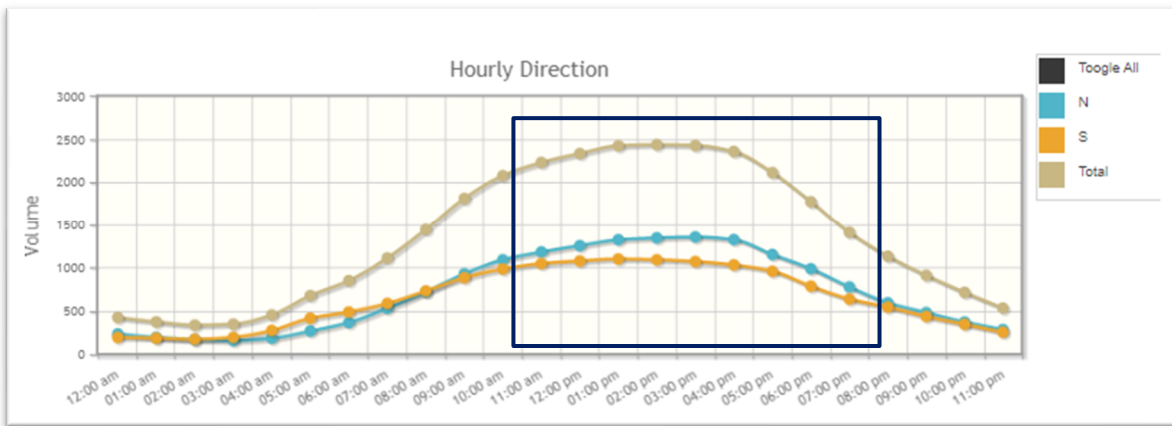
**Figure 5: Typical daily traffic patterns on I-26 (from Station 0020 Site Dashboard)**



**Figure 6: Typical daily traffic patterns on I-95 (from Station 0056 Site Dashboard)**



**Figure 7: Hourly Directional Flow on I-95 (SCDOT Count Station #56)**



Note: Box illustrates range between 10 AM to 6 PM illustrating the long daily peak on I-95 at ATR #56.

## 6.5.2 Review of Highest Hourly Volumes to Calibrate K-factor

Typical practice is to choose an hourly volume between the 30<sup>th</sup> and 100<sup>th</sup> highest hour volume (HHV) in order to balance economic efficiency with congestion alleviation. Therefore, a review of the highest hourly volume was undertaken to identify an appropriate highest hourly volume and the respective k percentage. For this project, average K is not appropriate for multiple reasons including high variations in demand throughout the year as well as on a weekly basis. On I-26 and I-95, the relatively flat demand that occurs over multiple hours of each day also serves to diminish the average K. Therefore, a more detailed analysis of the highest hourly volume curves was undertaken to identify an appropriate peak hour volume.

Key items considered include:

- The I-95 data set used in developing the AADT has already eliminated the highest volume days of the year (before and after Thanksgiving, Christmas and New Years as well as 3 peak beach weekends). As a result, it is estimated that approximately 20 of the top 50 HHV peak hours may have been eliminated from the analysis data set.
- In analyzing the data for each day (independent of the daily volume), an average peak hour percentage (k) of 8 percent was identified. Using the average k of 8 percent, results in a peak hour volume of 2,576 vph (using the 2019 AADT) which is near the 700<sup>th</sup> HHV on I-95. Similarly, on I-26 an 8 percent k-factor equates to a volume near the 900<sup>th</sup> HHV. Designing for these volumes will result in many more hours of congestion than desirable.

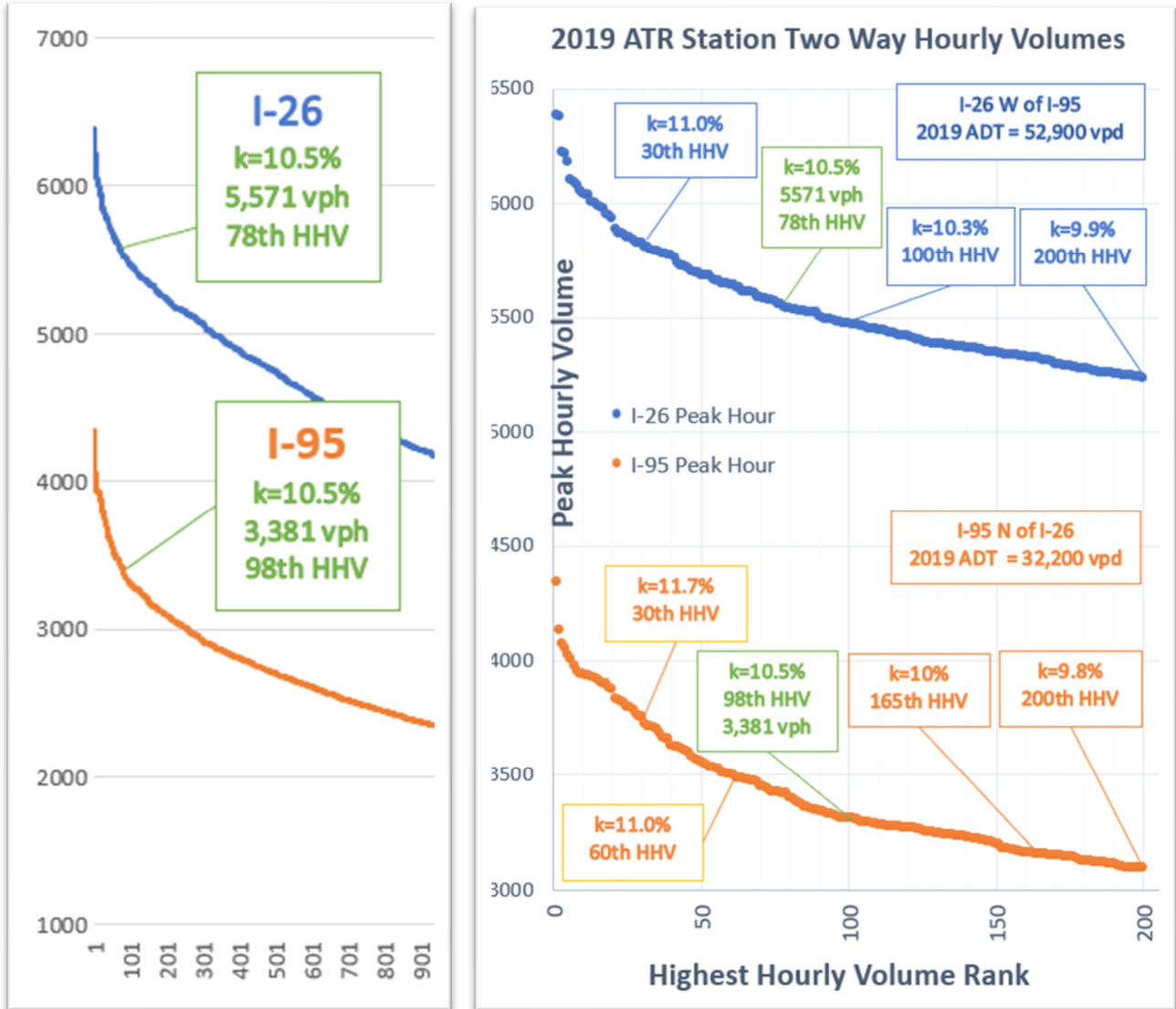
Standard practice is to base highway design volumes on an hour between the 30<sup>th</sup> and 100<sup>th</sup> highest hour of the year by evaluating a curve of the highest hourly volumes over a given year. When this curve is produced, a key feature is the “knee” of the curve which typically occurs near the 30<sup>th</sup> highest hourly volume but can vary depending upon the characteristics of the highway being examined. The “knee” is that portion of the curve between the initial steep descent and the more gradually declining slope reflecting lower and more frequently occurring volumes. Using this point to select an appropriate hour for planning, design, and operational purposes provides a compromise between providing an adequate level of service (LOS) for most hours of the year while also providing an economically efficient design. Simply put, building a highway to accommodate traffic volumes on the initial steep slope of the volume curve can be very expensive and provide excess capacity that is only used during a few peak hours of each year.

For this more detailed analysis, 2019 peak hour volumes for both I-26 and I-95 were combined and sorted from highest to lowest for all hours of the year to create the highest hourly volume curves. The resulting curve (both an extended and then zoomed in version) were reviewed for both I-26 and I-95. (as illustrated in **Figure 8**). This analysis focused on identifying an appropriate k percentage that could be applied to existing 2022 volumes as well as 2030 and 2050 future AADTs. The focus was to identify the K value corresponding with the knee in the curve.

In addition to reviewing the HHV curve data, the list of 200 highest hourly volumes was examined. In addition to the volumes, a k percentage was computed for each hour based on the calculated AADT for

the entire year of 2019. 2019 was specifically targeted since the entire annual pattern (even if applied to a different AADT or year) reflected a full year without variations and dips resulting from Covid effects of vehicle trips – both in-state and out of state.

**Figure 8: Top 200 Highest Hourly Volumes on I-26 (Sta #20) and I-95 (Sta #56) for 2019**



**Notes:**

1. The SCDOT 2019 automatic counter data for I-95 north of I-26 did not include weeks of Thanksgiving, Christmas, New Years as well as 3 summer weekends in 2019. After comparison to the complete I-26 data set, it is estimated that approx. 20 of top 150 HHV are missing on I-95.
2. To examine the highest hourly volume, 2019 data was used to get a clean data set without impacts of Covid. The data was then used in order to develop k percentages for application to 2022 data and future forecasts.

Understanding the differences in flow patterns on I-26 and I-95 as well as throughout the year is important to identifying an appropriate highest hourly volume for design and the applicable k percentage for both I-26 and I-95. The key items affecting the selection of a k percentage related in both I-26 and I-95 include:

#### **Interstate 26 (selected k = 10.5 percent)**

- On I-26, in contrast with I-95, the highest hourly volumes were focused in summer with over 60 percent of the peak 100 hours. Despite a full set of data, November and December peak hours accounted for less than 10 percent of the 100 highest hours of 2019 (compared with 50 percent of the I-95 peak 100 hours occurring in November and December).
- On I-26, the 30<sup>th</sup> highest hourly volume and most of the similar hourly volumes occurred on a summer weekend and reflected a peak hour (k) percentage of 11.0 percent. It was recognized, however, that the intent of the project is not focused on the highest peak summer traffic volumes which would likely result in an over design of the facility.
- In observing the top 200 data set, it was noted that there were multiple counts reflecting spring (March and April) on a Friday afternoon. These all occurred between the 65<sup>th</sup> and 92<sup>nd</sup> highest hourly volumes with a k percentage ranging from 10.4 percent to 10.6 percent.
- The observed spring Friday data matches well the k percentage of 10.5 percent shown in **Figure 8** for I-26 and confirmed the selection.

#### **Interstate 95 (selected k =10.5 percent)**

- I-95 has a different traffic pattern than is observed on I-26 despite both being high volume rural Interstates with heavy volumes of trucks.
- On I-95, half of the 100 highest hourly volumes occurred in the months of November and December. Of these, 40 hours were near Christmas while only 11 hours in the data set were near Thanksgiving. As noted previously, however, there was a gap in data for Thanksgiving (specifically Monday through Friday of Thanksgiving week). If this data were available, it is likely that most of the 100 highest hourly volumes on I-95 would have been during the two holidays.
- Of the data in the top 200 HHV it is also suspected that the summer peaks were also under reported with Labor Day week, July 4<sup>th</sup> weekend, and another weekend in August not included in the data set. It is recognized, however, that these periods are typically considered as not appropriate for identification of a design period.
- Applying the same approach used for I-26 (i.e., identifying a typical peak Friday in the spring) was reviewed. Multiple data points fitting the desired time period were identified ranging between the 103<sup>rd</sup> HHV (k = 10.3 percent) through the 225<sup>th</sup> HHV (k = 9.6 percent). Using this result, a k value of 10.0 percent was considered.
- Reviewing a k value of 10 percent, it was determined that this volume correlated with the 160<sup>th</sup> HHV of the available data. This is further from the typical 30<sup>th</sup> HHV than desired. In addition, if the missing data were to be considered, it was estimated that at least 50 additional hourly volumes higher than this point were not counted. Therefore, a k of 10 percent was not utilized.
- A k value of 11 percent was also considered which matched the 60<sup>th</sup> HHV on I-95. A review of the data, however, indicated that the vast majority of the data points near this level were either

winter holiday related or during peak summer weekends. Therefore, this was deemed as giving too high of design volume.

- A k value of 10.5 percent was examined and correlated with the 98<sup>th</sup> HHV using the 2019 data for I-95. Although this it is recognized that this is lower than is typically applied, it seemed a reasonable balance between 10 and 11 percent. The volume also matched near the point where the peak spring Friday afternoon hours were observed. This point is highlighted on the I-95 curve shown in **Figure 8**.

Note that the above data sets are included in Appendix B for both I-26 and I-95. To simplify reviewing the data, highlighting has been used. For I-95, gold highlight reflects the winter holidays and green highlight reflects the peak data for primarily Fridays in March and April. For I-26 only the green highlight is used. For both facilities the 30<sup>th</sup> and 100<sup>th</sup> HHV is highlighted in yellow.

In summary, a peak hour factor was determined for both I-26 and I-95. On I-26, a k-factor of 10.5 percent was selected reflecting the 78<sup>th</sup> HHV. On I-95, a k-factor of 10.5 percent was also selected reflecting the 98<sup>th</sup> HHV on I-95 (although the I-95 HHV is likely closer to the 150<sup>th</sup> HHV if all data for 2019 were available). In determining these percentages, a review of the highest hourly volume data was conducted, focused on identifying the “knee of the curve”. The use of this methodology results in a lower K-value and lower design volume than would be accommodated if the typical 30<sup>th</sup> HHV were selected. Nevertheless, this method of identifying the knee in the curve allows for a balancing of construction costs for economic efficiency by avoiding over-designing for holidays and other events. Although there is variation in actual counts, the design period reasonably approximates a typical Friday afternoon in the spring for I-26 and a higher volume Friday afternoon in the spring for I-95.

## 6.6 APPLICATION OF GROWTH RATES FOR PREPARATION OF FUTURE BALANCED AADT TURN MOVEMENTS

Section 5.0 documents the analysis for determining the traffic growth rate to be applied for this project. Specific annual growth rates were identified in **Table 5** for both I-26 (1.8 percent) and I-95 (1.6 percent) as well as the four crossroads at each of the adjacent interchanges (2.4 percent for US 15 and 0.5 percent for the other three crossroads).

For the balancing of turn movements, a growth rate is also applied to the turns. For the system interchange, I-26 at I-95 interchange, the turn movements were increased by the I-26 growth rate of 1.8 percent per year. For each of the four service interchanges, turn movements were assumed to grow based upon the growth rate of the local road. As with the 2022 balanced intersections, a final step required balancing of the outgoing traffic volume was taken.

The 2030 and 2050 balanced AADT turn movements for each of the five interchanges are in Appendix D. The output is from the NCDOT spreadsheet tool.

## 6.7 IDENTIFICATION OF TRUCK PERCENTAGES

Truck percentages are high on both I-26 and I-95 serving freight along I-95 linking the eastern seaboard and with I-26 serving a critical link to the SC Port facilities in Charleston. Each of the SCDOT permanent traffic counters on I-26 and I-95 summarizes the truck percentages based on FHWA’s breakdown of 13 vehicle types. Multiple sources of truck counts were reviewed including the 2019 hourly counts, additional online data, project specific classification counts, as well as the Statewide demand model. The data sets and forecasted truck percentages are summarized in **Table 9**.

**Table 9: Truck Percentages for I-26 and I-95**

Location	Site Summary from SCDOT Website	Site Dashboard	Statewide Model	Project Counts	Forecast Truck Percentages	
		(Class 5-13)	2015 & 2045	(3/1-3/7)	2030	2050
I-95 North	12%	23.1%	26.3% 2015 27.5% 2045	35% weekday 29% weekend 33% overall	<b>22%</b>	<b>22%</b>
I-95 South	21%	24.5%	27.7% 2015 29.7% 2045	31% weekday 19% weekend 29% overall	<b>22%</b>	<b>22%</b>
I-26 West	24%	21.0%	30.8% 2015 41.3% 2045	31% weekday 16% weekend 28% overall	<b>22%</b>	<b>28%</b>
I-26 East	21%	21.0%	29.2% 2015 45.6% 2045	23% weekday 17% weekend 22% overall	<b>22%</b>	<b>28%</b>

Note that higher truck percentages are forecast for I-26 in 2050 (28 percent) than 2030 (22 percent). This increase is based on input from the official 2045 Statewide Model Version 4 (SCSWMv4) model volumes and existing counts. The Statewide model is used by SCDOT for freight planning purposes and includes anticipated increases in freight volumes related to the SC Ports facilities in Charleston as well as other shipping and truck focused industries along the corridor. Note that the forecasted 28 percent trucks for 2050 is still substantially lower than the more than 40 percent identified by the 2045 Statewide model. The future 28 percent truck percentage for 2050 was based on coordination with SCDOT as a balance between the Statewide model and existing conditions.

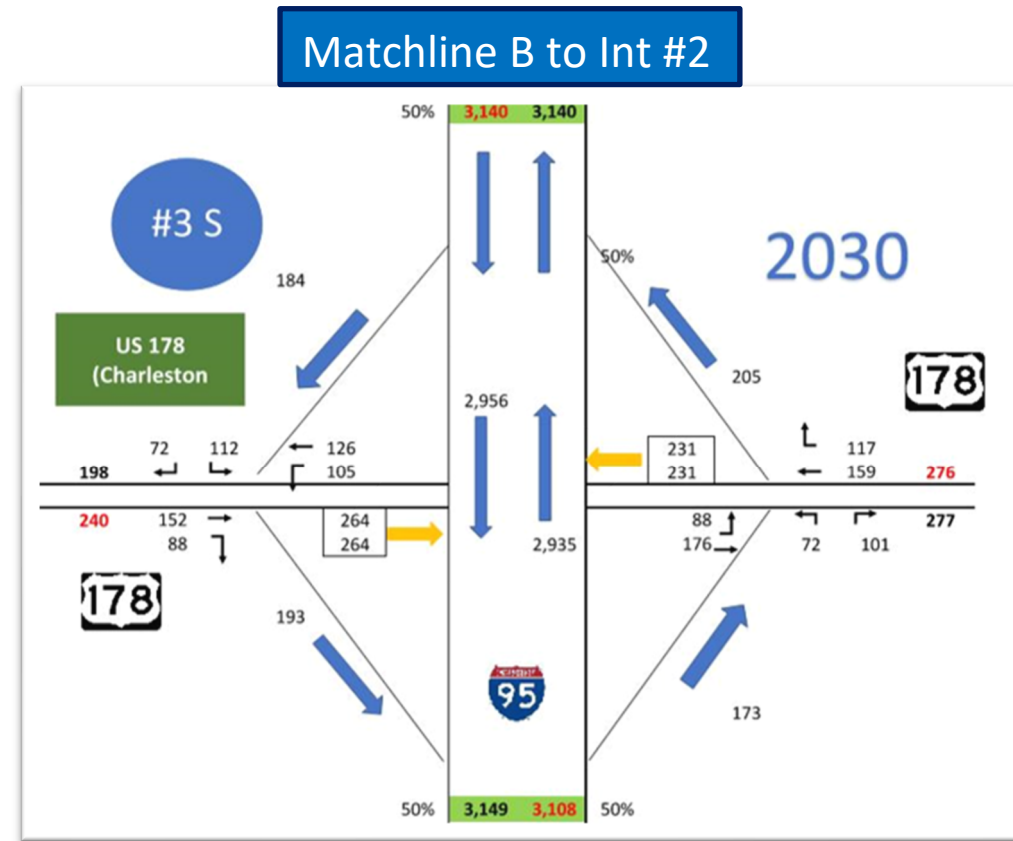
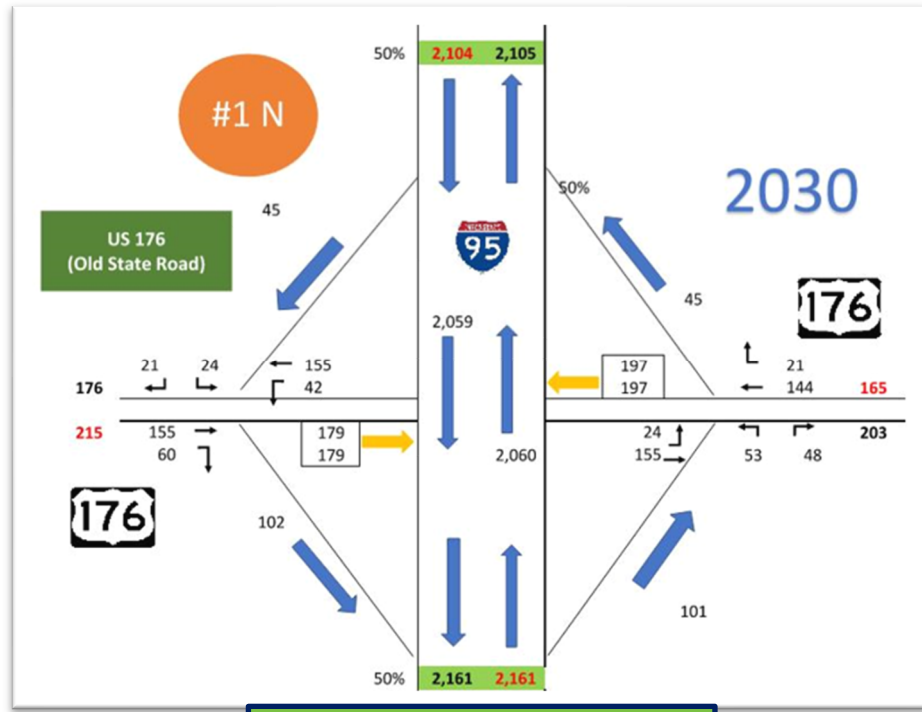
## 7.0 PROPOSED DESIGN VOLUMES

Based on the analysis presented in this memorandum, the following volumes are proposed for the 2022 Base Year (**Figure 9**), 2030 Opening Year (**Figure 10**), and 2050 Design Year (**Figure 11**). In addition to the figures, Appendix E provides a continuous graphic of the traffic forecasts that can be printed on a larger scale.





Figure 10: 2030 Design Hour Traffic Volumes



I-26 at I-95 Interchange  
Traffic Forecast  
**2030**  
Opening Year

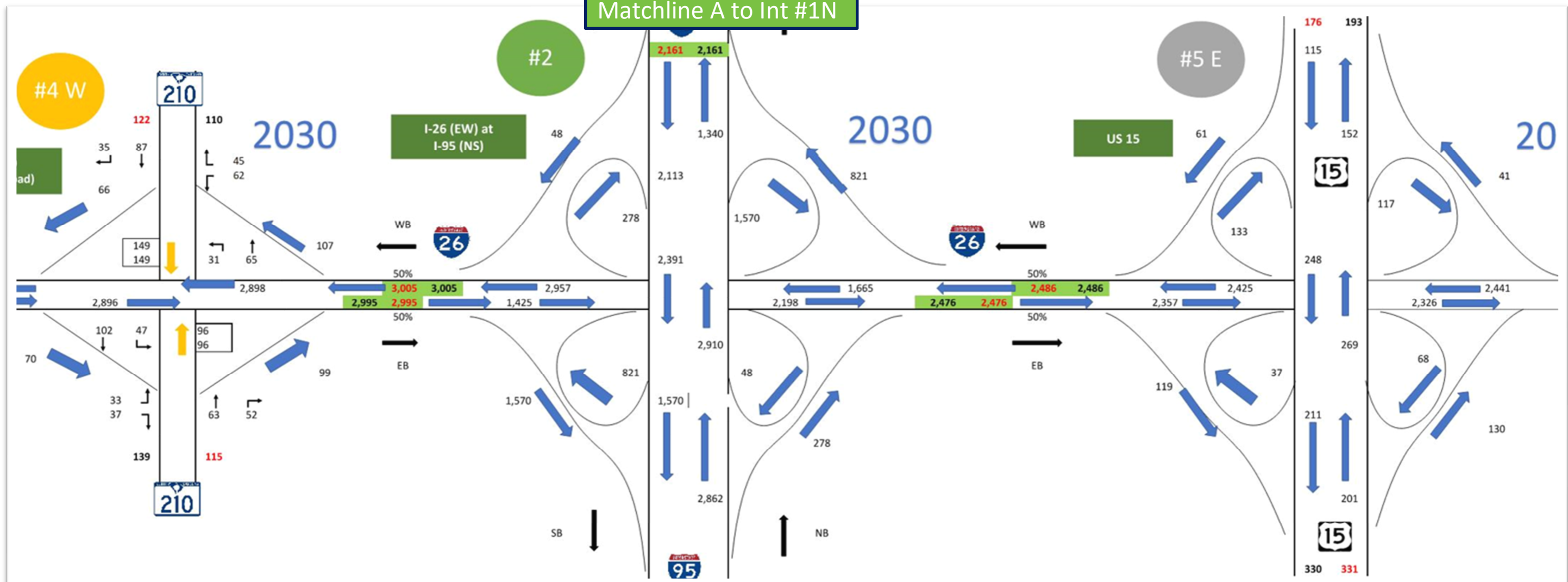
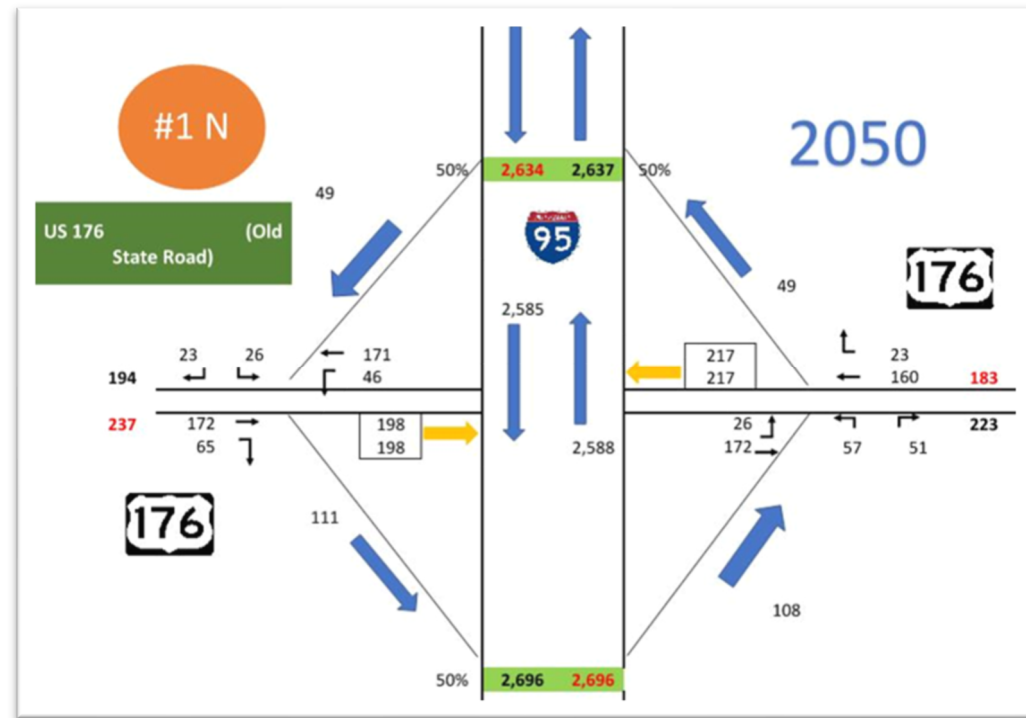
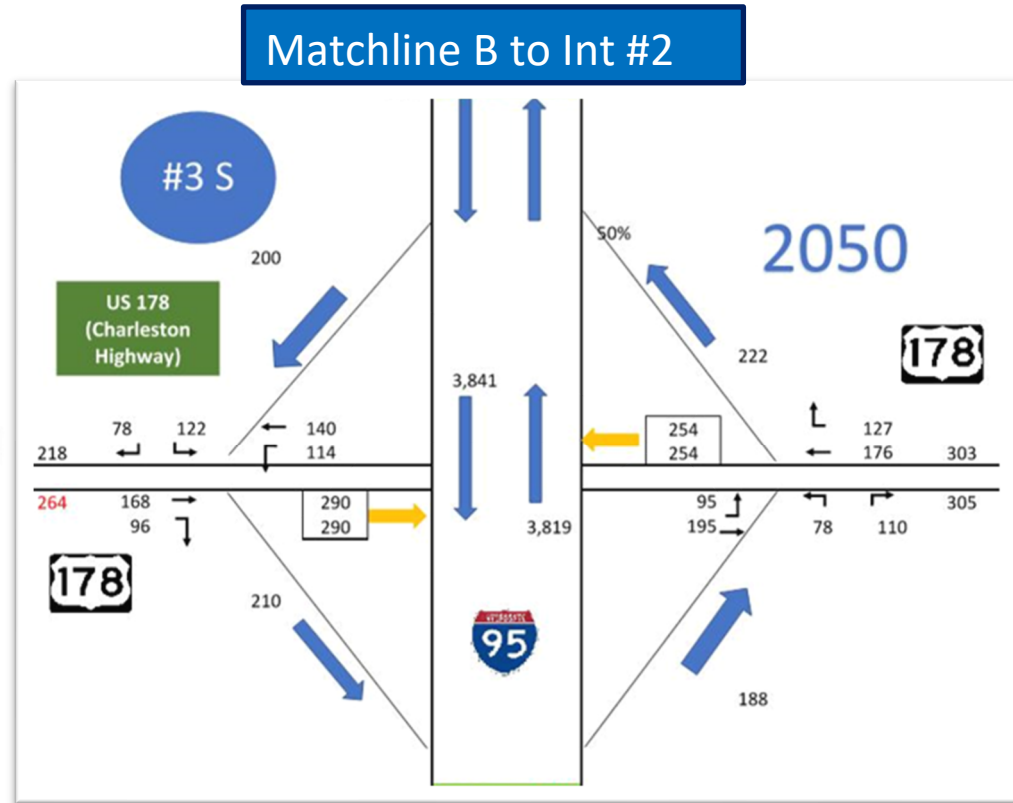


Figure 11: 2050 Design Hour Traffic Volumes

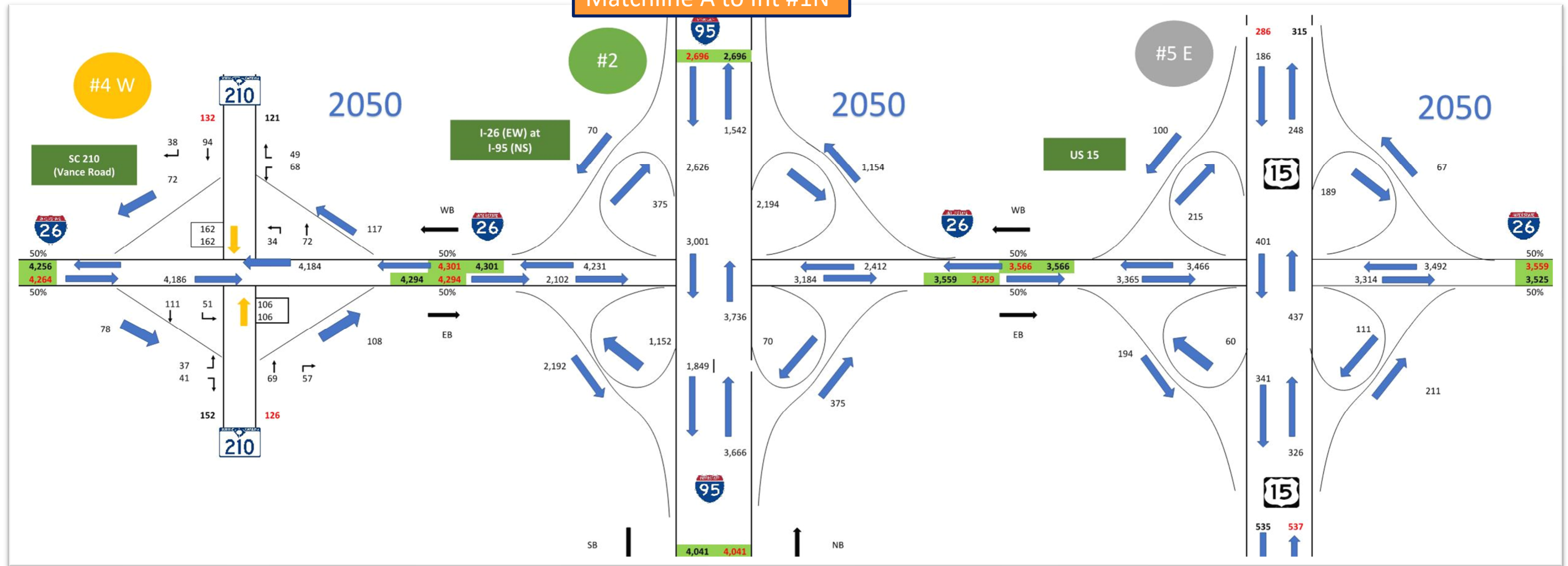


Matchline A to Int #2



I-26 at I-95 Interchange  
Traffic Forecast

**2050**  
Design Year





# Appendix A HISTORICAL AADT GROWTH ANALYSIS

Station	Roadway	Location	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2009 to 2019 Growth Rate
0056 & 38-2835	I-95	North of I-26	26,900	27,200	27,200	27,200	26,100	26,800	29,400	30,900	30,900	31,400	32,200	1.81%
28-2383	I-95	South of I-26	40,300	40,700	40,900	39,500	39,600	40,700	43,000	43,700	43,400	44,800	48,600	1.89%
2171	I-26	West of I-95	42,200	44,100	42,800	43,200	44,300	45,600	48,600	50,900	52,800	52,800	53,500	2.40%
2173	I-26	East of I-95	29,900	30,700	29,700	30,200	30,900	32,800	35,500	38,300	39,000	42,500	42,900	3.68%
0185	US 176 (Old State Rd)	East of I-95	2,500	2,600	2,500	2,400	2,400	2,400	2,500	2,400	2,300	2,400	2,500	0.00%
18-0141	US 178 (Charleston Hwy)	East of I-95	2,800	2,900	3,100	3,100	3,200	2,900	2,900	2,800	3,000	2,600	2,800	0.00%
38-0385	SC 210 (Vance Rd)	North of I-26	1,050	1,050	1,050	1,100	1,100	1,000	1,100	1,050	1,150	1,050	1,050	0.00%
18-0109	US 15	North of I-26	1,800	1,850	1,850	2,100	2,400	1,650	1,550	1,900	2,200	2,300	2,500	3.34%

# Appendix B 2019 HIGHEST HOURLY VOLUMES

**I-26 WEST OF I-95 STA. #20**

**I-95 NORTH OF I-26 STA. #56**

HIGHLIGHTING LEGEND:

30<sup>TH</sup> & 100<sup>TH</sup> HIGHEST HOURLY VOLUME

THANKSGIVING & CHRISTMAS HOLIDAYS

FRIDAY AFTERNOONS IN SPRING

I-26 west of I-95 (Station #20)  
2019 Highest Hourly Volumes

I-26 Count Station #0020			2019			ADT = 52,945 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	EB	WB	k
1	Saturday	29	June	2019	10:00	6383	2980	3403	12.1%
2	Saturday	15	June	2019	10:00	6377	3134	3243	12.0%
3	Saturday	27	July	2019	10:00	6220	2907	3313	11.7%
4	Sunday	28	July	2019	14:00	6217	3073	3144	11.7%
5	Saturday	6	July	2019	11:00	6182	2926	3256	11.7%
6	Sunday	21	July	2019	13:00	6103	2881	3222	11.5%
7	Saturday	20	July	2019	10:00	6091	2847	3244	11.5%
8	Saturday	10	August	2019	11:00	6077	2970	3107	11.5%
9	Sunday	28	July	2019	13:00	6057	2886	3171	11.4%
10	Saturday	3	August	2019	11:00	6045	2979	3066	11.4%
11	Saturday	13	July	2019	10:00	6039	2857	3182	11.4%
12	Sunday	28	July	2019	12:00	6037	2653	3384	11.4%
13	Sunday	7	July	2019	17:00	6005	3172	2833	11.3%
14	Saturday	6	July	2019	10:00	6001	2575	3426	11.3%
15	Sunday	28	July	2019	15:00	5989	2935	3054	11.3%
16	Sunday	30	June	2019	13:00	5983	2928	3055	11.3%
17	Wednesday	27	November	2019	13:00	5979	2940	3039	11.3%
18	Friday	24	May	2019	15:00	5950	3228	2722	11.2%
19	Sunday	28	July	2019	16:00	5945	3037	2908	11.2%
20	Saturday	13	July	2019	11:00	5935	3073	2862	11.2%
21	Sunday	21	July	2019	14:00	5890	2959	2931	11.1%
22	Friday	26	July	2019	14:00	5870	3140	2730	11.1%
23	Sunday	1	December	2019	16:00	5870	3267	2603	11.1%
24	Sunday	23	June	2019	16:00	5865	3057	2808	11.1%
26	Sunday	11	August	2019	14:00	5854	2774	3080	11.1%
27	Sunday	30	June	2019	14:00	5853	2830	3023	11.1%
28	Saturday	15	June	2019	11:00	5838	2820	3018	11.0%
29	Sunday	23	June	2019	15:00	5827	2797	3030	11.0%
30	Sunday	28	July	2019	11:00	5827	2533	3294	11.0%
31	Friday	29	March	2019	15:00	5825	2934	2891	11.0%
32	Sunday	23	June	2019	13:00	5811	2710	3101	11.0%
33	Saturday	29	June	2019	11:00	5807	2795	3012	11.0%
34	Sunday	21	July	2019	11:00	5799	2515	3284	11.0%
35	Sunday	23	June	2019	12:00	5792	2592	3200	10.9%
36	Friday	29	March	2019	16:00	5789	2858	2931	10.9%
37	Sunday	7	July	2019	11:00	5783	2529	3254	10.9%
38	Saturday	15	June	2019	12:00	5780	2904	2876	10.9%
39	Saturday	3	August	2019	12:00	5777	2996	2781	10.9%
40	Wednesday	27	November	2019	12:00	5772	2798	2974	10.9%
41	Sunday	14	July	2019	15:00	5771	2848	2923	10.9%
42	Saturday	30	November	2019	11:00	5764	2698	3066	10.9%
43	Sunday	30	June	2019	15:00	5737	2937	2800	10.8%
44	Sunday	11	August	2019	12:00	5728	2437	3291	10.8%
45	Sunday	31	March	2019	16:00	5725	2763	2962	10.8%
46	Sunday	16	June	2019	16:00	5722	3163	2559	10.8%
47	Saturday	29	June	2019	09:00	5715	2551	3164	10.8%
48	Sunday	21	July	2019	12:00	5702	2497	3205	10.8%
49	Friday	22	February	2019	15:00	5697	2632	3065	10.8%
51	Sunday	14	April	2019	12:00	5694	2749	2945	10.8%

I-26 west of I-95 (Station #20)  
2019 Highest Hourly Volumes

I-26 Count Station #0020			2019			ADT = 52,945 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	EB	WB	k
52	Friday	24	May	2019	16:00	5686	3126	2560	10.7%
53	Sunday	11	August	2019	13:00	5686	2672	3014	10.7%
54	Sunday	24	March	2019	14:00	5684	2735	2949	10.7%
55	Sunday	30	June	2019	12:00	5681	2569	3112	10.7%
56	Friday	5	April	2019	14:00	5664	2948	2716	10.7%
57	Saturday	6	July	2019	12:00	5659	2611	3048	10.7%
58	Sunday	21	April	2019	17:00	5657	2542	3115	10.7%
59	Sunday	14	July	2019	13:00	5650	2698	2952	10.7%
60	Thursday	26	December	2019	11:00	5649	2841	2808	10.7%
61	Sunday	7	July	2019	12:00	5648	2789	2859	10.7%
62	Friday	26	July	2019	13:00	5640	2843	2797	10.7%
63	Friday	24	May	2019	14:00	5639	2954	2685	10.7%
64	Saturday	10	August	2019	12:00	5631	2783	2848	10.6%
65	Friday	15	March	2019	15:00	5627	2904	2723	10.6%
66	Sunday	21	July	2019	15:00	5614	2789	2825	10.6%
67	Sunday	11	August	2019	15:00	5614	2691	2923	10.6%
68	Sunday	23	June	2019	11:00	5609	2373	3236	10.6%
69	Friday	26	July	2019	15:00	5609	2921	2688	10.6%
70	Friday	28	June	2019	13:00	5603	2784	2819	10.6%
71	Saturday	10	August	2019	13:00	5589	3023	2566	10.6%
72	Friday	15	March	2019	13:00	5587	2772	2815	10.6%
73	Friday	26	April	2019	15:00	5584	2956	2628	10.5%
74	Saturday	10	August	2019	10:00	5581	2666	2915	10.5%
76	Saturday	15	June	2019	13:00	5576	2772	2804	10.5%
77	Sunday	31	March	2019	15:00	5574	2536	3038	10.5%
78	Friday	19	April	2019	12:00	5571	2744	2827	10.5%
79	Monday	27	May	2019	11:00	5556	2063	3493	10.5%
80	Saturday	1	June	2019	11:00	5555	2678	2877	10.5%
81	Friday	22	March	2019	16:00	5543	2919	2624	10.5%
82	Friday	29	March	2019	14:00	5538	2750	2788	10.5%
83	Saturday	29	June	2019	12:00	5538	2806	2732	10.5%
84	Friday	15	March	2019	14:00	5533	2683	2850	10.5%
85	Friday	12	April	2019	15:00	5533	3029	2504	10.5%
86	Saturday	8	June	2019	11:00	5527	2684	2843	10.4%
87	Friday	8	March	2019	15:00	5526	3022	2504	10.4%
88	Sunday	31	March	2019	14:00	5525	2675	2850	10.4%
89	Friday	15	March	2019	16:00	5524	2768	2756	10.4%
90	Friday	19	July	2019	15:00	5521	2775	2746	10.4%
91	Sunday	16	June	2019	13:00	5520	2679	2841	10.4%
92	Friday	19	April	2019	13:00	5519	2742	2777	10.4%
93	Sunday	1	December	2019	10:00	5502	2574	2928	10.4%
94	Sunday	16	June	2019	12:00	5500	2479	3021	10.4%
95	Saturday	15	June	2019	09:00	5492	2501	2991	10.4%
96	Friday	19	July	2019	14:00	5491	2724	2767	10.4%
97	Saturday	30	March	2019	11:00	5490	2686	2804	10.4%
98	Sunday	12	May	2019	16:00	5486	2521	2965	10.4%
99	Wednesday	27	November	2019	16:00	5480	2747	2733	10.4%
100	Sunday	24	March	2019	16:00	5479	2685	2794	10.3%
101	Saturday	22	June	2019	12:00	5475	2549	2926	10.3%



I-26 west of I-95 (Station #20)  
2019 Highest Hourly Volumes

I-26 Count Station #0020			2019			ADT = 52,945 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	EB	WB	k
102	Sunday	28	April	2019	13:00	5472	2247	3225	10.3%
103	Wednesday	27	November	2019	11:00	5472	2526	2946	10.3%
104	Sunday	14	July	2019	12:00	5470	2525	2945	10.3%
105	Friday	21	June	2019	13:00	5466	2587	2879	10.3%
106	Friday	5	April	2019	13:00	5465	2671	2794	10.3%
107	Sunday	31	March	2019	12:00	5464	2360	3104	10.3%
108	Sunday	30	June	2019	11:00	5461	2435	3026	10.3%
109	Friday	21	June	2019	15:00	5456	2862	2594	10.3%
110	Friday	5	April	2019	15:00	5452	2944	2508	10.3%
111	Sunday	14	July	2019	16:00	5449	2733	2716	10.3%
112	Sunday	21	July	2019	16:00	5449	2745	2704	10.3%
113	Saturday	30	November	2019	14:00	5445	3041	2404	10.3%
114	Sunday	1	December	2019	17:00	5443	3038	2405	10.3%
115	Friday	28	June	2019	16:00	5442	2790	2652	10.3%
116	Saturday	25	May	2019	11:00	5436	3057	2379	10.3%
117	Friday	21	June	2019	14:00	5434	2689	2745	10.3%
118	Sunday	11	August	2019	11:00	5434	2293	3141	10.3%
119	Wednesday	27	November	2019	15:00	5424	2569	2855	10.2%
120	Friday	10	May	2019	14:00	5422	2753	2669	10.2%
121	Sunday	18	August	2019	14:00	5422	2443	2979	10.2%
122	Friday	19	July	2019	13:00	5420	2705	2715	10.2%
123	Sunday	17	March	2019	15:00	5418	2516	2902	10.2%
126	Friday	26	April	2019	14:00	5413	2577	2836	10.2%
127	Sunday	14	July	2019	11:00	5406	2404	3002	10.2%
128	Sunday	17	March	2019	14:00	5401	2318	3083	10.2%
129	Sunday	28	April	2019	14:00	5401	2371	3030	10.2%
130	Sunday	7	July	2019	10:00	5396	2232	3164	10.2%
131	Saturday	1	June	2019	10:00	5389	2520	2869	10.2%
132	Friday	5	April	2019	16:00	5388	2910	2478	10.2%
133	Saturday	30	March	2019	10:00	5383	2473	2910	10.2%
134	Friday	24	May	2019	17:00	5383	2908	2475	10.2%
135	Saturday	30	November	2019	10:00	5383	2307	3076	10.2%
136	Sunday	4	August	2019	15:00	5382	2930	2452	10.2%
137	Sunday	11	August	2019	16:00	5382	2664	2718	10.2%
138	Saturday	17	August	2019	11:00	5379	2289	3090	10.2%
139	Friday	15	February	2019	17:00	5376	3181	2195	10.2%
140	Friday	21	June	2019	16:00	5376	2747	2629	10.2%
141	Friday	19	April	2019	11:00	5373	2694	2679	10.1%
142	Sunday	19	May	2019	14:00	5372	2570	2802	10.1%
143	Friday	22	March	2019	15:00	5369	2663	2706	10.1%
144	Saturday	6	July	2019	13:00	5369	2598	2771	10.1%
145	Saturday	28	December	2019	10:00	5367	2700	2667	10.1%
146	Sunday	31	March	2019	13:00	5365	2580	2785	10.1%
147	Friday	28	June	2019	15:00	5364	3024	2340	10.1%
148	Sunday	19	May	2019	13:00	5363	2456	2907	10.1%
149	Saturday	20	April	2019	11:00	5360	2645	2715	10.1%
152	Sunday	1	December	2019	12:00	5359	2608	2751	10.1%
153	Sunday	9	June	2019	13:00	5356	2751	2605	10.1%
154	Sunday	5	May	2019	14:00	5349	2423	2926	10.1%

I-26 west of I-95 (Station #20)  
2019 Highest Hourly Volumes

I-26 Count Station #0020			2019			ADT = 52,945 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	EB	WB	k
155	Saturday	22	June	2019	10:00	5348	2953	2395	10.1%
156	Friday	27	December	2019	12:00	5347	2552	2795	10.1%
157	Wednesday	27	November	2019	14:00	5345	2518	2827	10.1%
158	Sunday	21	April	2019	15:00	5341	2185	3156	10.1%
159	Friday	8	March	2019	14:00	5339	2759	2580	10.1%
160	Sunday	19	May	2019	15:00	5336	2566	2770	10.1%
161	Friday	26	July	2019	16:00	5336	2780	2556	10.1%
162	Sunday	17	March	2019	16:00	5335	2524	2811	10.1%
163	Friday	12	April	2019	14:00	5335	2880	2455	10.1%
164	Sunday	12	May	2019	14:00	5333	2579	2754	10.1%
165	Sunday	7	July	2019	16:00	5330	2603	2727	10.1%
166	Saturday	25	May	2019	10:00	5329	2964	2365	10.1%
167	Thursday	18	April	2019	15:00	5327	2642	2685	10.1%
168	Saturday	15	June	2019	15:00	5326	3015	2311	10.1%
169	Sunday	21	April	2019	18:00	5325	2435	2890	10.1%
170	Sunday	10	March	2019	14:00	5323	2524	2799	10.1%
171	Sunday	7	July	2019	13:00	5321	2441	2880	10.1%
172	Saturday	29	June	2019	14:00	5319	3098	2221	10.0%
173	Friday	27	December	2019	11:00	5314	2447	2867	10.0%
174	Sunday	24	March	2019	11:00	5313	2258	3055	10.0%
175	Friday	27	December	2019	14:00	5310	2744	2566	10.0%
176	Saturday	22	June	2019	13:00	5308	2792	2516	10.0%
177	Saturday	29	June	2019	15:00	5296	3093	2203	10.0%
178	Thursday	26	December	2019	10:00	5293	2765	2528	10.0%
179	Friday	3	May	2019	17:00	5292	2913	2379	10.0%
180	Friday	28	June	2019	12:00	5288	2485	2803	10.0%
181	Sunday	30	June	2019	16:00	5288	2633	2655	10.0%
182	Saturday	27	July	2019	09:00	5286	2257	3029	10.0%
183	Tuesday	26	November	2019	16:00	5282	2802	2480	10.0%
184	Monday	27	May	2019	13:00	5279	2358	2921	10.0%
185	Friday	19	July	2019	12:00	5277	2627	2650	10.0%
186	Sunday	28	April	2019	15:00	5275	2293	2982	10.0%
187	Sunday	7	April	2019	16:00	5273	2254	3019	10.0%
188	Thursday	26	December	2019	13:00	5273	2762	2511	10.0%
189	Thursday	18	April	2019	14:00	5272	2520	2752	10.0%
190	Saturday	8	June	2019	10:00	5264	2515	2749	9.9%
191	Saturday	22	June	2019	16:00	5261	3060	2201	9.9%
192	Monday	27	May	2019	14:00	5260	2291	2969	9.9%
193	Saturday	27	July	2019	13:00	5259	2961	2298	9.9%
194	Sunday	31	March	2019	11:00	5258	2050	3208	9.9%
195	Friday	10	May	2019	15:00	5257	2751	2506	9.9%
196	Friday	16	August	2019	14:00	5255	2661	2594	9.9%
197	Saturday	3	August	2019	10:00	5254	2532	2722	9.9%
198	Sunday	9	June	2019	12:00	5251	2458	2793	9.9%
199	Friday	19	July	2019	16:00	5251	2722	2529	9.9%
200	Friday	21	June	2019	12:00	5248	2484	2764	9.9%

I-95 north of I-26 (Station #56)  
2019 Highest Hourly Volumes

I-95 Count Station #0056			2019				ADT = 32,200 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200	
1	Sunday	7	July	2019	16:00	4343	2691	1652	13.5%	
2	Saturday	30	November	2019	15:00	4132	1783	2349	12.8%	
3	Sunday	1	December	2019	13:00	4071	2208	1863	12.6%	
4	Saturday	30	November	2019	12:00	4056	2246	1810	12.6%	
5	Saturday	30	November	2019	13:00	4025	2160	1865	12.5%	
6	Sunday	7	July	2019	13:00	4007	1930	2077	12.4%	
7	Saturday	30	November	2019	11:00	3974	2242	1732	12.3%	
8	Saturday	21	December	2019	15:00	3953	1851	2102	12.3%	
9	Sunday	7	July	2019	17:00	3940	2163	1777	12.2%	
10	Saturday	30	November	2019	16:00	3939	1773	2166	12.2%	
11	Friday	19	April	2019	15:00	3934	1941	1993	12.2%	
12	Saturday	20	April	2019	11:00	3932	2229	1703	12.2%	
13	Saturday	27	July	2019	12:00	3930	2433	1497	12.2%	
14	Saturday	21	December	2019	10:00	3919	1923	1996	12.2%	
15	Sunday	1	December	2019	15:00	3918	2250	1668	12.2%	
16	Saturday	21	December	2019	14:00	3903	1823	2080	12.1%	
17	Friday	19	April	2019	16:00	3900	2059	1841	12.1%	
18	Saturday	30	November	2019	14:00	3898	1885	2013	12.1%	
19	Sunday	1	December	2019	16:00	3878	2082	1796	12.0%	
20	Sunday	1	December	2019	17:00	3876	1938	1938	12.0%	
21	Friday	27	December	2019	15:00	3844	1774	2070	11.9%	
22	Friday	27	December	2019	10:00	3832	1623	2209	11.9%	
23	Saturday	28	December	2019	10:00	3832	1946	1886	11.9%	
24	Saturday	28	December	2019	16:00	3828	2027	1801	11.9%	
25	Sunday	29	December	2019	11:00	3819	1933	1886	11.9%	
26	Saturday	20	April	2019	10:00	3812	2039	1773	11.8%	
27	Saturday	29	June	2019	12:00	3796	2224	1572	11.8%	
28	Sunday	22	December	2019	11:00	3795	1487	2308	11.8%	
29	Friday	27	December	2019	14:00	3794	1768	2026	11.8%	
30	Saturday	6	July	2019	12:00	3782	1994	1788	11.7%	
31	Wednesday	27	November	2019	15:00	3773	2145	1628	11.7%	
32	Sunday	22	December	2019	10:00	3767	1351	2416	11.7%	
33	Saturday	21	December	2019	16:00	3752	1813	1939	11.7%	
34	Saturday	27	July	2019	11:00	3752	2271	1481	11.7%	
35	Friday	12	July	2019	15:00	3723	2030	1693	11.6%	
36	Saturday	20	April	2019	12:00	3710	2016	1694	11.5%	
37	Saturday	28	December	2019	11:00	3710	1806	1904	11.5%	
38	Saturday	29	June	2019	13:00	3705	2115	1590	11.5%	
39	Saturday	20	April	2019	13:00	3702	2117	1585	11.5%	
40	Friday	27	December	2019	16:00	3687	1734	1953	11.5%	
41	Saturday	28	December	2019	15:00	3680	1852	1828	11.4%	
42	Friday	12	July	2019	14:00	3663	1964	1699	11.4%	
43	Friday	17	May	2019	15:00	3661	2333	1328	11.4%	



I-95 north of I-26 (Station #56)  
2019 Highest Hourly Volumes

I-95 Count Station #0056			2019			ADT = 32,200 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
44	Saturday	13	July	2019	11:00	3656	2058	1598	11.4%
45	Thursday	26	December	2019	11:00	3639	1526	2113	11.3%
46	Sunday	1	December	2019	10:00	3629	1968	1661	11.3%
47	Friday	19	April	2019	17:00	3625	2040	1585	11.3%
48	Friday	17	May	2019	14:00	3620	2331	1289	11.2%
49	Sunday	14	April	2019	12:00	3617	1926	1691	11.2%
50	Saturday	6	July	2019	13:00	3610	1765	1845	11.2%
51	Sunday	1	December	2019	12:00	3603	1761	1842	11.2%
52	Thursday	26	December	2019	13:00	3598	1619	1979	11.2%
53	Sunday	1	December	2019	18:00	3597	1643	1954	11.2%
54	Sunday	24	March	2019	13:00	3581	2226	1355	11.1%
55	Friday	27	December	2019	11:00	3569	1804	1765	11.1%
56	Friday	19	April	2019	13:00	3568	2008	1560	11.1%
57	Friday	12	July	2019	13:00	3560	2025	1535	11.1%
58	Sunday	1	December	2019	14:00	3559	2006	1553	11.1%
59	Sunday	1	December	2019	11:00	3553	1858	1695	11.0%
60	Friday	19	April	2019	10:00	3543	1809	1734	11.0%
61	Saturday	30	November	2019	10:00	3535	2004	1531	11.0%
62	Sunday	7	July	2019	14:00	3534	2083	1451	11.0%
63	Thursday	26	December	2019	14:00	3532	1623	1909	11.0%
64	Sunday	7	July	2019	12:00	3527	1763	1764	11.0%
65	Wednesday	27	November	2019	13:00	3525	1815	1710	10.9%
66	Saturday	10	August	2019	12:00	3524	1834	1690	10.9%
67	Wednesday	27	November	2019	12:00	3523	1814	1709	10.9%
68	Monday	30	December	2019	13:00	3513	1813	1700	10.9%
69	Saturday	20	April	2019	14:00	3511	2102	1409	10.9%
70	Sunday	29	December	2019	12:00	3507	1681	1826	10.9%
71	Friday	12	July	2019	16:00	3505	2088	1417	10.9%
72	Sunday	1	December	2019	09:00	3500	1945	1555	10.9%
73	Thursday	26	December	2019	12:00	3496	1512	1984	10.9%
74	Saturday	10	August	2019	13:00	3495	1806	1689	10.9%
75	Sunday	21	April	2019	17:00	3485	2222	1263	10.8%
76	Friday	19	April	2019	12:00	3483	1901	1582	10.8%
77	Friday	17	May	2019	13:00	3482	2283	1199	10.8%
78	Saturday	6	July	2019	14:00	3481	1751	1730	10.8%
79	Saturday	20	July	2019	11:00	3478	1706	1772	10.8%
80	Saturday	10	August	2019	11:00	3474	1713	1761	10.8%
81	Saturday	13	July	2019	13:00	3472	1736	1736	10.8%
82	Friday	12	July	2019	12:00	3468	1879	1589	10.8%
83	Friday	27	December	2019	17:00	3458	1698	1760	10.7%
84	Friday	30	August	2019	16:00	3450	2107	1343	10.7%
85	Sunday	23	June	2019	15:00	3449	1662	1787	10.7%
86	Saturday	28	December	2019	17:00	3443	1857	1586	10.7%

I-95 north of I-26 (Station #56)  
2019 Highest Hourly Volumes

I-95 Count Station #0056			2019			ADT = 32,200 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
87	Saturday	21	December	2019	09:00	3436	1595	1841	10.7%
88	Saturday	21	December	2019	11:00	3427	1761	1666	10.6%
89	Friday	28	June	2019	15:00	3427	1904	1523	10.6%
90	Wednesday	27	November	2019	11:00	3426	1872	1554	10.6%
91	Sunday	29	December	2019	10:00	3424	1766	1658	10.6%
92	Friday	19	April	2019	09:00	3419	1622	1797	10.6%
93	Monday	30	December	2019	14:00	3419	1827	1592	10.6%
94	Sunday	22	December	2019	14:00	3418	1462	1956	10.6%
95	Sunday	22	December	2019	15:00	3418	1444	1974	10.6%
96	Saturday	28	December	2019	13:00	3401	1983	1418	10.6%
97	Saturday	20	April	2019	09:00	3396	1864	1532	10.5%
98	Saturday	29	June	2019	15:00	3383	1648	1735	10.5%
99	Saturday	20	July	2019	12:00	3376	1701	1675	10.5%
100	Saturday	17	August	2019	11:00	3372	1804	1568	10.5%
101	Saturday	28	December	2019	14:00	3361	1709	1652	10.4%
102	Sunday	17	March	2019	16:00	3357	2118	1239	10.4%
103	Friday	15	March	2019	16:00	3354	1860	1494	10.4%
104	Saturday	29	June	2019	14:00	3347	1758	1589	10.4%
105	Friday	27	December	2019	13:00	3345	1495	1850	10.4%
106	Friday	28	June	2019	14:00	3345	1886	1459	10.4%
107	Saturday	13	April	2019	10:00	3340	1472	1868	10.4%
108	Sunday	21	July	2019	15:00	3340	1666	1674	10.4%
109	Thursday	26	December	2019	16:00	3337	1440	1897	10.4%
110	Saturday	20	July	2019	14:00	3335	1401	1934	10.4%
111	Sunday	29	December	2019	14:00	3330	1991	1339	10.3%
112	Sunday	30	June	2019	14:00	3329	1703	1626	10.3%
113	Wednesday	27	November	2019	14:00	3326	1731	1595	10.3%
114	Saturday	28	December	2019	12:00	3320	1949	1371	10.3%
115	Thursday	26	December	2019	15:00	3318	1511	1807	10.3%
116	Sunday	30	June	2019	15:00	3316	1625	1691	10.3%
117	Monday	30	December	2019	12:00	3313	1721	1592	10.3%
118	Friday	12	July	2019	11:00	3313	1802	1511	10.3%
119	Saturday	20	April	2019	15:00	3312	1981	1331	10.3%
120	Sunday	22	December	2019	09:00	3312	1178	2134	10.3%
121	Friday	26	April	2019	15:00	3310	2148	1162	10.3%
122	Saturday	27	July	2019	13:00	3310	1853	1457	10.3%
123	Saturday	20	July	2019	13:00	3305	1561	1744	10.3%
124	Sunday	21	April	2019	18:00	3303	2187	1116	10.3%
125	Sunday	21	July	2019	13:00	3293	1714	1579	10.2%
126	Friday	17	May	2019	16:00	3293	2103	1190	10.2%
128	Friday	26	April	2019	14:00	3290	2113	1177	10.2%
129	Sunday	31	March	2019	15:00	3290	1983	1307	10.2%
130	Friday	30	August	2019	15:00	3286	1952	1334	10.2%



I-95 north of I-26 (Station #56)  
2019 Highest Hourly Volumes

I-95 Count Station #0056			2019			ADT = 32,200 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
131	Sunday	18	August	2019	14:00	3285	1910	1375	10.2%
132	Friday	15	March	2019	13:00	3283	1806	1477	10.2%
133	Sunday	14	April	2019	16:00	3281	1779	1502	10.2%
134	Sunday	21	July	2019	14:00	3279	1647	1632	10.2%
135	Sunday	21	April	2019	14:00	3276	2130	1146	10.2%
136	Saturday	17	August	2019	12:00	3275	1796	1479	10.2%
137	Saturday	29	June	2019	11:00	3275	1695	1580	10.2%
138	Saturday	13	July	2019	10:00	3273	1791	1482	10.2%
139	Sunday	30	June	2019	12:00	3273	1774	1499	10.2%
140	Sunday	21	April	2019	13:00	3270	2064	1206	10.2%
141	Friday	20	December	2019	15:00	3270	1742	1528	10.2%
142	Sunday	21	July	2019	12:00	3270	1699	1571	10.2%
143	Sunday	29	December	2019	13:00	3269	1853	1416	10.2%
144	Friday	11	October	2019	14:00	3268	1972	1296	10.1%
145	Saturday	28	December	2019	09:00	3263	1615	1648	10.1%
146	Saturday	6	July	2019	11:00	3263	1727	1536	10.1%
147	Sunday	10	March	2019	13:00	3259	1975	1284	10.1%
148	Sunday	7	July	2019	11:00	3253	1667	1586	10.1%
149	Sunday	14	April	2019	13:00	3251	1636	1615	10.1%
150	Saturday	20	July	2019	15:00	3249	1559	1690	10.1%
151	Sunday	22	December	2019	12:00	3247	1318	1929	10.1%
152	Friday	26	April	2019	16:00	3244	2115	1129	10.1%
152	Saturday	13	July	2019	12:00	3243	1635	1608	10.1%
153	Sunday	30	June	2019	13:00	3241	1722	1519	10.1%
154	Monday	30	December	2019	15:00	3239	1753	1486	10.1%
155	Saturday	21	December	2019	17:00	3237	1441	1796	10.1%
156	Sunday	28	April	2019	14:00	3236	2049	1187	10.0%
157	Saturday	29	June	2019	10:00	3236	1720	1516	10.0%
158	Sunday	16	June	2019	11:00	3235	1911	1324	10.0%
159	Friday	3	May	2019	16:00	3235	1822	1413	10.0%
160	Monday	22	April	2019	14:00	3232	2039	1193	10.0%
161	Sunday	11	August	2019	14:00	3232	1645	1587	10.0%
162	Friday	30	August	2019	14:00	3226	1796	1430	10.0%
163	Saturday	6	July	2019	15:00	3225	1673	1552	10.0%
164	Friday	19	April	2019	11:00	3223	1622	1601	10.0%
165	Sunday	21	April	2019	15:00	3220	1968	1252	10.0%
166	Friday	20	December	2019	14:00	3218	1654	1564	10.0%
167	Sunday	28	July	2019	14:00	3216	1686	1530	10.0%
168	Friday	27	December	2019	12:00	3214	1676	1538	10.0%
169	Wednesday	27	November	2019	17:00	3214	1569	1645	10.0%
170	Sunday	21	April	2019	16:00	3213	1766	1447	10.0%
171	Sunday	11	August	2019	12:00	3211	1683	1528	10.0%
172	Sunday	14	July	2019	15:00	3211	1625	1586	10.0%

I-95 north of I-26 (Station #56)  
2019 Highest Hourly Volumes

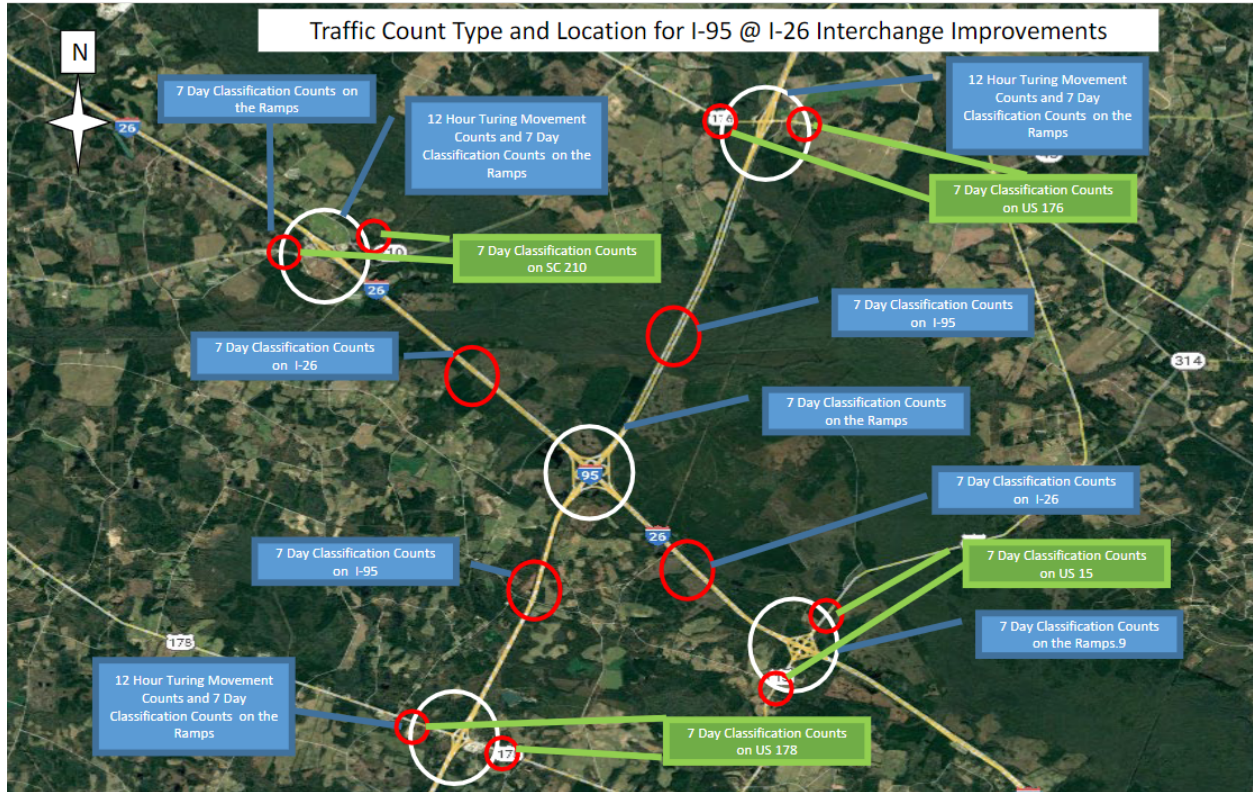
I-95 Count Station #0056			2019			ADT = 32,200 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
173	Sunday	29	December	2019	17:00	3205	1468	1737	10.0%
174	Saturday	17	August	2019	13:00	3199	1701	1498	9.9%
175	Sunday	28	April	2019	15:00	3198	1916	1282	9.9%
176	Friday	28	June	2019	13:00	3180	1536	1644	9.9%
177	Sunday	29	December	2019	15:00	3178	1814	1364	9.9%
178	Sunday	7	July	2019	10:00	3178	1765	1413	9.9%
179	Sunday	14	July	2019	13:00	3174	1626	1548	9.9%
180	Sunday	29	December	2019	16:00	3171	1560	1611	9.8%
181	Saturday	20	April	2019	16:00	3168	2044	1124	9.8%
182	Thursday	18	April	2019	16:00	3166	1858	1308	9.8%
183	Sunday	10	March	2019	12:00	3163	1927	1236	9.8%
184	Sunday	7	July	2019	15:00	3161	1842	1319	9.8%
185	Saturday	13	July	2019	14:00	3161	1584	1577	9.8%
186	Friday	12	April	2019	15:00	3160	1556	1604	9.8%
187	Thursday	26	December	2019	10:00	3156	1408	1748	9.8%
188	Sunday	14	July	2019	12:00	3155	1737	1418	9.8%
189	Friday	15	March	2019	14:00	3155	1722	1433	9.8%
190	Friday	20	December	2019	13:00	3153	1741	1412	9.8%
191	Sunday	28	July	2019	12:00	3153	1741	1412	9.8%
192	Friday	14	June	2019	16:00	3153	1860	1293	9.8%
193	Friday	28	June	2019	16:00	3152	1877	1275	9.8%
194	Sunday	24	March	2019	15:00	3152	1767	1385	9.8%
195	Sunday	17	March	2019	14:00	3151	1809	1342	9.8%
196	Saturday	27	April	2019	11:00	3150	2032	1118	9.8%
197	Wednesday	27	November	2019	16:00	3149	1745	1404	9.8%
198	Thursday	18	April	2019	17:00	3148	1829	1319	9.8%
199	Sunday	14	April	2019	11:00	3145	1601	1544	9.8%
200	Saturday	6	July	2019	10:00	3144	1780	1364	9.8%
201	Sunday	20	October	2019	14:00	3143	1404	1739	9.8%
202	Sunday	14	July	2019	14:00	3141	1546	1595	9.8%
203	Friday	1	March	2019	15:00	3137	1843	1294	9.7%
204	Saturday	22	June	2019	12:00	3130	1696	1434	9.7%
205	Friday	27	December	2019	09:00	3129	1299	1830	9.7%
206	Sunday	7	April	2019	15:00	3128	1975	1153	9.7%
207	Sunday	7	July	2019	18:00	3128	1723	1405	9.7%
208	Thursday	18	April	2019	14:00	3124	1940	1184	9.7%
209	Saturday	22	June	2019	11:00	3123	1729	1394	9.7%
210	Thursday	18	April	2019	15:00	3122	1917	1205	9.7%
211	Friday	24	May	2019	17:00	3121	1559	1562	9.7%
212	Sunday	31	March	2019	16:00	3120	1920	1200	9.7%
213	Sunday	5	May	2019	14:00	3118	1749	1369	9.7%
214	Friday	9	August	2019	14:00	3117	1454	1663	9.7%
215	Friday	19	April	2019	14:00	3116	1363	1753	9.7%



I-95 north of I-26 (Station #56)  
2019 Highest Hourly Volumes

I-95 Count Station #0056			2019			ADT = 32,200 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
216	Friday	16	August	2019	13:00	3116	1624	1492	9.7%
217	Sunday	22	December	2019	13:00	3116	1308	1808	9.7%
218	Monday	30	December	2019	16:00	3110	1733	1377	9.7%
219	Friday	17	May	2019	12:00	3107	1907	1200	9.6%
220	Sunday	14	April	2019	14:00	3102	1551	1551	9.6%
221	Friday	5	April	2019	14:00	3100	1697	1403	9.6%
222	Friday	30	August	2019	13:00	3097	1757	1340	9.6%
223	Sunday	22	December	2019	16:00	3097	1364	1733	9.6%
224	Sunday	23	June	2019	14:00	3097	1617	1480	9.6%
225	Friday	12	April	2019	17:00	3097	1578	1519	9.6%

# Appendix C TRAFFIC COUNTS



# Appendix D

## BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2022, 2030 & 2050

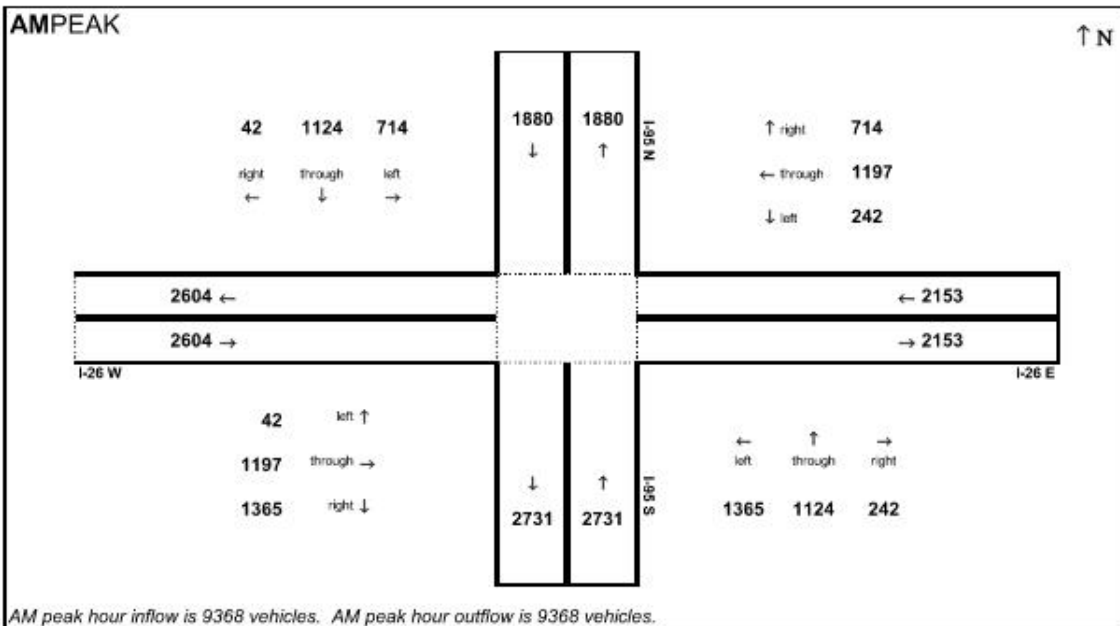
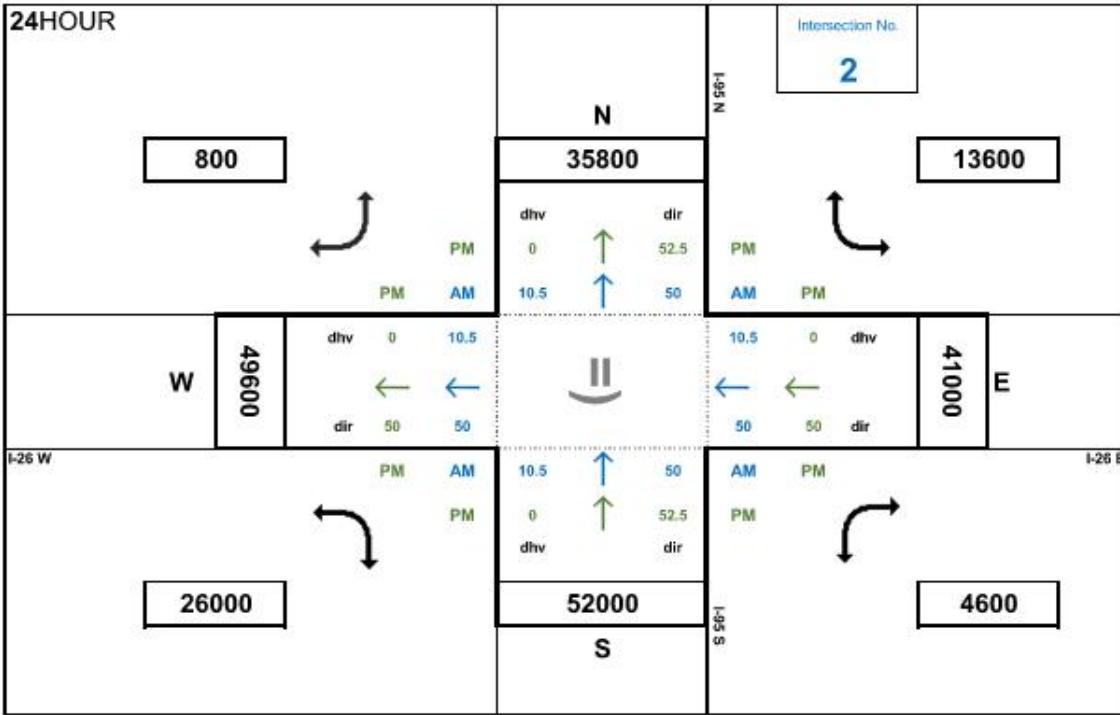
# BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2022



# INTERCHANGE TURNING MOVEMENTS:

# 2022

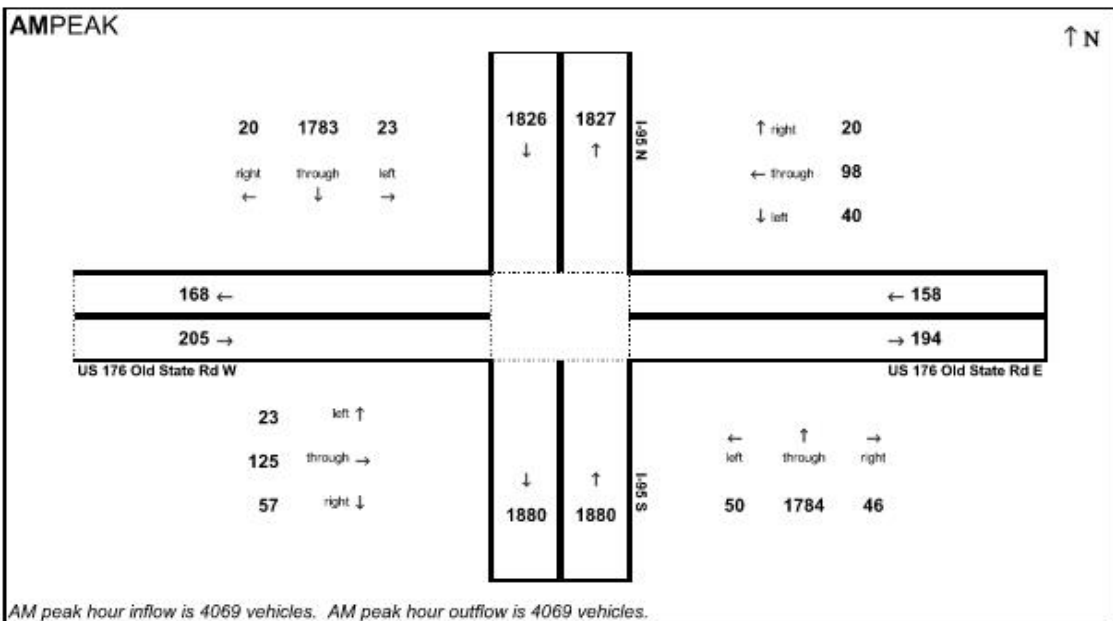
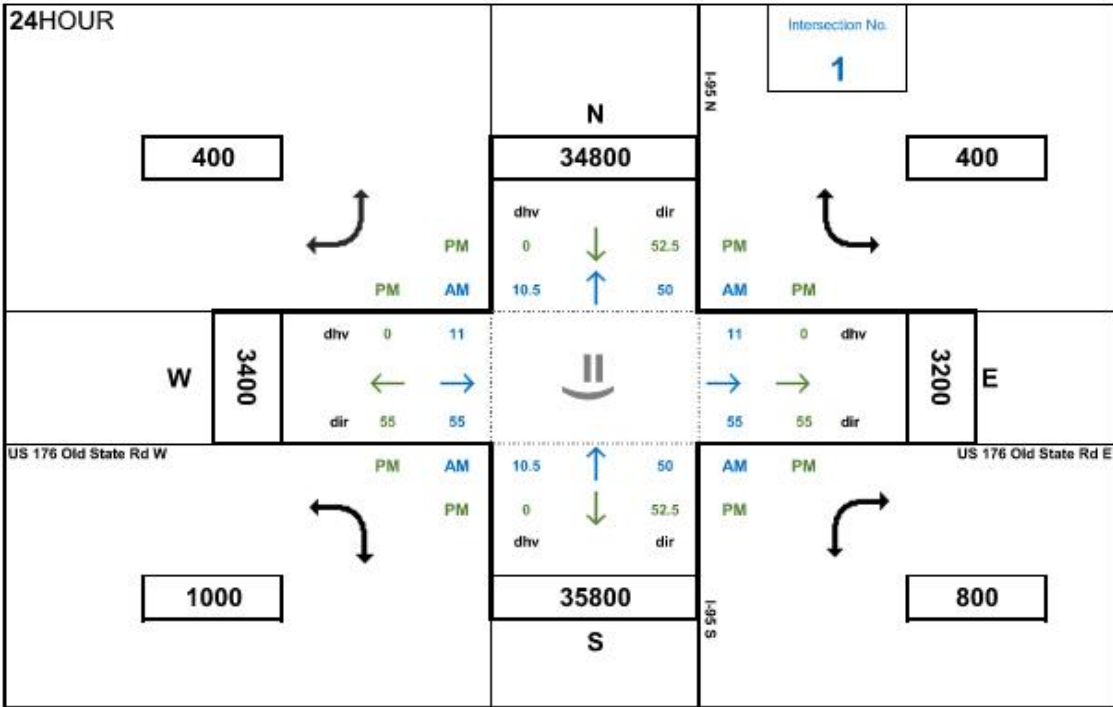
## I-26 AT I-95 (#2)



# INTERCHANGE TURNING MOVEMENTS:

# 2022

## US 176 OLD STATE ROAD AT I-95 N (#1N)

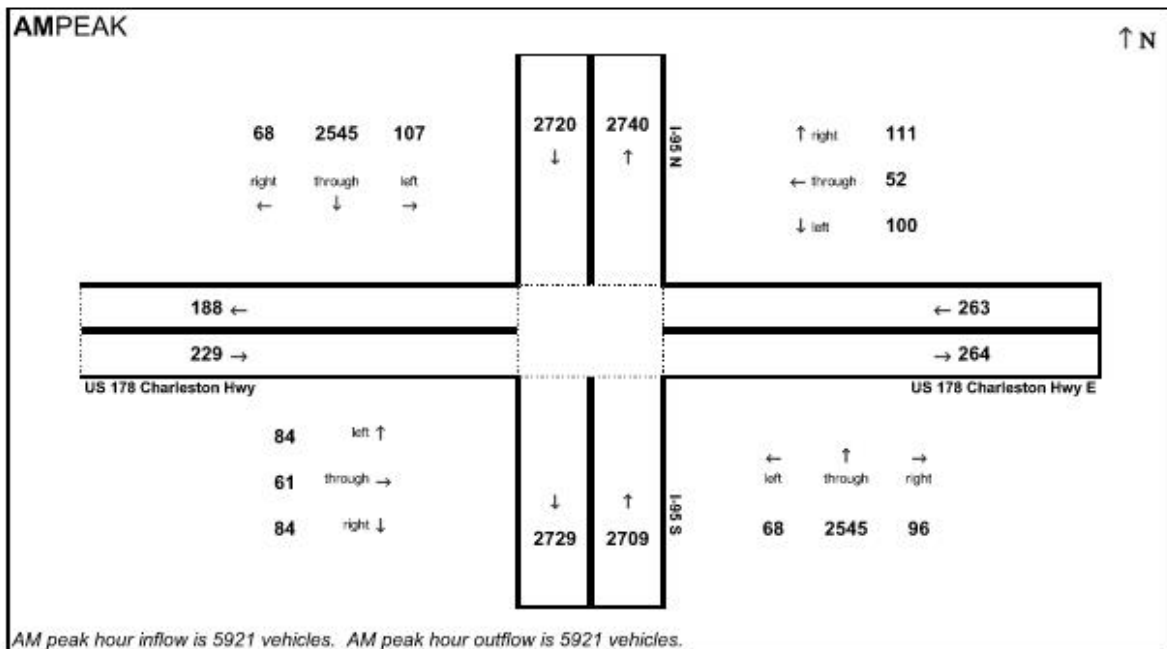
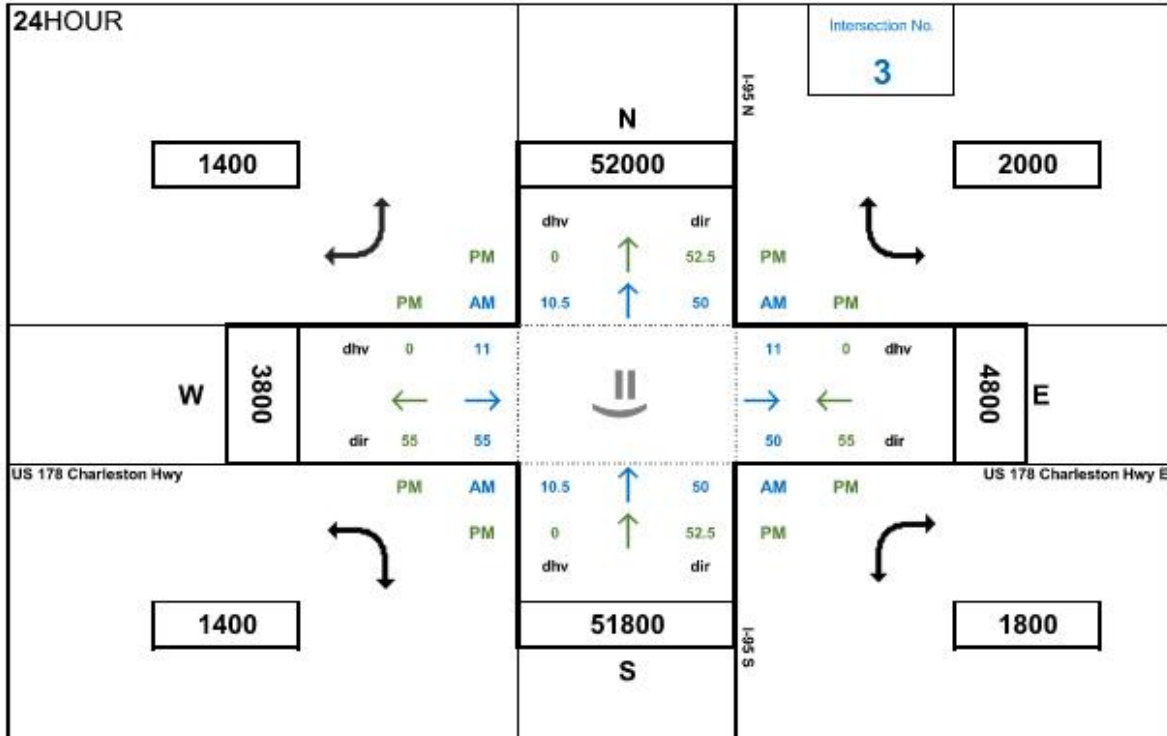




# INTERCHANGE TURNING MOVEMENTS:

# 2022

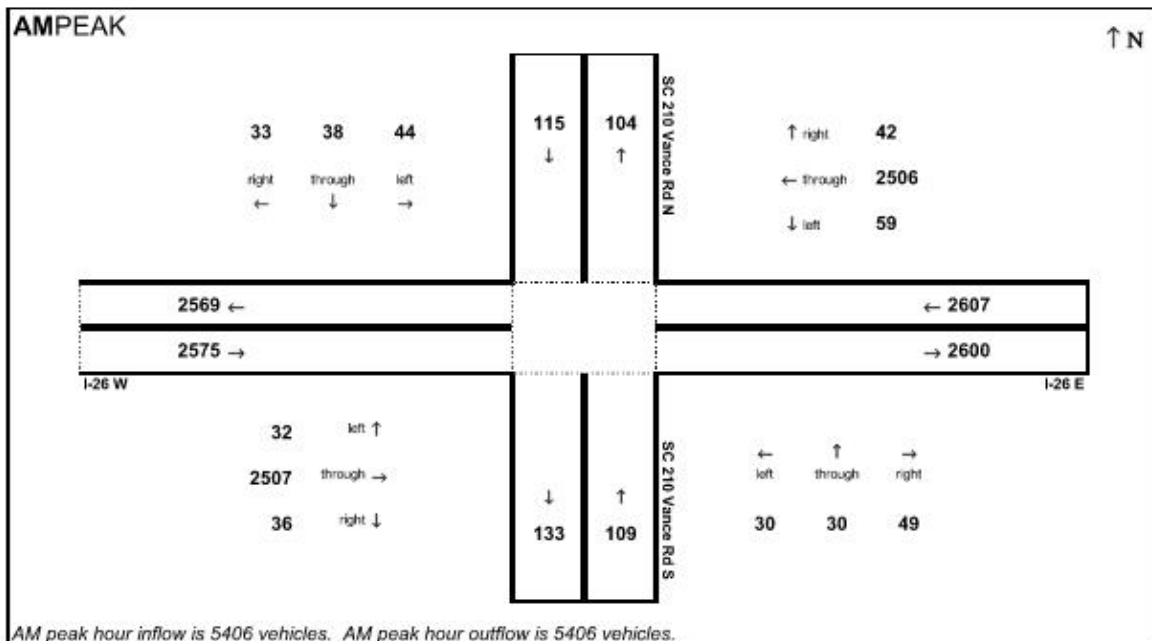
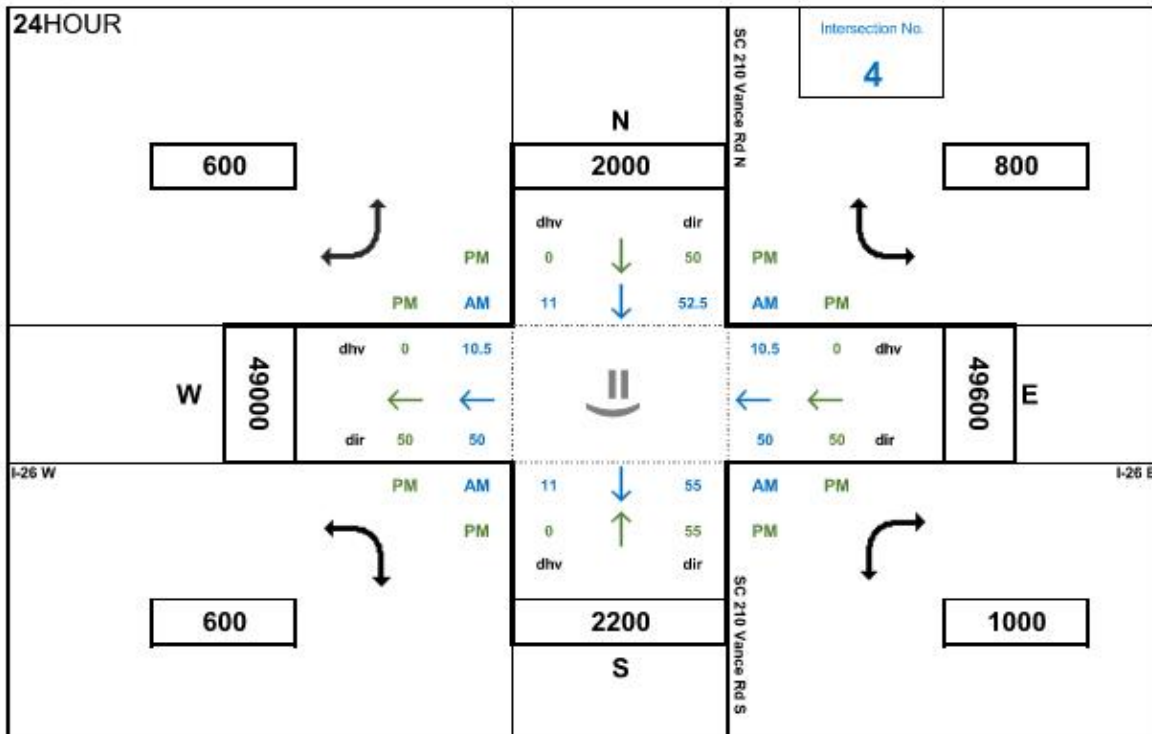
## US 178 CHARLESTON HIGHWAY AT I-95 S (#3S)



# INTERCHANGE TURNING MOVEMENTS:

# 2022

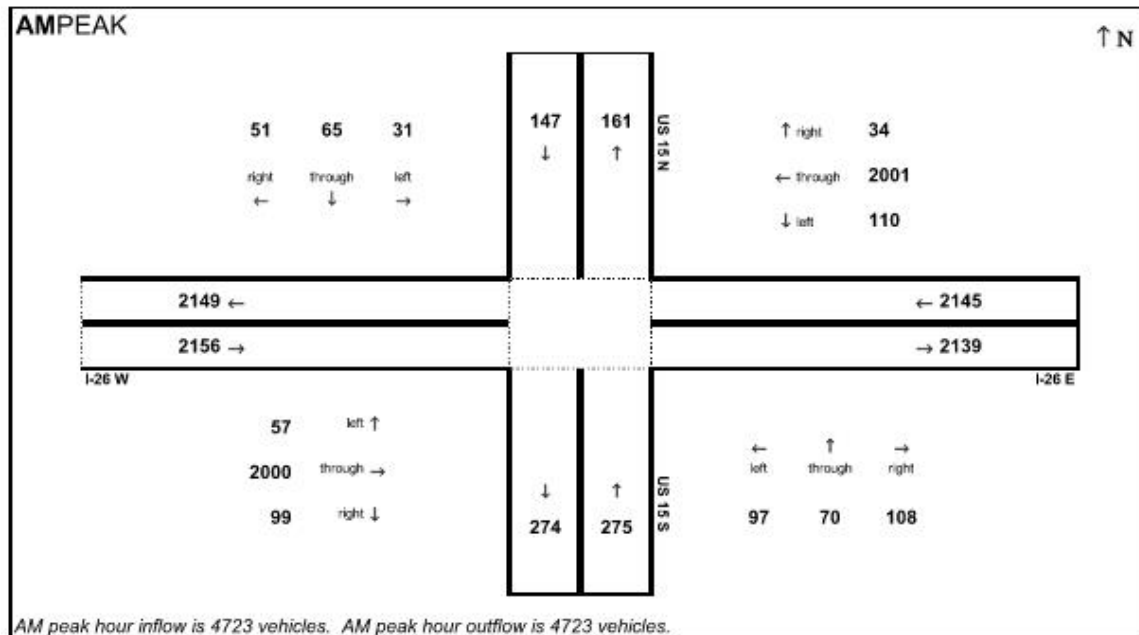
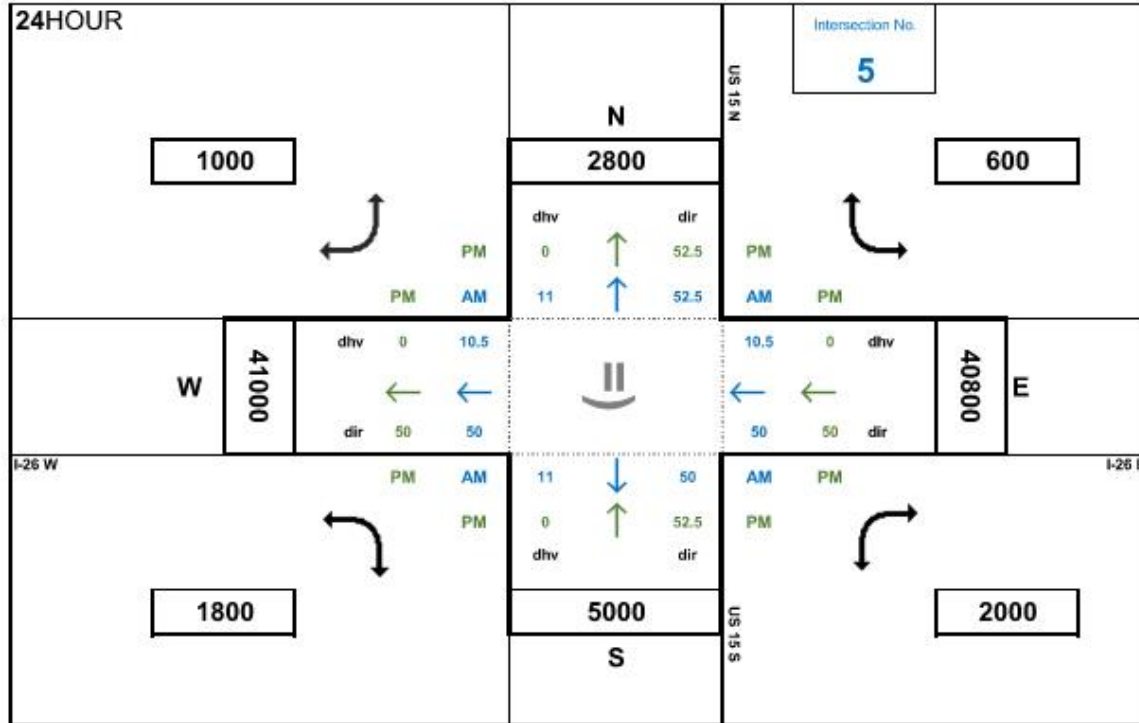
## SC 210 VANCE ROAD AT I-26 W (#4W)



# INTERCHANGE TURNING MOVEMENTS:

# 2022

## US 15 AT I-26 E (#5E)



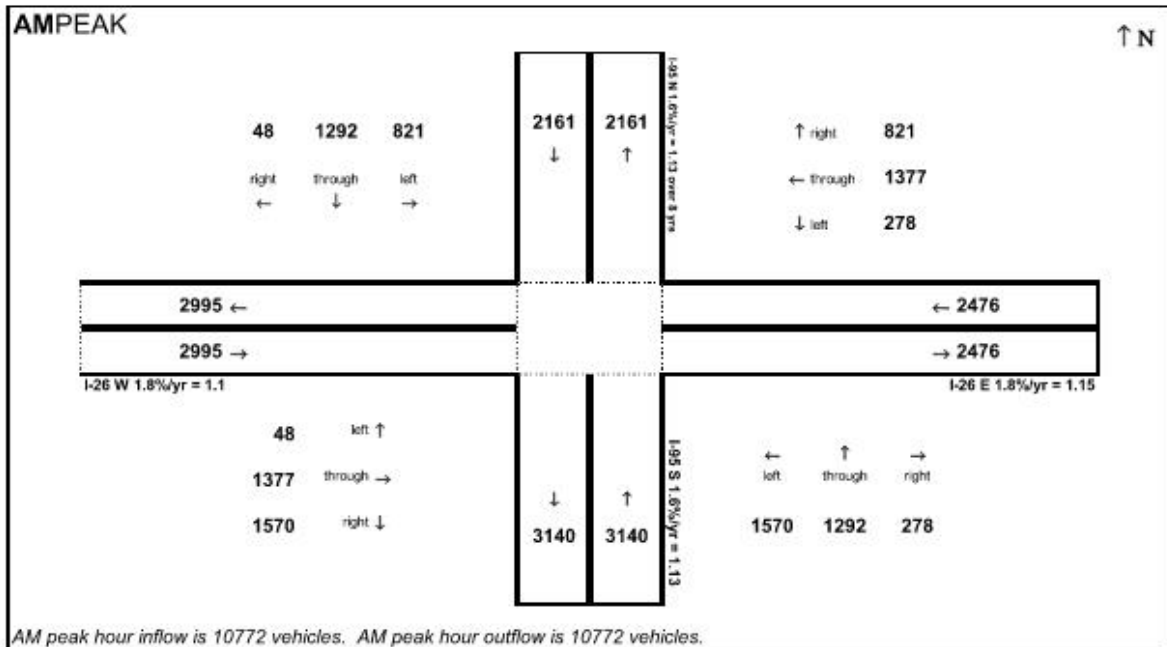
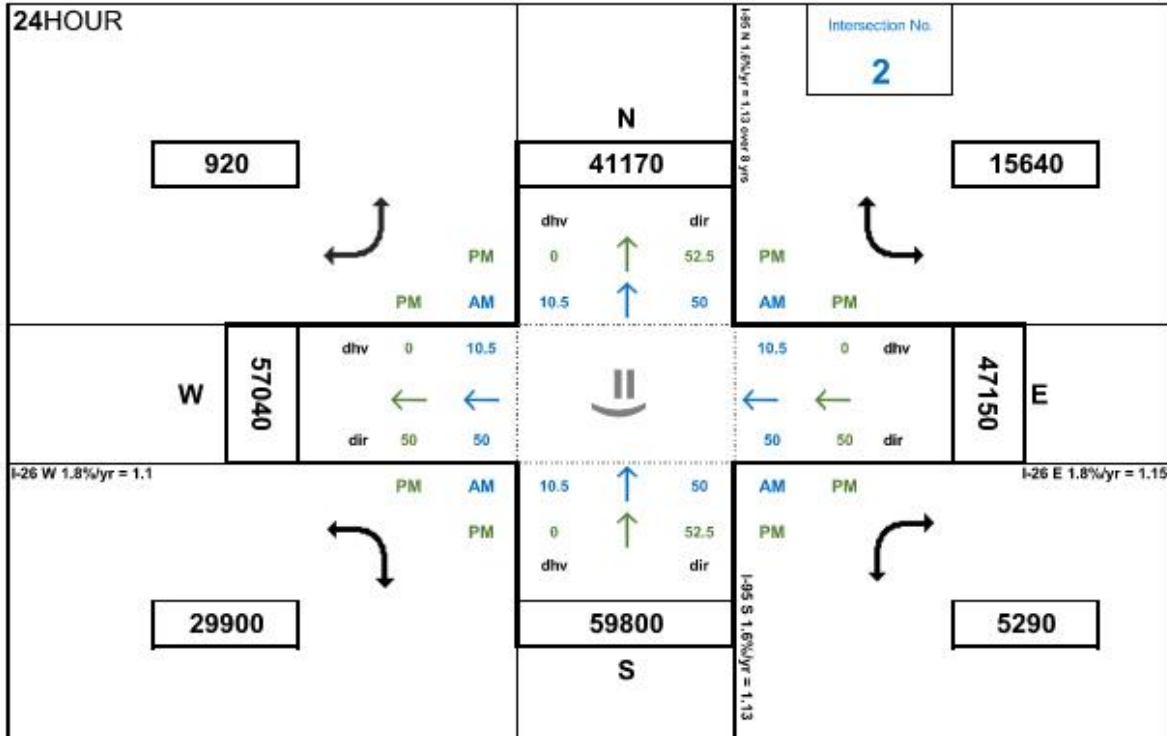
# BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2030



# INTERCHANGE TURNING MOVEMENTS:

# 2030

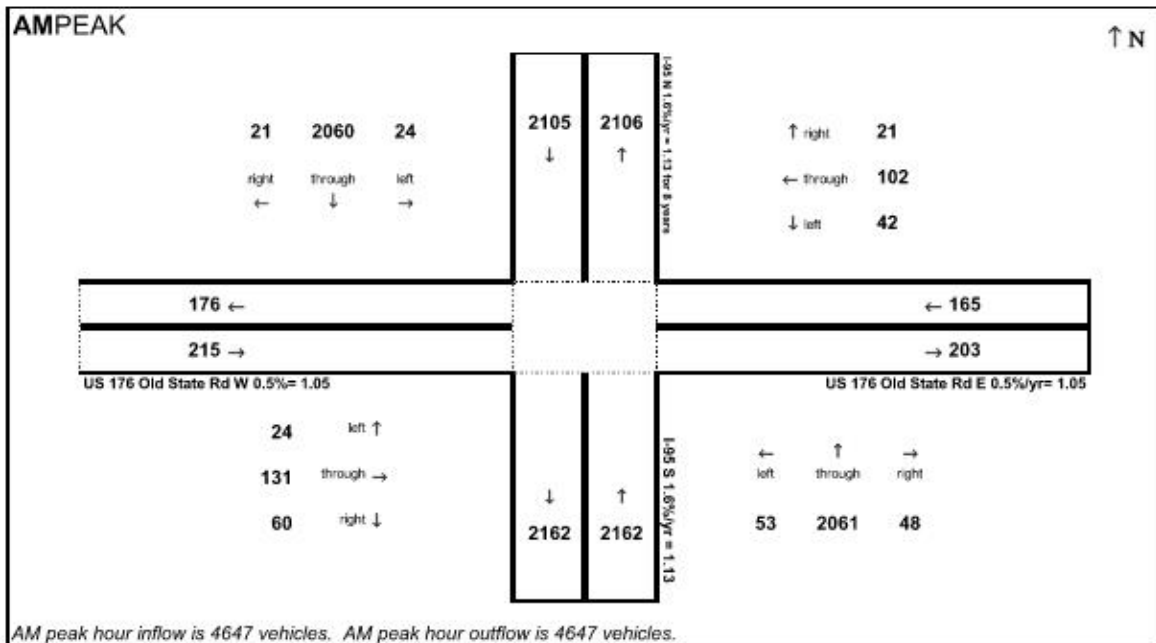
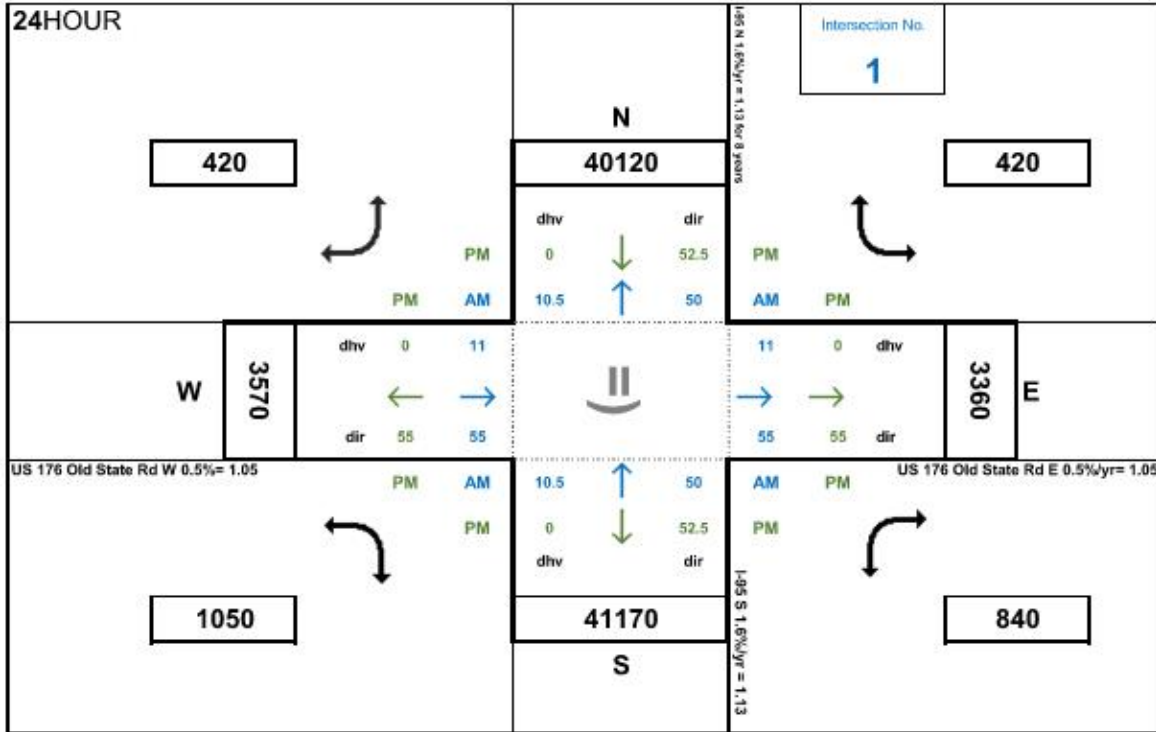
## I-26 AT I-95 (#2)



# INTERCHANGE TURNING MOVEMENTS:

# 2030

## US 176 OLD STATE ROAD AT I-95 N (#1N)

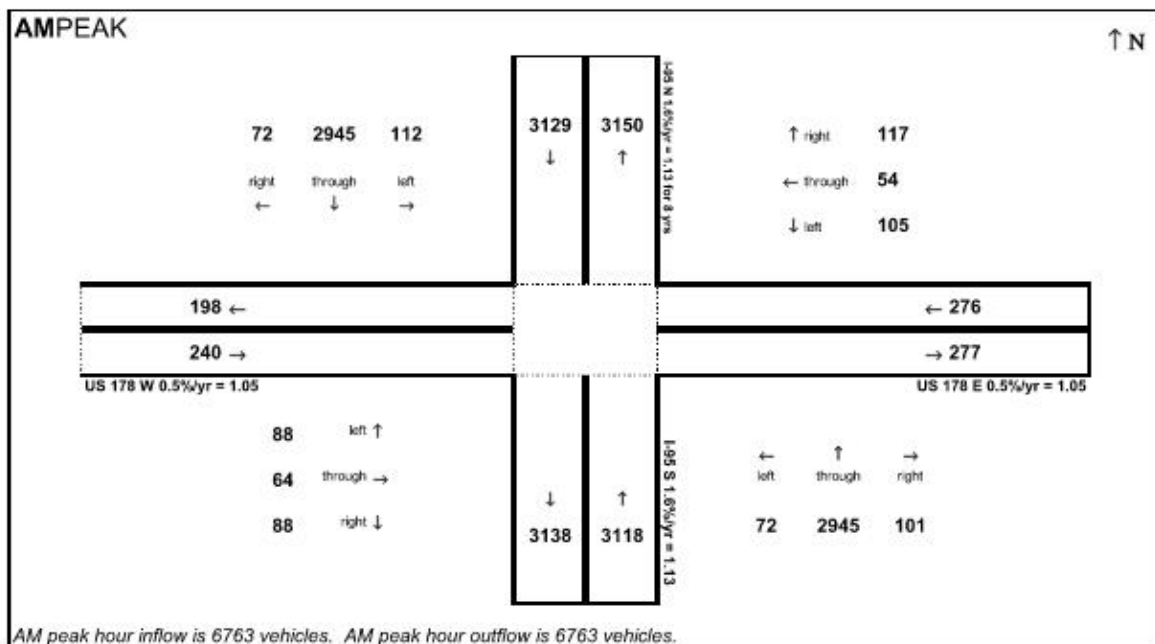
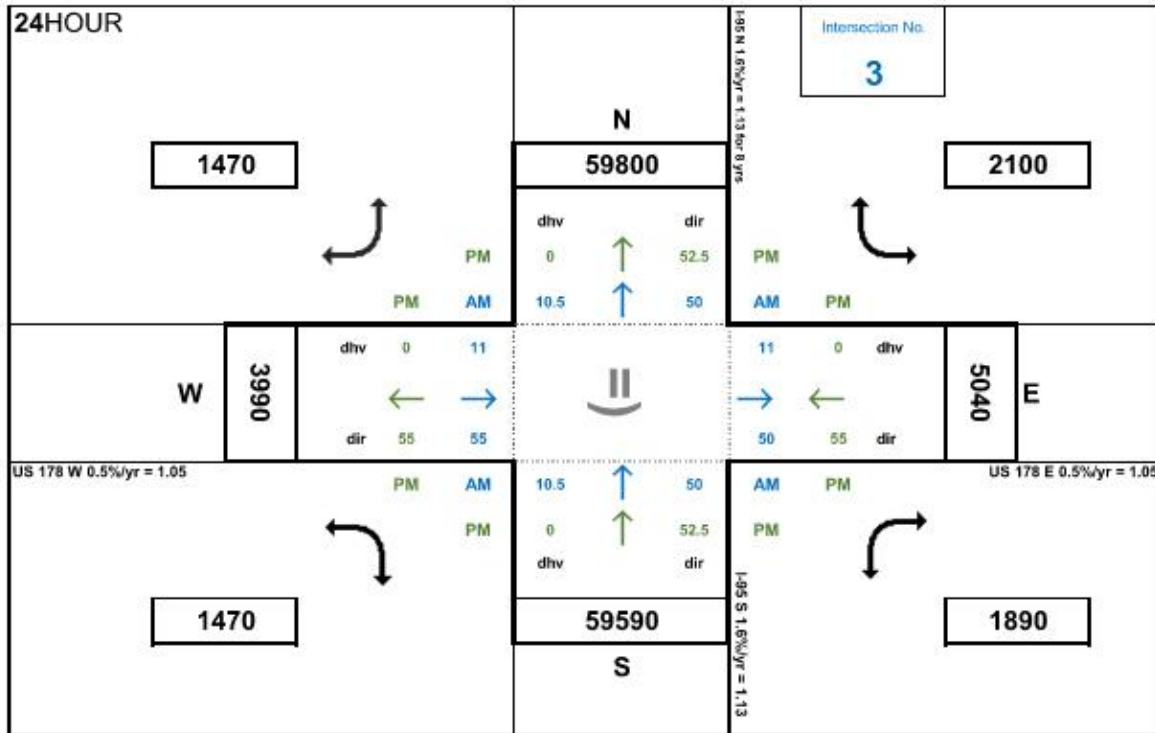




# INTERCHANGE TURNING MOVEMENTS:

# 2030

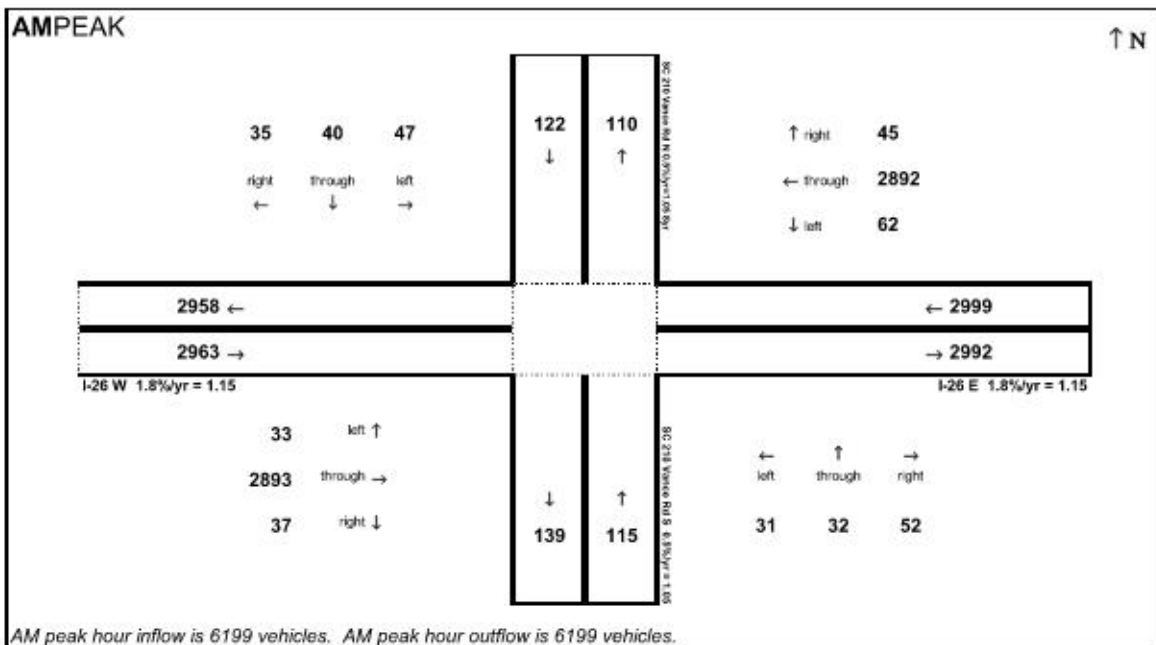
## US 178 CHARLESTON HIGHWAY AT I-95 S (#3S)



# INTERCHANGE TURNING MOVEMENTS:

# 2030

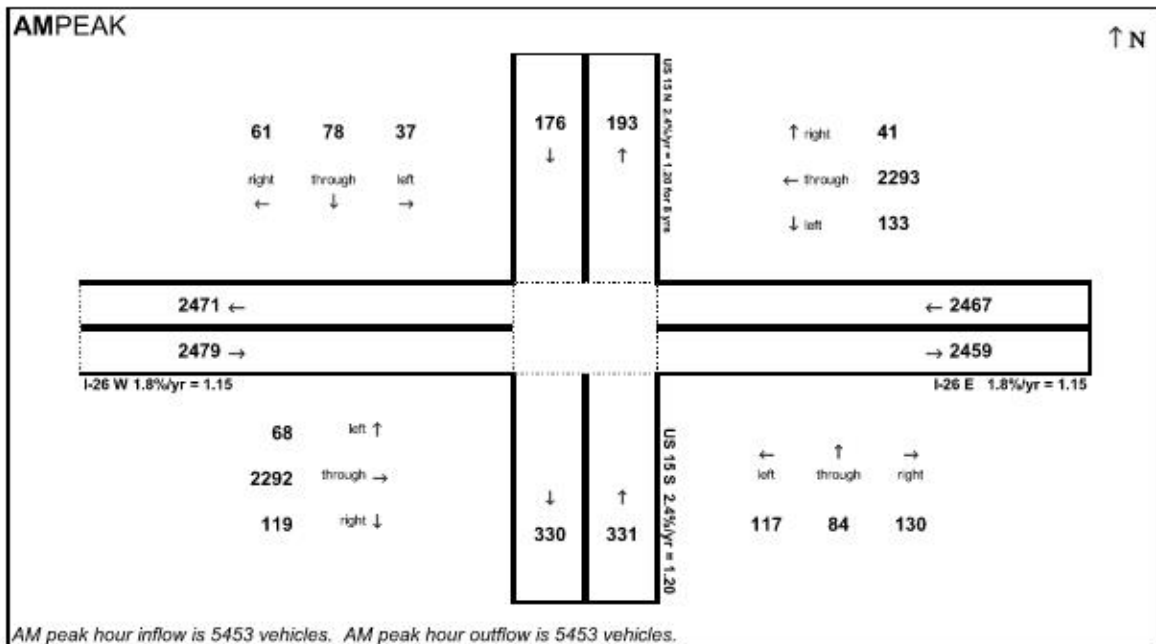
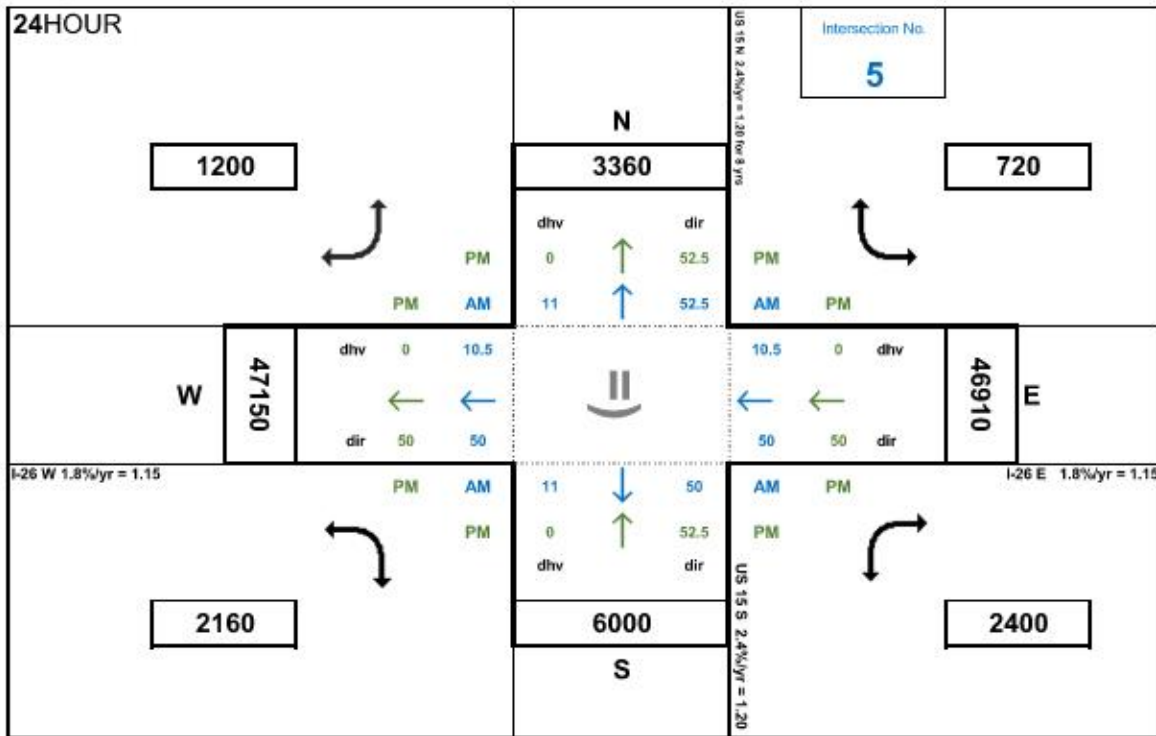
## SC 210 VANCE ROAD AT I-26 W (#4W)



# INTERCHANGE TURNING MOVEMENTS:

# 2030

## US 15 AT I-26 E (#5E)



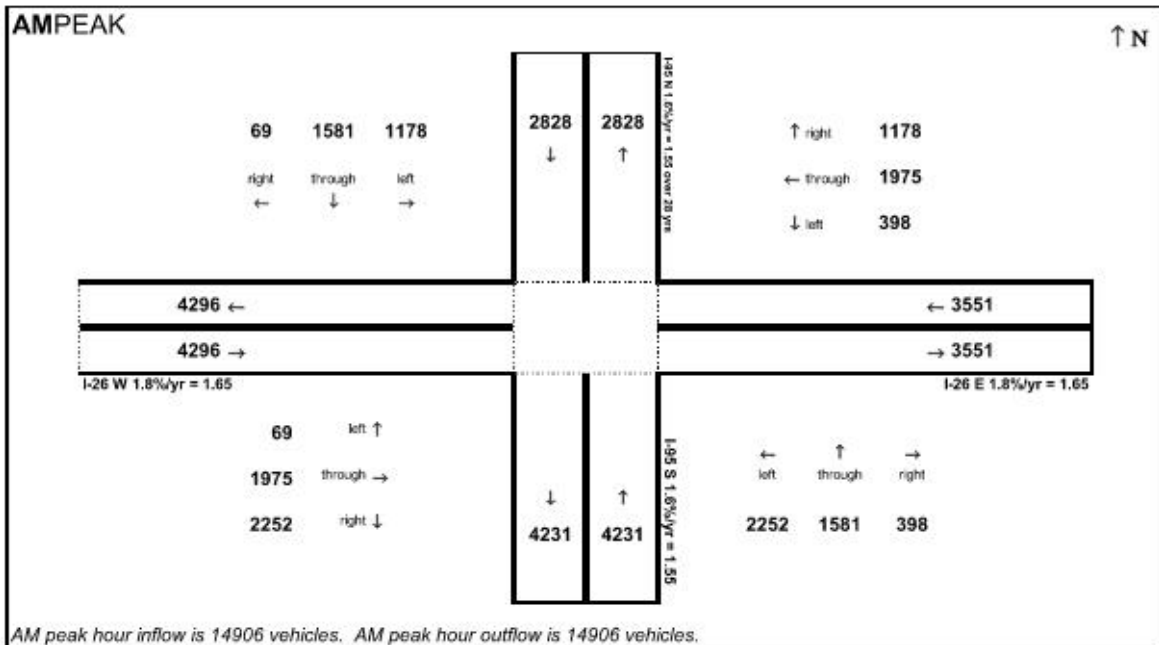
# BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2050



# INTERCHANGE TURNING MOVEMENTS:

# 2050

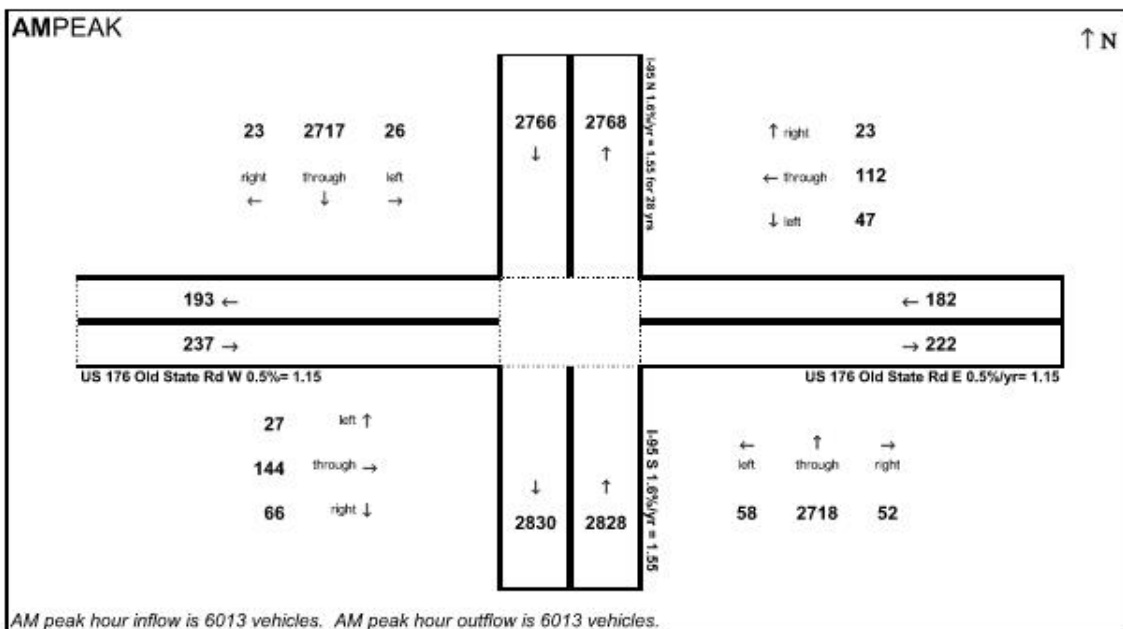
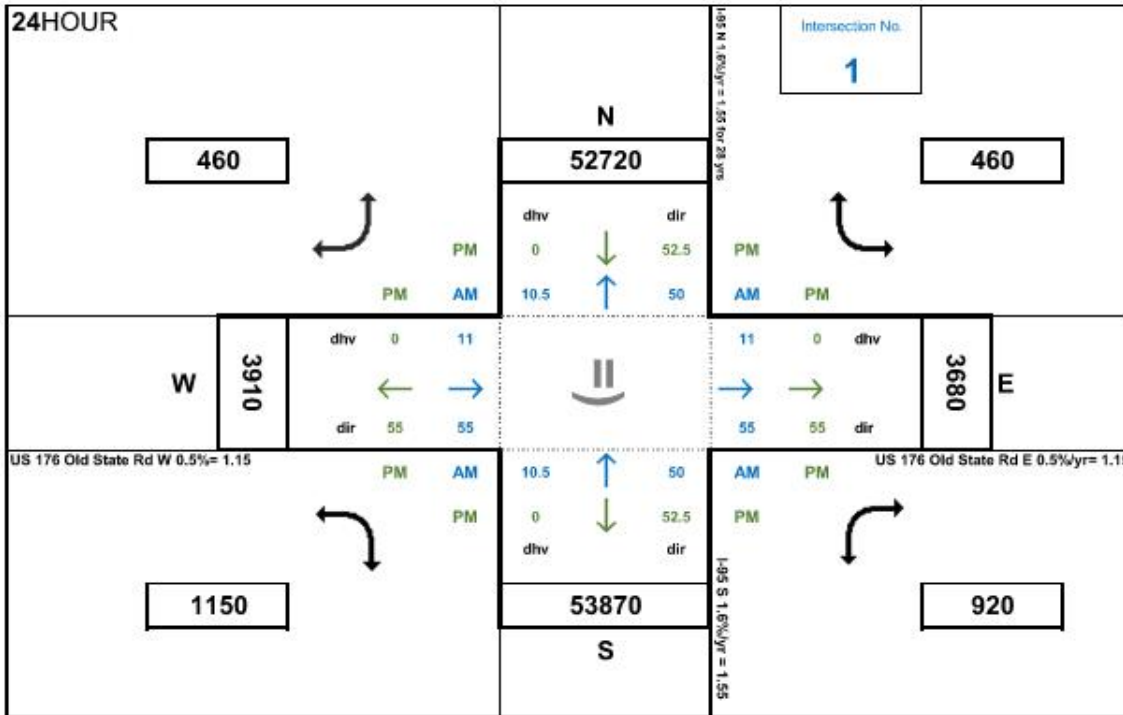
## I-26 AT I-95 (#2)



# INTERCHANGE TURNING MOVEMENTS:

# 2050

## US 176 OLD STATE ROAD AT I-95 N (#1N)

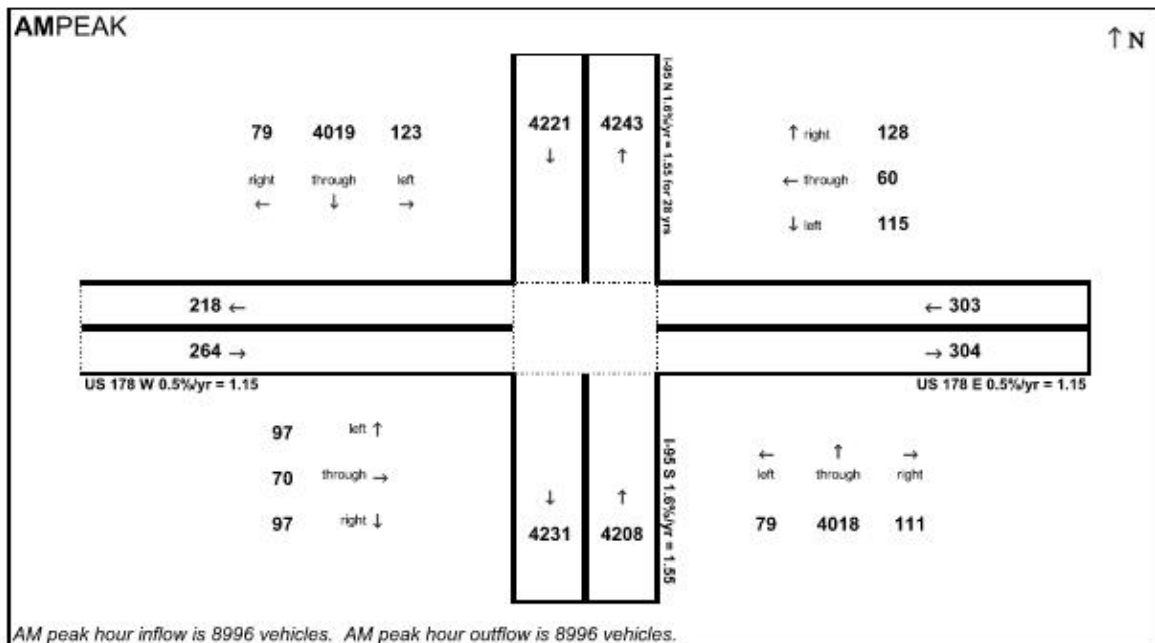
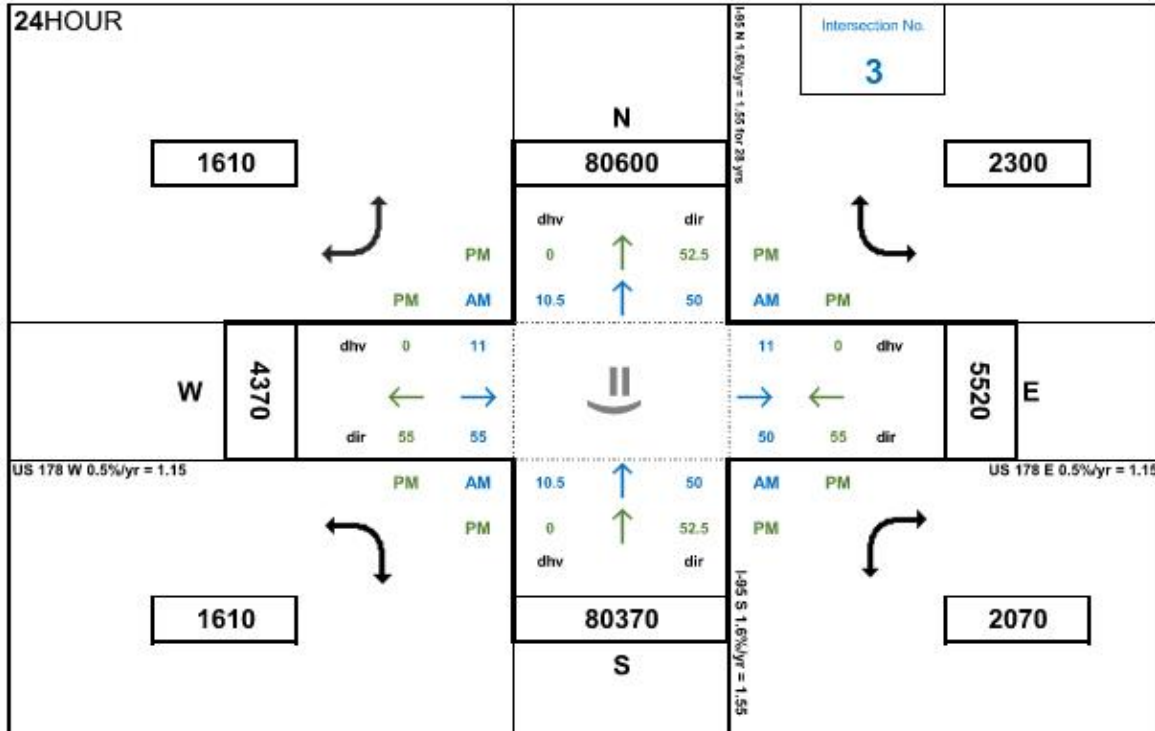




# INTERCHANGE TURNING MOVEMENTS:

# 2050

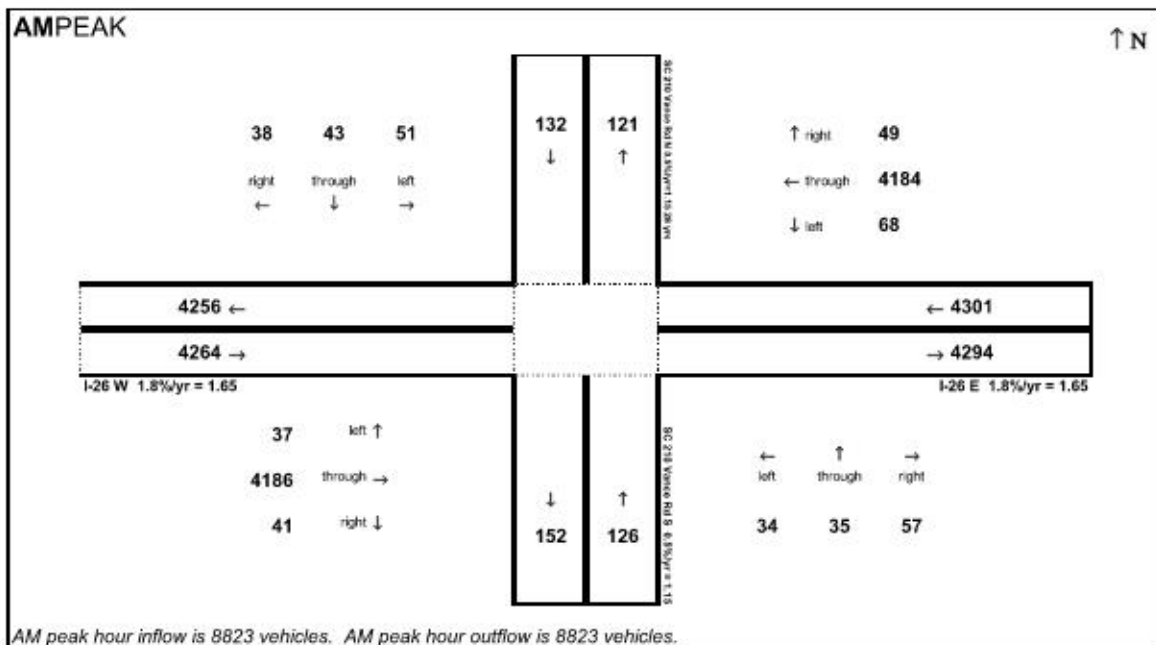
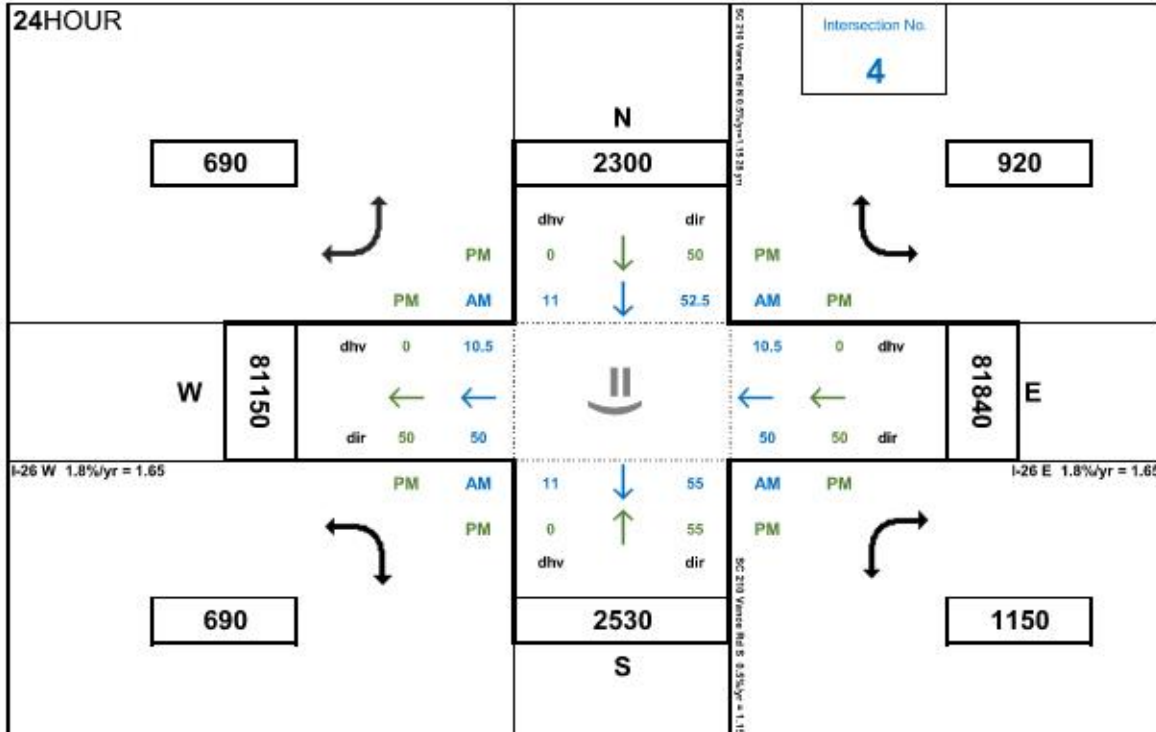
## US 178 CHARLESTON HIGHWAY AT I-95 S (#3S)



# INTERCHANGE TURNING MOVEMENTS:

# 2050

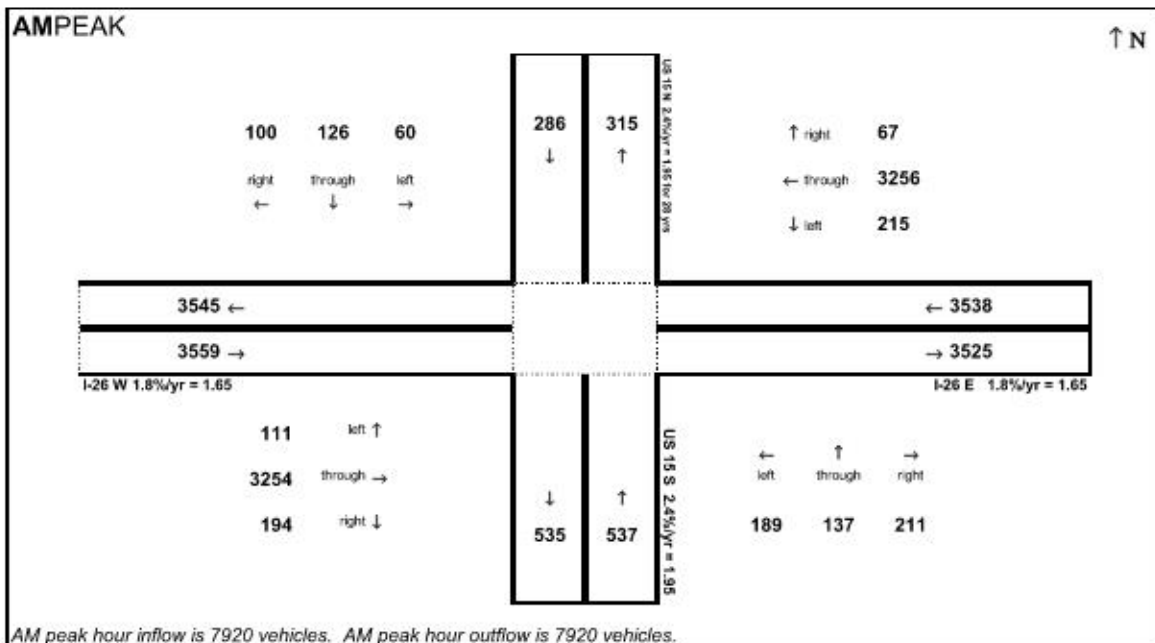
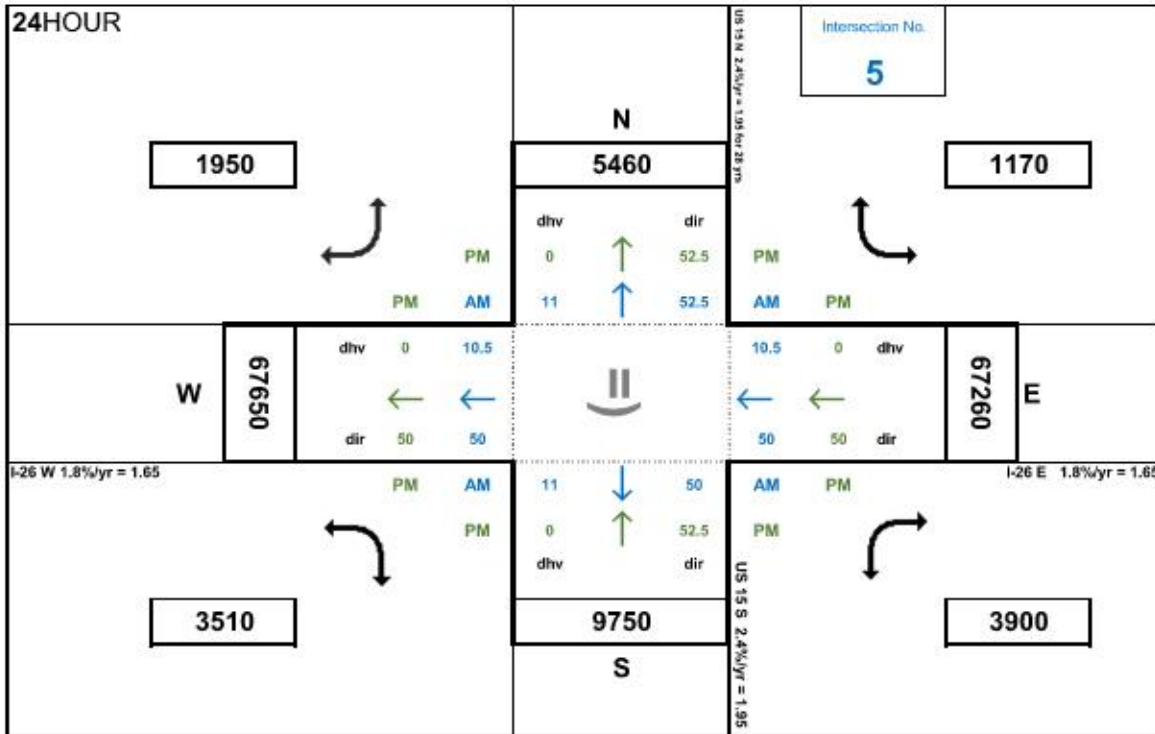
## SC 210 VANCE ROAD AT I-26 W (#4W)



# INTERCHANGE TURNING MOVEMENTS:

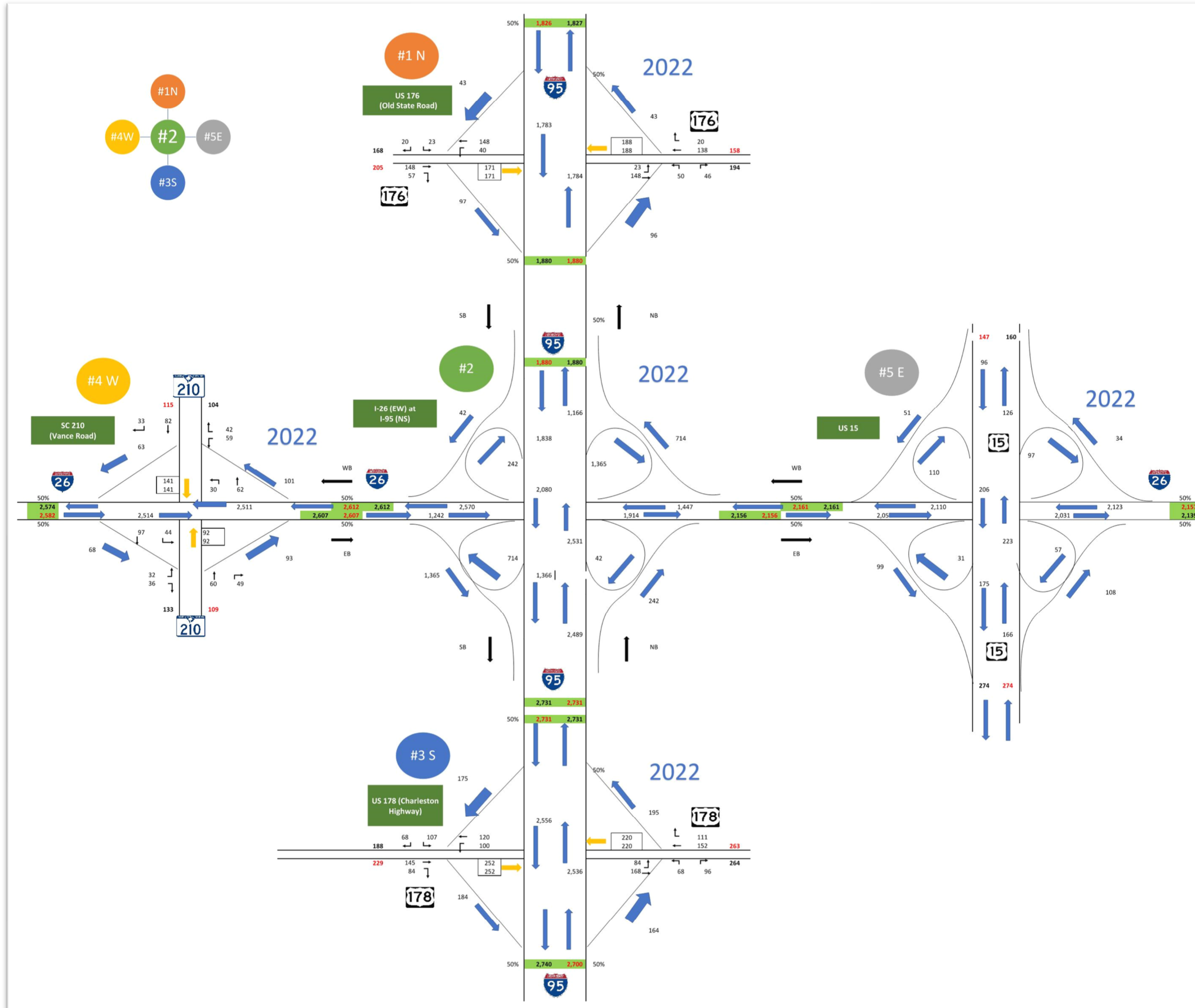
# 2050

## US 15 AT I-26 E (#5E)

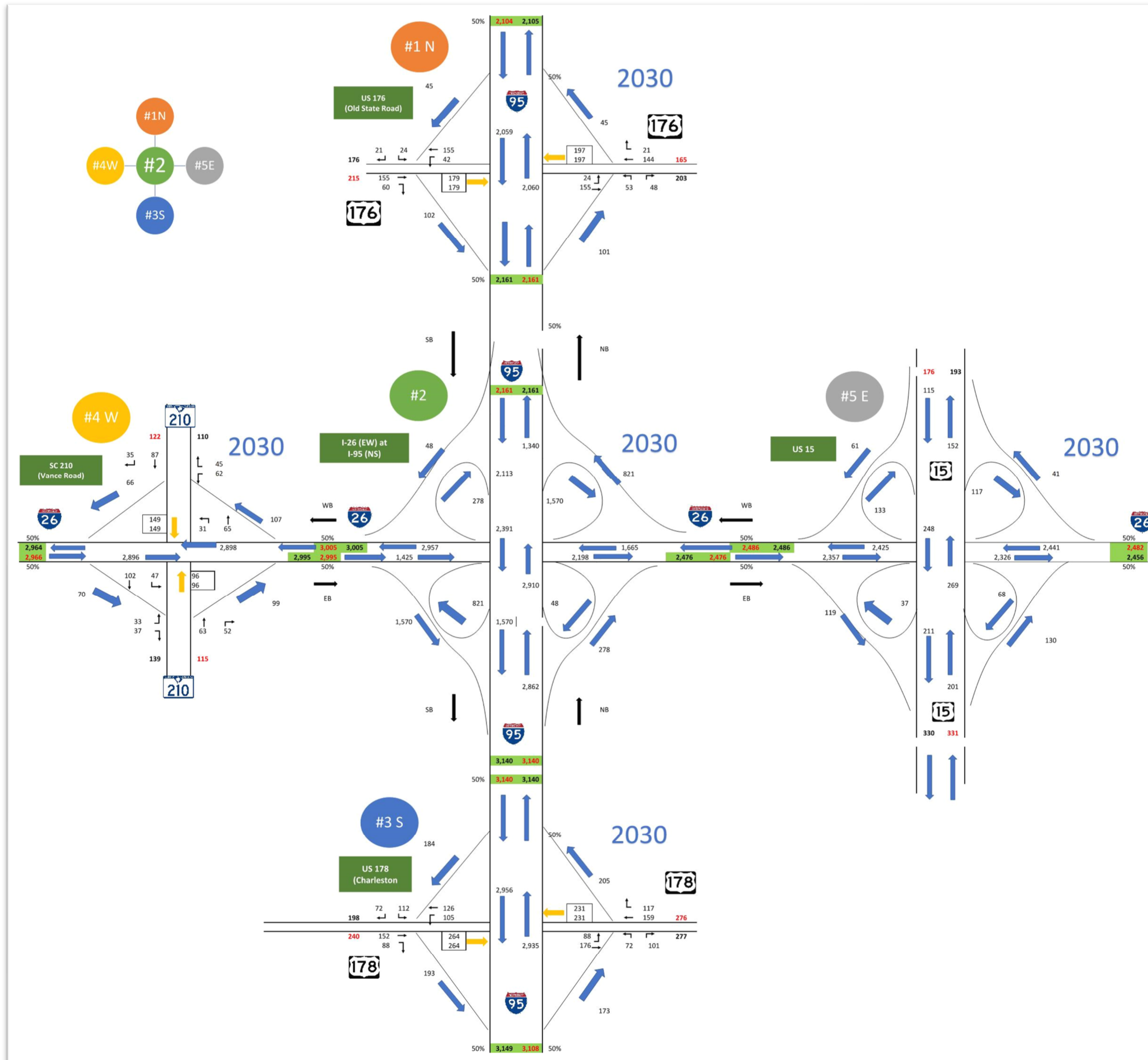


# Appendix E

## TRAFFIC FORECASTS FOR 2022, 2030 & 2050

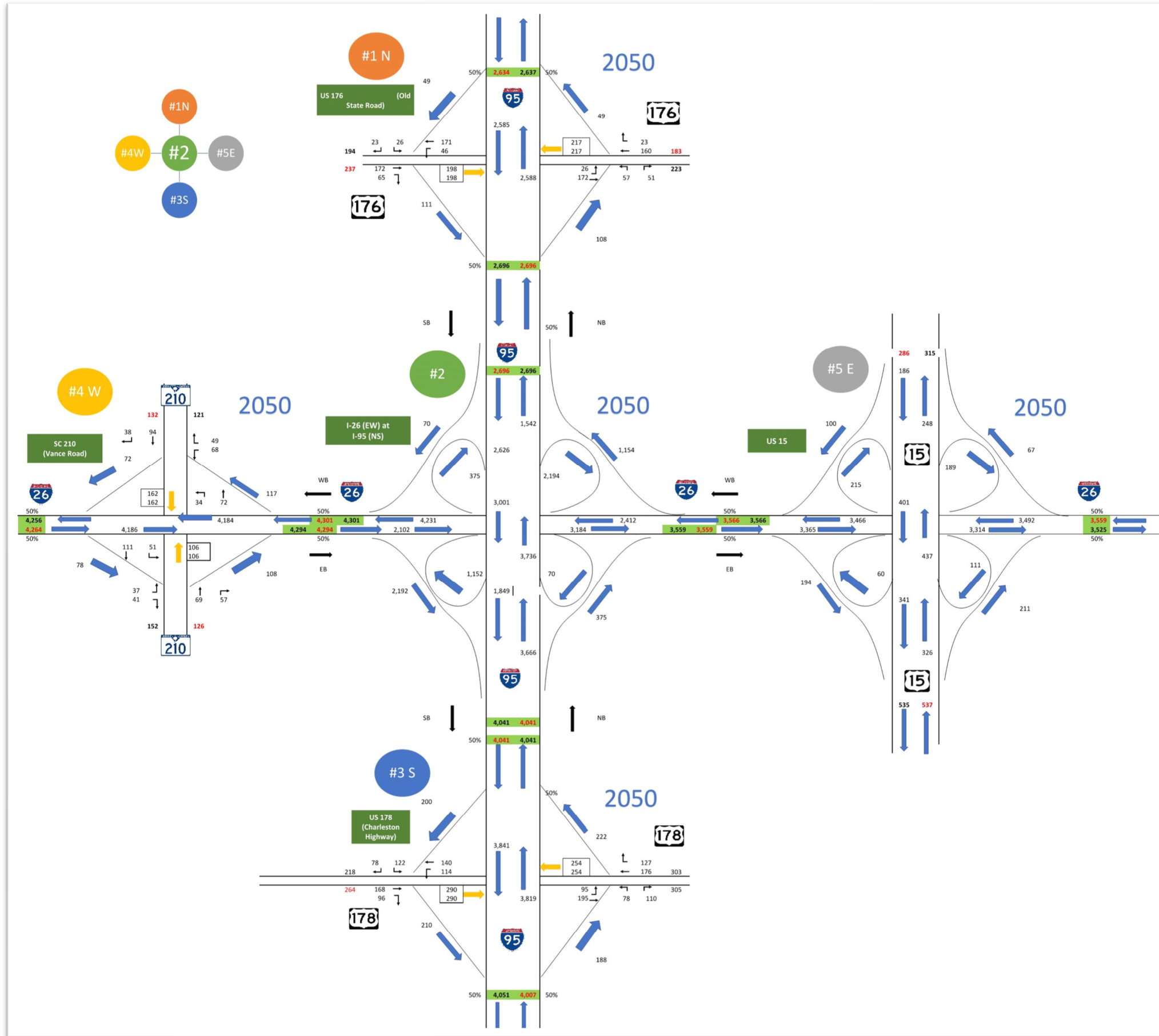


I-26 at I-95  
Interchange  
Traffic Forecast  
**2022**  
Existing



I-26 at I-95  
Interchange  
Traffic Forecast  
**2030**  
Opening Year





I-26 at I-95  
Interchange  
Traffic Forecast  
**2050**  
Design Year

# APPENDIX E. I-26 AT I-95 HCS REPORTS

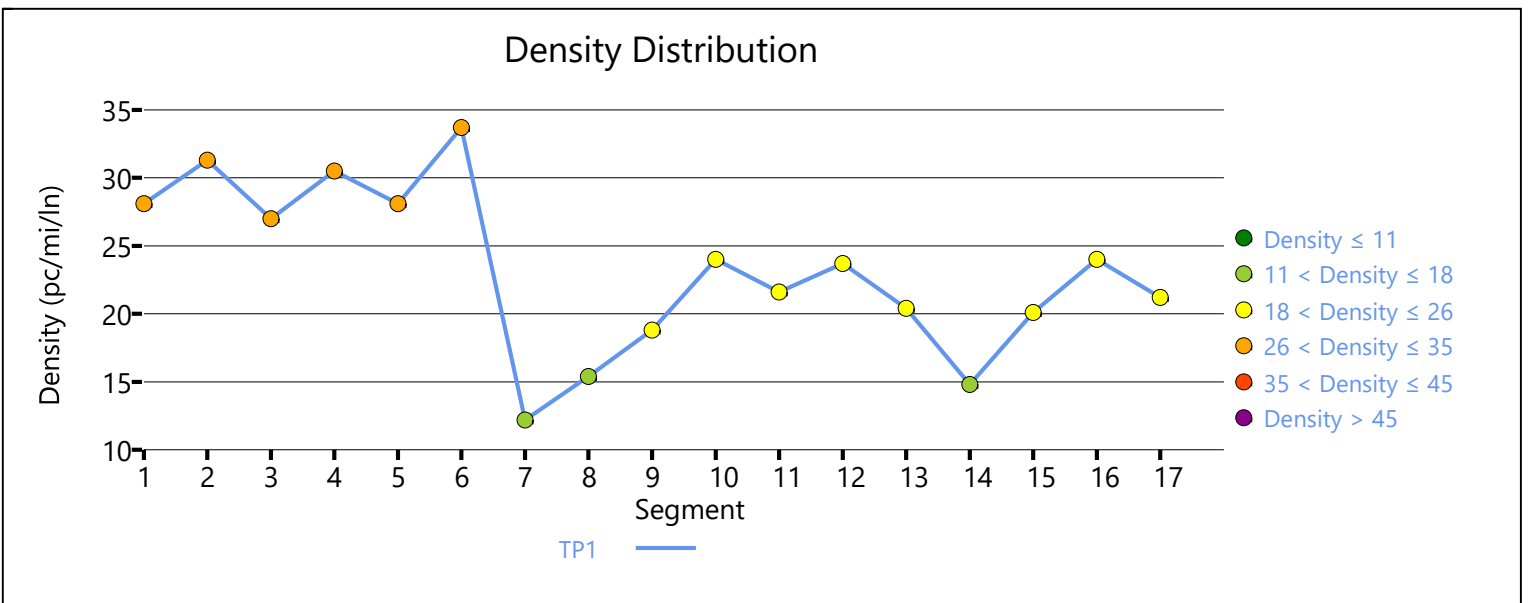
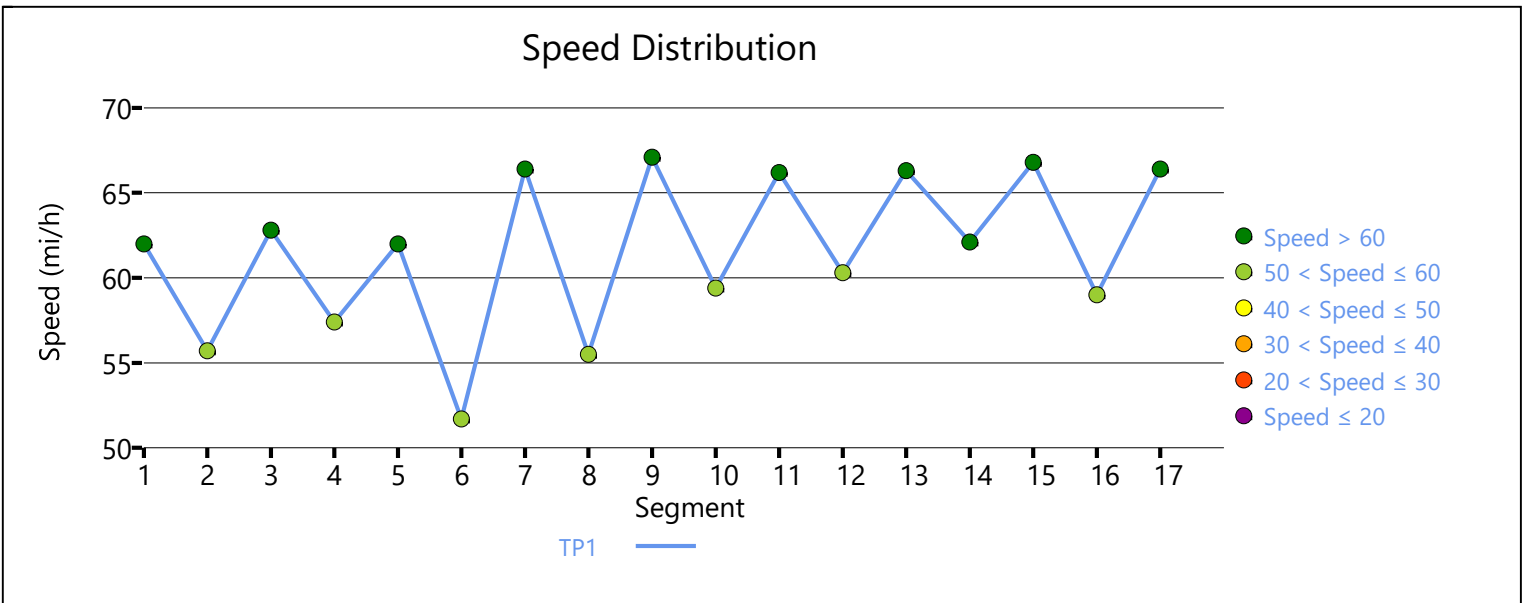
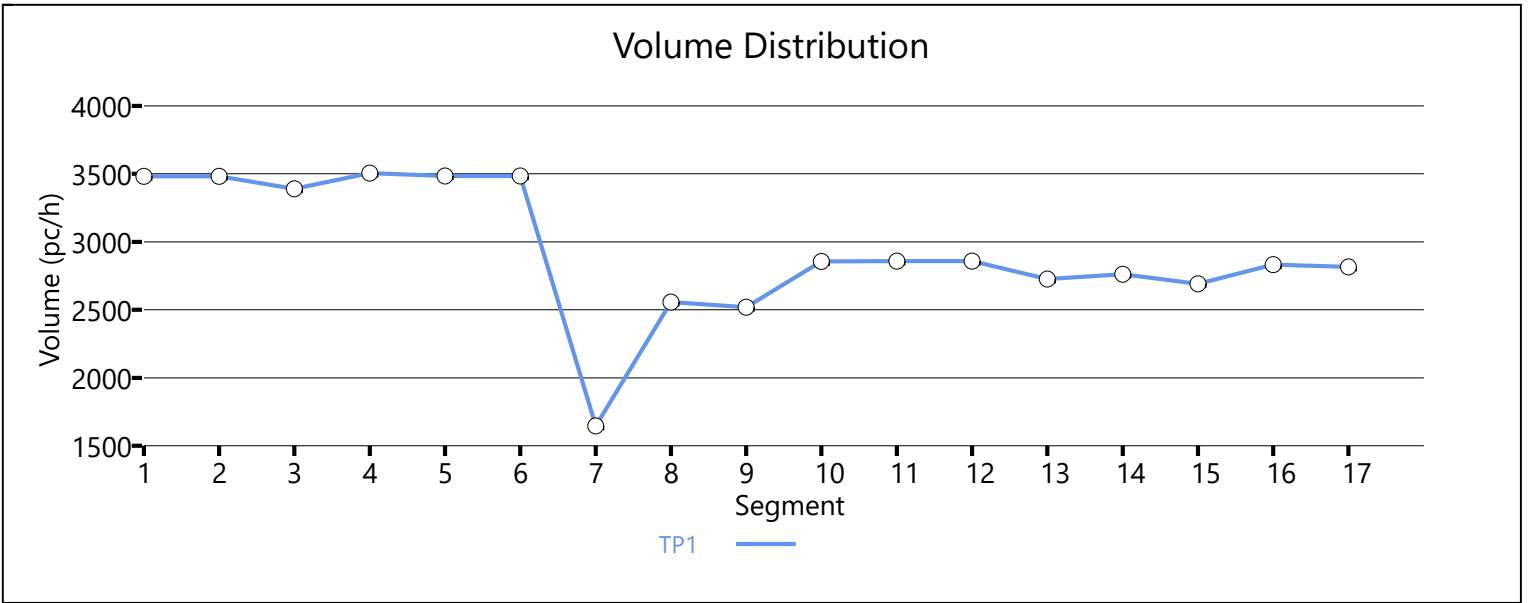
2022 EXISTING



1	0.92	0.92	0.806	0.787	3482	94	4413	1878	0.79	0.05	55.7	55.7	31.3	30.2	D
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		3390		4458		0.76		62.8		27.0		D
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.877	3505	115	4413	1878	0.79	0.06	57.4	57.4	30.5	27.5	C
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.813		3485		4458		0.78		62.0		28.1		D
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.813	0.806	3485	1841	4413	1878	0.79	0.98	51.7	51.7	33.7	32.1	D
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1646		4458		0.37		66.4		12.2		B
<b>Segment 8: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		2556		5451		0.47		55.5		15.4		B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		2519		4458		0.57		67.1		18.8		C
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.826	0.781	2856	337	4413	1972	0.65	0.17	59.4	59.4	24.0	22.4	C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2858		4458		0.64		66.2		21.6		C
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	

1	0.92	0.92	0.820	0.781	2858	138	4413	1972	0.65	0.07	60.3	60.3	23.7	21.5	C
<b>Segment 13: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2727		4458		0.61		66.3		20.4		C
<b>Segment 14: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2763		6136		0.45		62.1		14.8		B
<b>Segment 15: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2692		4458		0.60		66.8		20.1		C
<b>Segment 16: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.833	2833	141	4413	1878	0.64	0.08	59.0	59.0	24.0	22.3	C
<b>Segment 17: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		2815		4458		0.63		66.4		21.2		C
<b>Facility Analysis Results</b>															
<b>AP</b>	<b>Speed, mi/h</b>				<b>Density, pc/mi/ln</b>				<b>Density, veh/mi/ln</b>				<b>Travel Time, min</b>		<b>LOS</b>
1	61.9				23.3				18.9				9.60		D
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					61.9				Density, veh/mi/ln				18.9		
Average Travel Time, min					9.60				Density, pc/mi/ln				23.3		
<b>Messages</b>															
<b>Comments</b>															

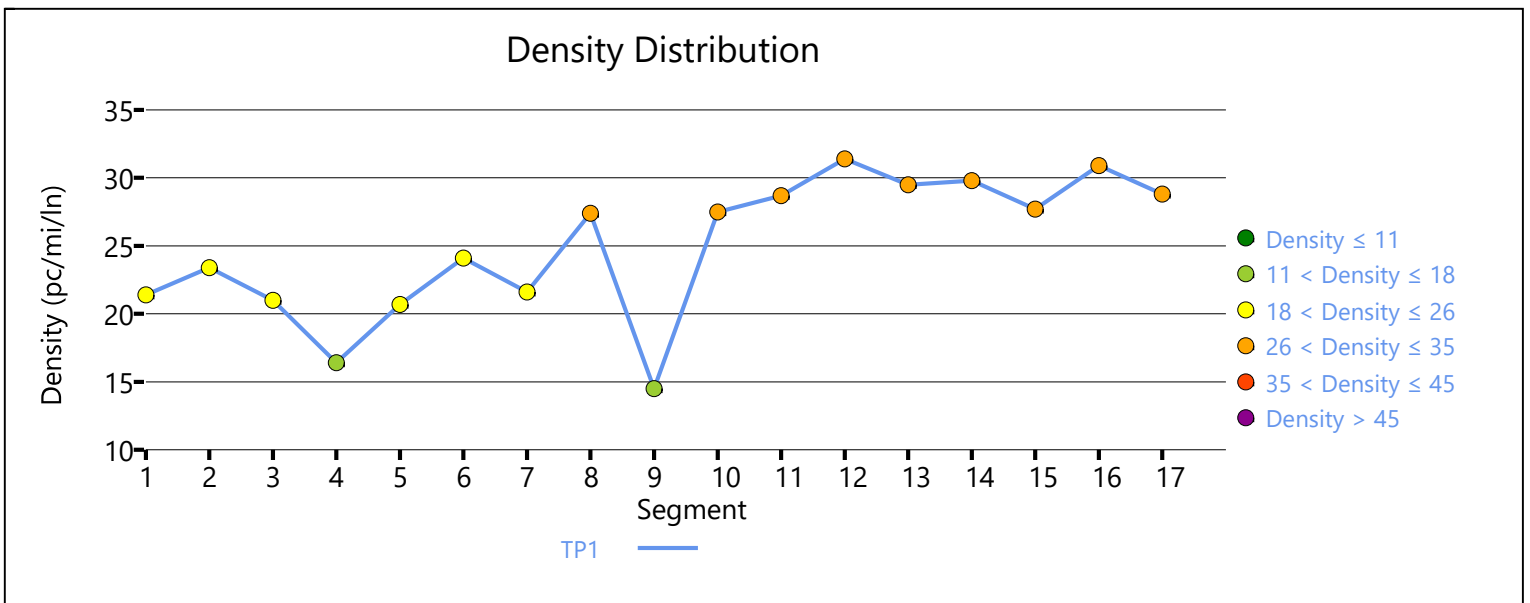
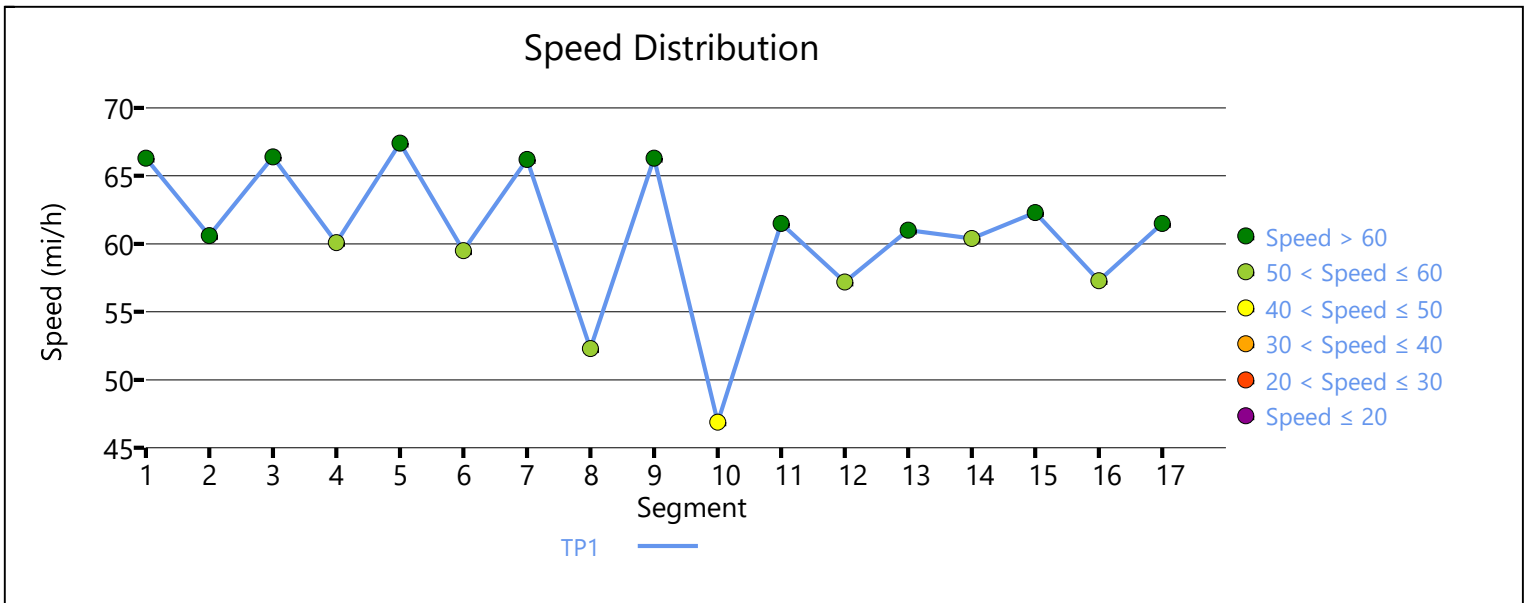
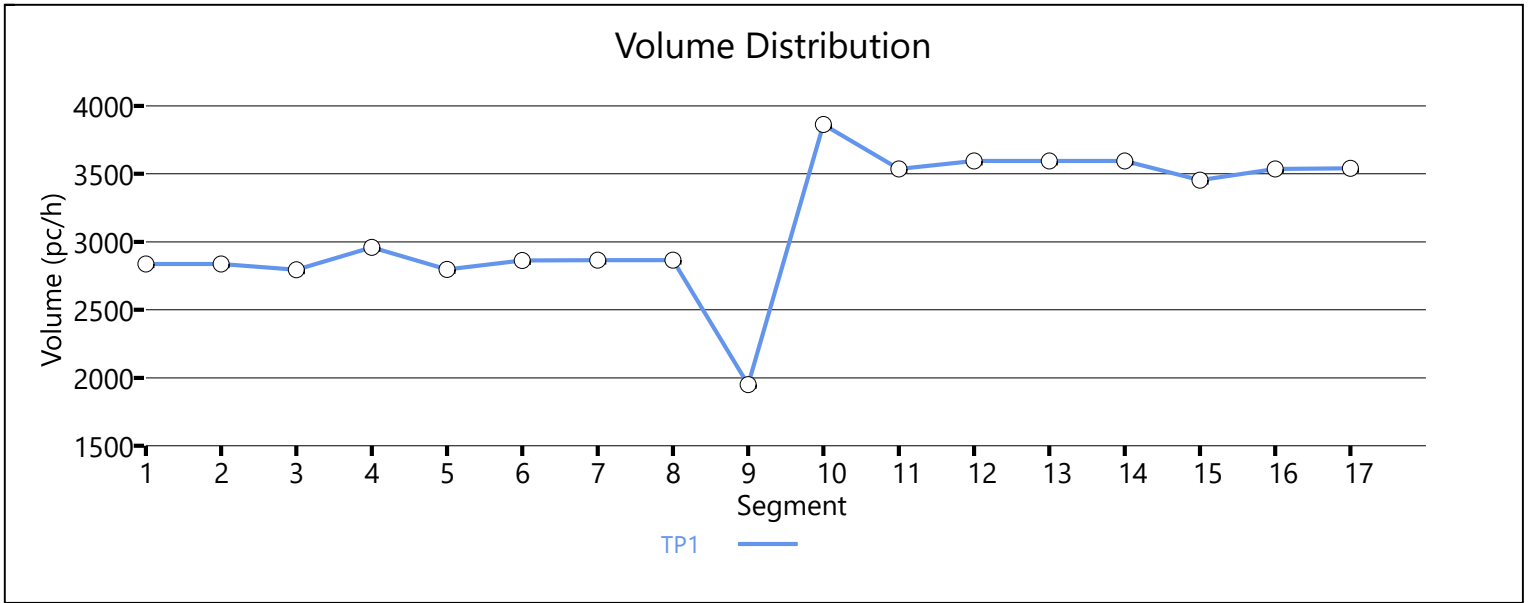






1	0.92	0.92	0.826	0.901	2838	41	4413	1972	0.64	0.02	60.6	60.6	23.4	24.5	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		2794		4458		0.63		66.4		21.0		C
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2959		6017		0.49		60.1		16.4		B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2797		4481		0.62		67.4		20.7		C
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	2862	65	4413	1972	0.65	0.03	59.5	59.5	24.1	22.7	C
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		2865		4458		0.64		66.2		21.6		C
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.847	2865	916	4413	1784	0.65	0.51	52.3	52.3	27.4	26.3	C
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		1951		4458		0.44		66.3		14.5		B
<b>Segment 10: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.794		3863		3926		0.99		46.9		27.5		C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.787		3536		4458		0.79		61.5		28.7		D
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.787	0.769	3595	59	4413	1972	0.81	0.03	57.2	57.2	31.4	29.5	D

Segment 13: Basic																	
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.787		3594		4458		0.81		61.0		29.5		D		
Segment 14: Diverge																	
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.787	0.833	3594	132	4413	1972	0.81	0.07	60.4	60.4	29.8	31.1	D		
Segment 15: Basic																	
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.787		3454		4458		0.77		62.3		27.7		D		
Segment 16: Merge																	
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.787	0.840	3536	82	4413	1878	0.80	0.04	57.3	57.3	30.9	27.6	C		
Segment 17: Basic																	
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.787		3541		4458		0.79		61.5		28.8		D		
Facility Analysis Results																	
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min				LOS
1	60.6				25.3				20.0				9.90				D
Facility Overall Results																	
Space Mean Speed, mi/h					60.6					Density, veh/mi/ln					20.0		
Average Travel Time, min					9.90					Density, pc/mi/ln					25.3		
Messages																	
WARNING 1					Merge capacity is less than merge demand for analysis period 1 on segment 10.												
Comments																	



# HCS7 Freeway Facilities Report

## Project Information

Analyst	KAG	Date	6/14/2022
Agency	CDM Smith	Analysis Year	2022 Base Conditions
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	12.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	1500	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	1500	2
5	Basic	Basic	Between US 178 and I-26	13935	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	1500	2
7	Basic	Basic	Between I-26 Ramps	1650	2
8	Weaving	Weaving	Between I-26 Ramps	3000	3
9	Basic	Basic	Between I-26 Ramps	1770	2
10	Merge	Merge	I-95 On-Ramp from I-26	1500	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	1500	2
13	Basic	Basic	Between US 176 Ramps	5280	2
14	Merge	Merge	I-95 On-Ramp from US 176	1500	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.794	3696	4473	0.83	60.4	30.6	D

### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	3696	219	4413	1878	0.84	0.12	55.9	55.9	33.1	34.0	D

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.794		3472		4473		0.78		62.6		27.7		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	3767	295	4413	1878	0.85	0.16	56.8	56.8	33.2	29.5	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3772		4473		0.84		59.5		31.7		D
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	3772	337	4413	1784	0.85	0.19	54.0	54.0	34.9	34.6	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3438		4473		0.77		62.9		27.3		D
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3525		4024		0.88		48.8		24.1		C
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1572		4473		0.35		67.8		11.5		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2488	916	4413	1878	0.56	0.49	60.2	60.2	20.7	18.6	B
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2492		4479		0.56		68.2		18.3		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2492	119	4413	1878	0.56	0.06	56.1	56.1	22.2	18.5	B
<b>Segment 13: Basic</b>															



AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.820	2365	4473	0.53	68.1	17.4	B

### Segment 14: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2420	55	4413	1878	0.55	0.03	60.0	60.0	20.2	19.4	B

### Segment 15: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.820	2422	4473	0.54	68.1	17.8	B

### Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.9	23.4	18.7	11.80	D

### Facility Overall Results

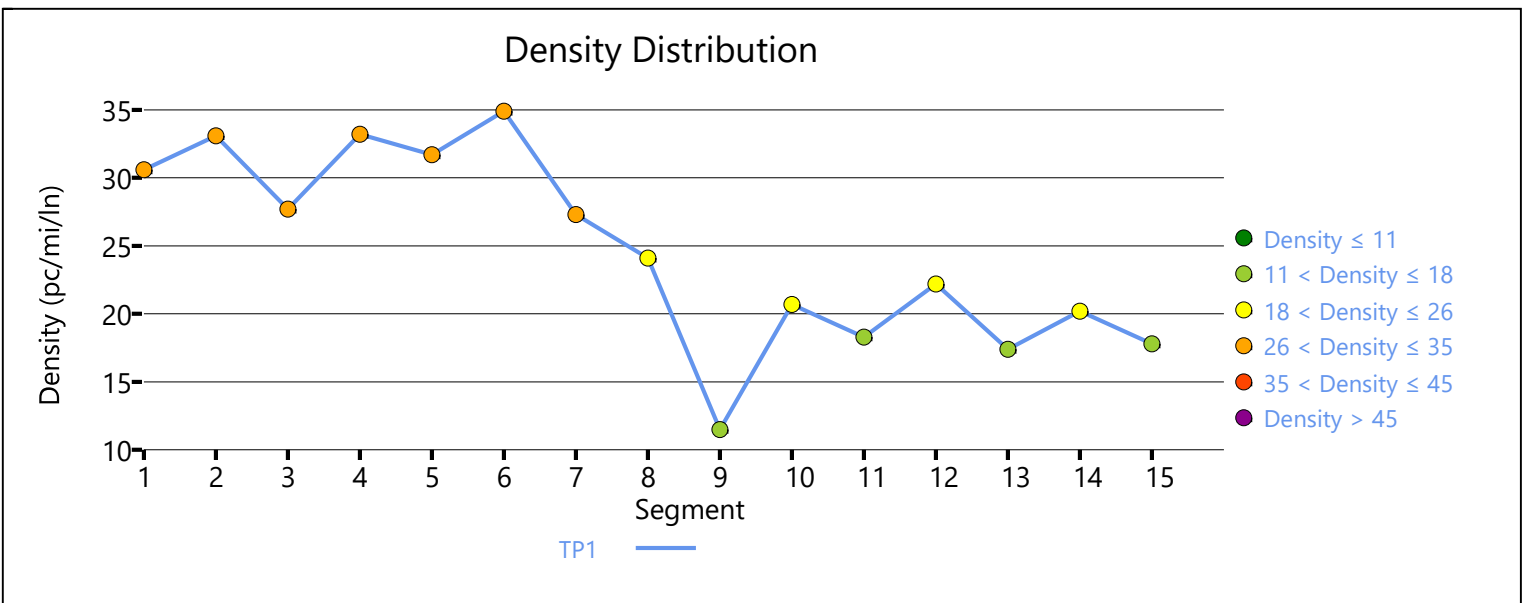
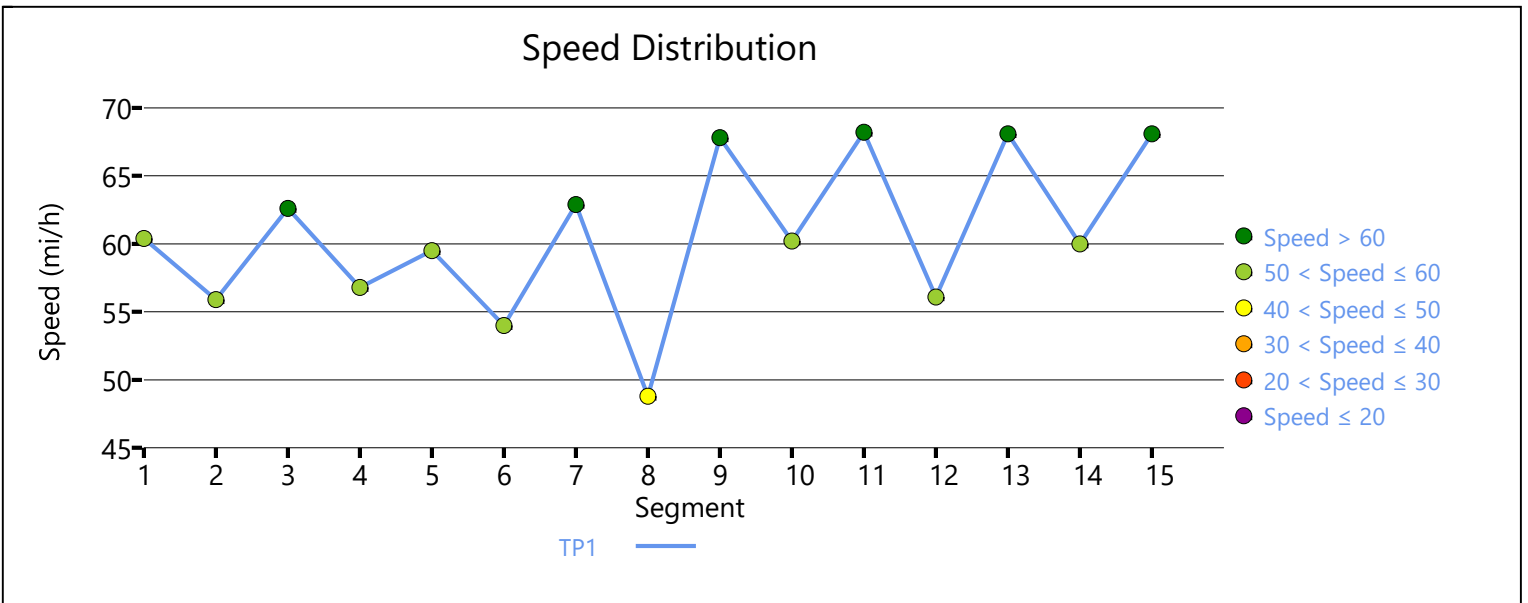
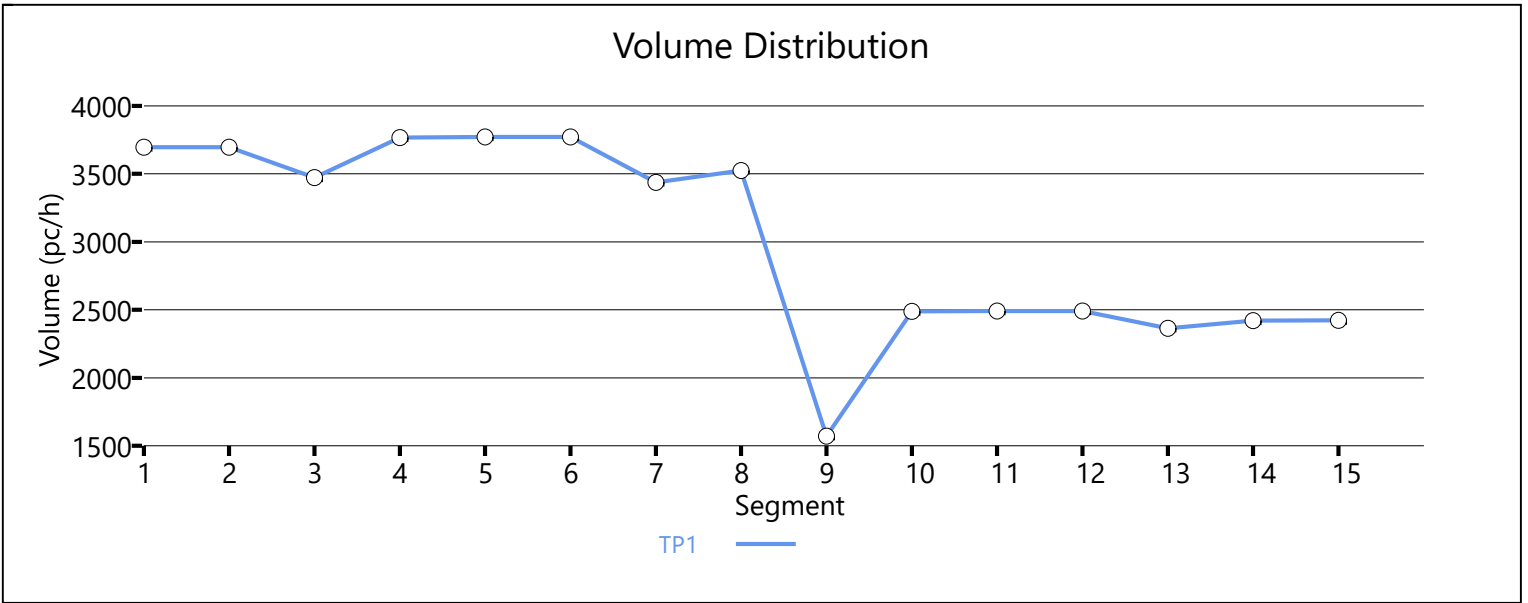
Space Mean Speed, mi/h	61.9	Density, veh/mi/ln	18.7
Average Travel Time, min	11.80	Density, pc/mi/ln	23.4

### Messages

WARNING 1	Diverge capacity is less than diverge demand for analysis period 1 on segment 8. This may result in an off-ramp queue affecting the mainline flow. This is not currently modeled in HCM methodologies. Use caution when reviewing results.
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### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	KAG	Date	6/14/2022
Agency	CDM Smith	Analysis Year	2022 Base Conditions
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.04		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	1500	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1500	2
5	Basic	Basic	Between US 176 and I-26	19950	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	1500	2
7	Basic	Basic	Between I-26 Ramps	1555	2
8	Weaving	Weaving	Between I-26 Ramps	3000	3
9	Basic	Basic	Between I-26 Ramps	2240	2
10	Merge	Merge	I-95 On-Ramp from I-26	1500	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	1500	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1500	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2420		4473		0.54		68.1		17.8		B

### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2420	56	4413	1878	0.55	0.03	56.3	56.3	21.5	22.5	C

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2363		4473		0.53		68.0		17.4		B
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2486	123	4413	1878	0.56	0.07	60.3	60.3	20.6	18.6	B
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2492		4473		0.56		68.0		18.3		C
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.769	2492	59	4413	1784	0.56	0.03	54.6	54.6	22.8	24.2	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2436		4473		0.54		67.1		17.9		B
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.826		2716		4953		0.55		54.4		16.6		B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		1811		4479		0.40		68.3		13.2		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.806	3652	1841	4413	1972	0.83	0.93	58.4	58.4	31.3	26.7	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		3651		4473		0.82		60.8		30.0		D
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	3651	244	4413	1878	0.83	0.13	55.8	55.8	32.7	33.4	D
<b>Segment 13: Basic</b>															

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		3417		4473		0.76		63.1		27.1		D

### Segment 14: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	3650	233	4413	1972	0.83	0.12	58.4	58.4	31.2	27.5	C

### Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3632		4473		0.81		61.0		29.8		D

### Facility Analysis Results

AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS
1	62.7		22.5		18.3		10.60		D

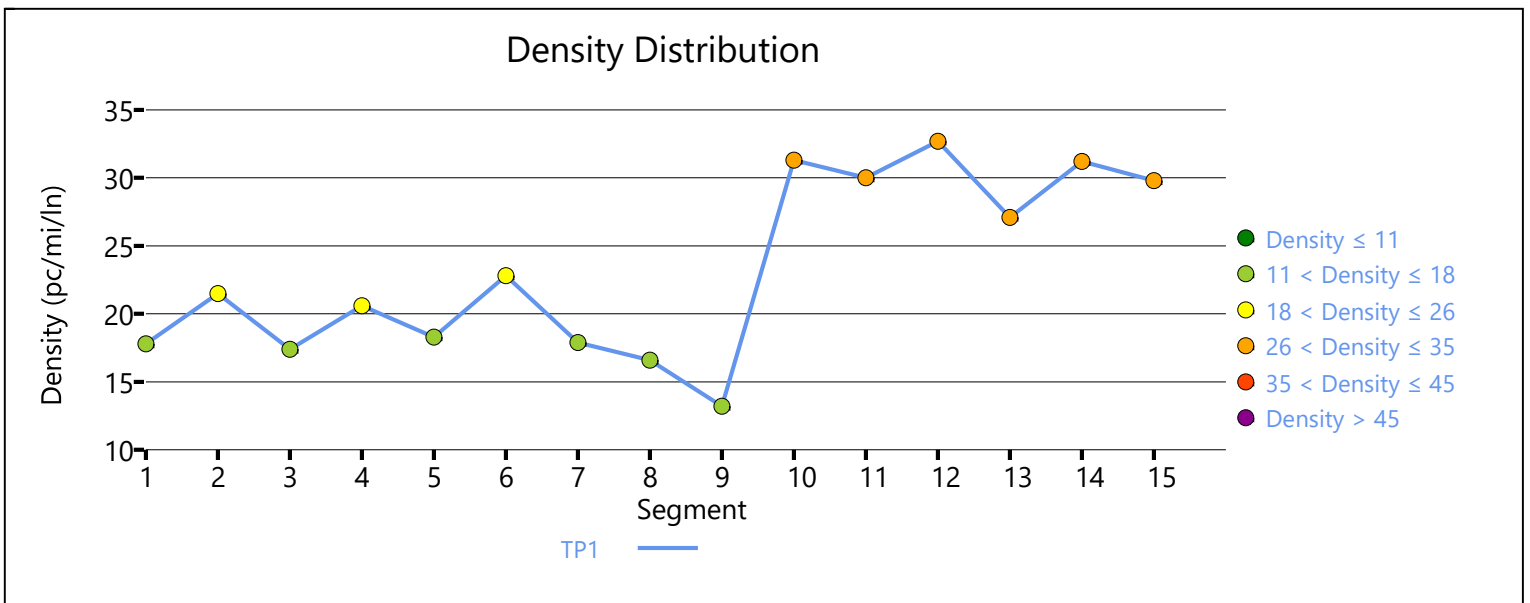
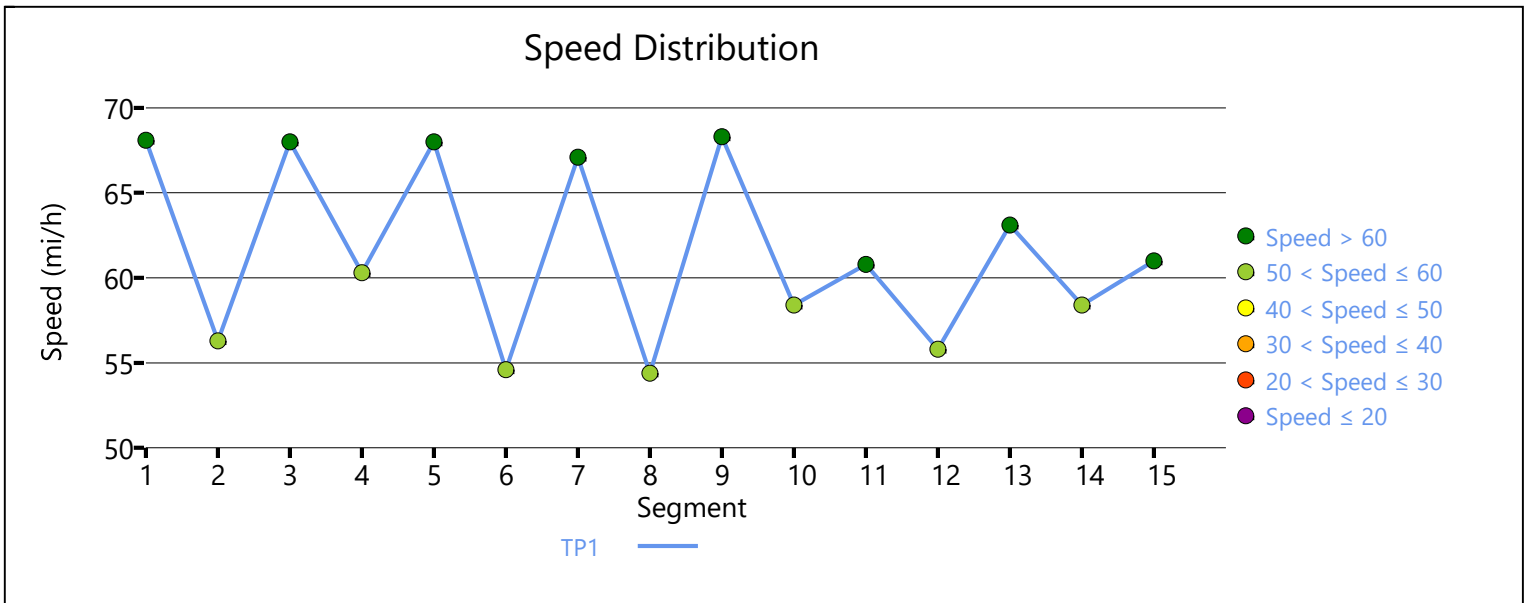
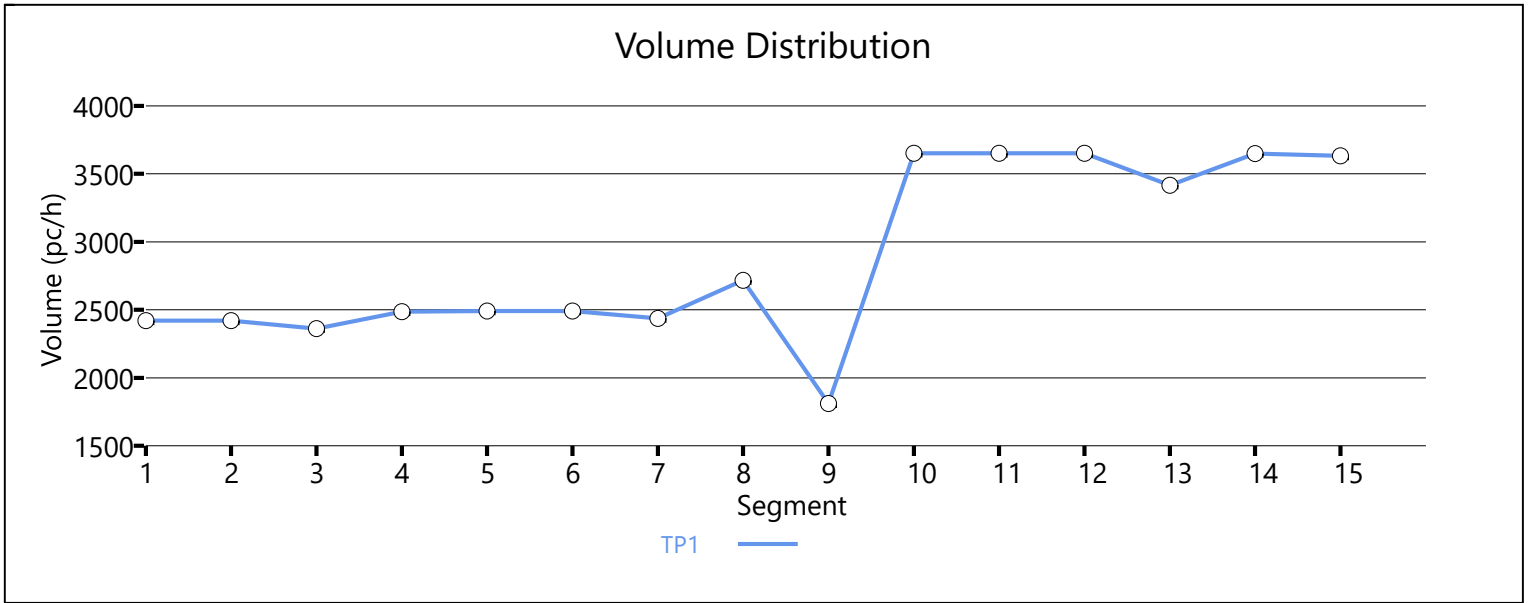
### Facility Overall Results

Space Mean Speed, mi/h			62.7			Density, veh/mi/ln			18.3		
Average Travel Time, min			10.60			Density, pc/mi/ln			22.5		

### Messages

### Comments

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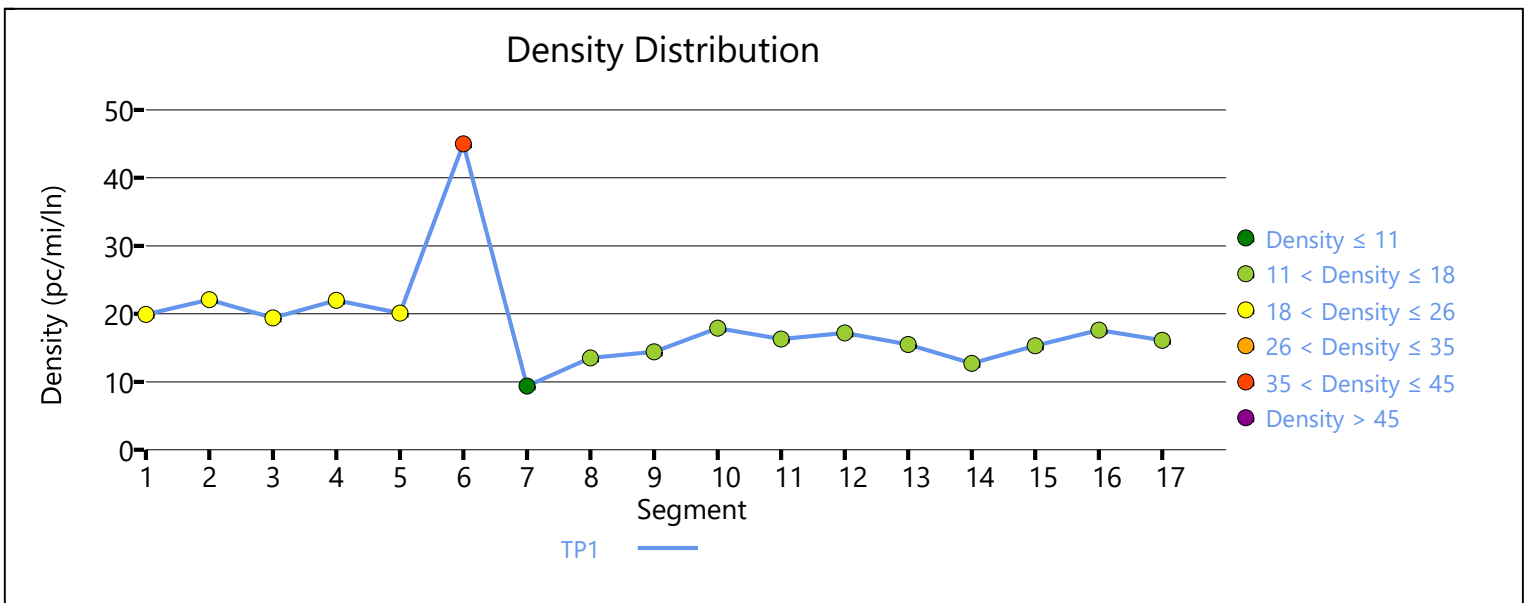
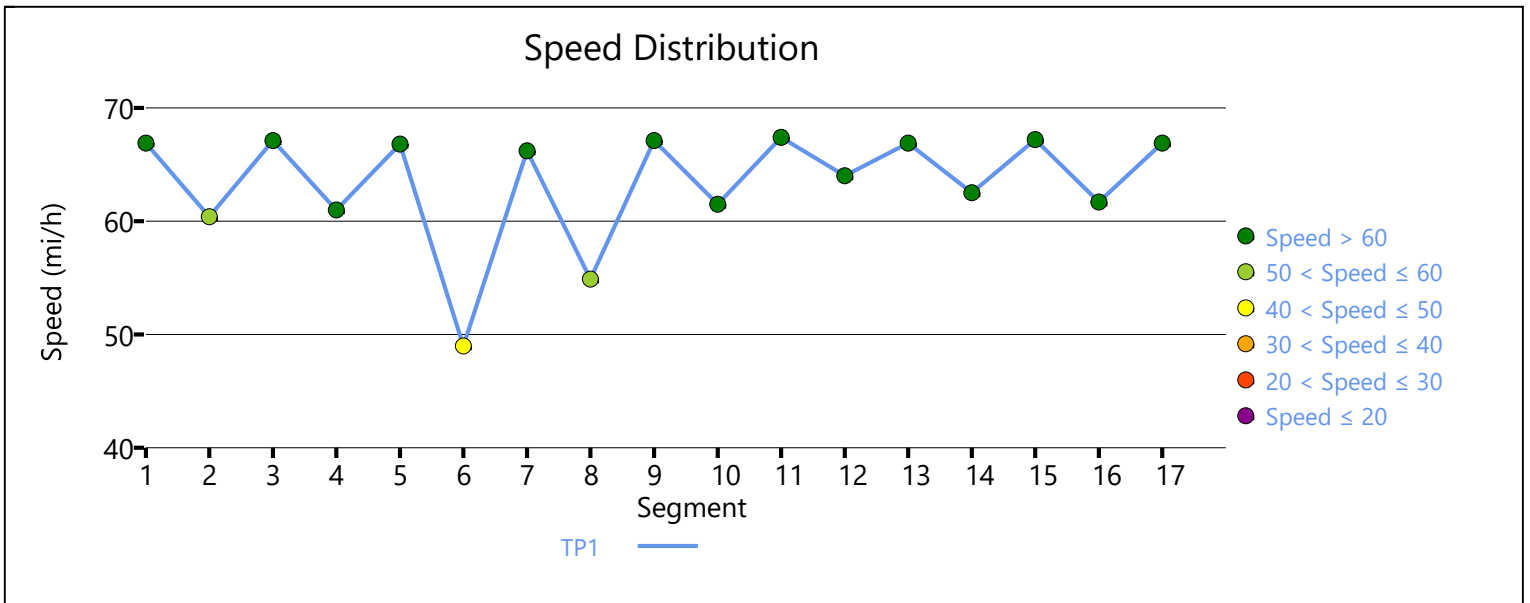
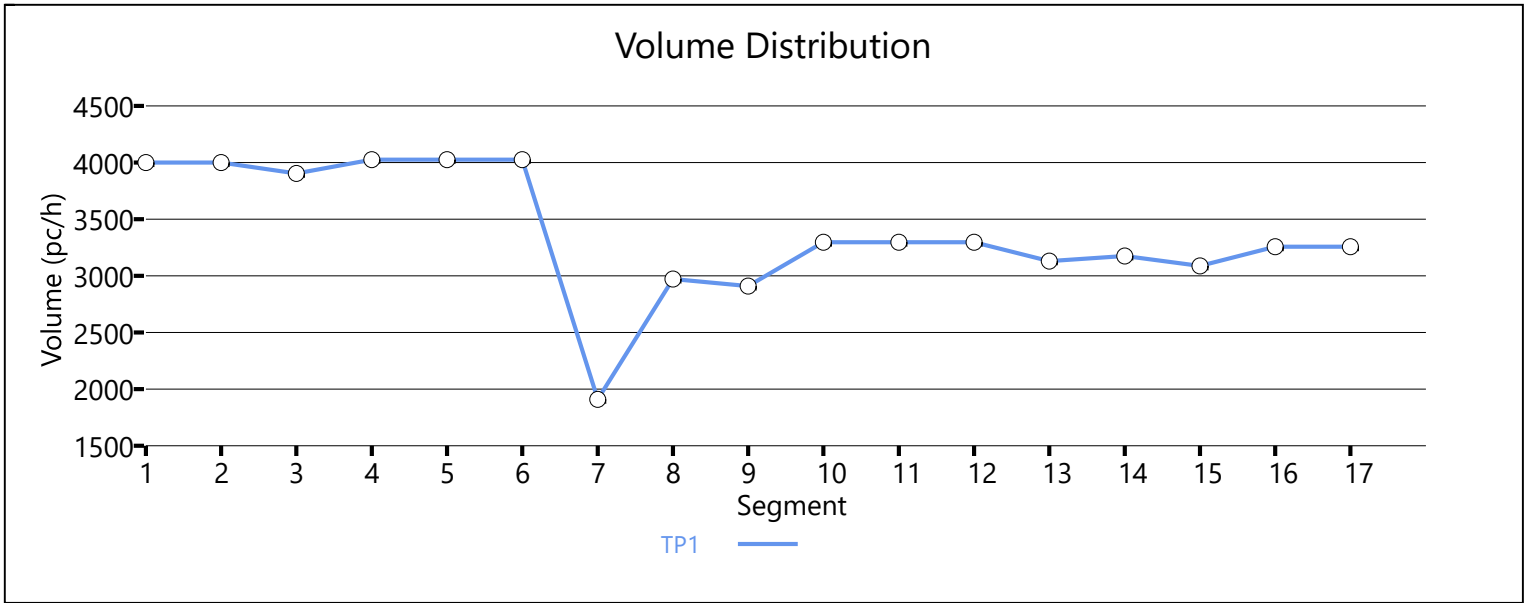
2030 NO BUILD





1	0.92	0.92	0.806	0.787	4000	97	6620	1878	0.60	0.05	60.4	55.7	22.1	23.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		3903		6688		0.58		67.1		19.4		C
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.877	4026	123	6620	1878	0.61	0.07	61.0	59.5	22.0	19.4	B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.813		4026		6688		0.60		66.8		20.1		C
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.813	0.806	4026	2117	6620	1878	0.61	1.13	49.0	51.1	45.0	29.6	F
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1909		6688		0.28		66.2		9.4		A
<b>Segment 8: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		2971		5885		0.50		54.9		13.5		B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		2910		6688		0.43		67.1		14.4		B
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.826	0.781	3297	387	6620	1878	0.50	0.21	61.5	59.8	17.9	16.7	B
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3297		6688		0.49		67.4		16.3		B
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	

1	0.92	0.92	0.820	0.781	3297	166	6620	1972	0.50	0.08	64.0	60.3	17.2	16.4	B
<b>Segment 13: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3131		6688		0.47	66.9		15.5		B		
<b>Segment 14: Weaving</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3176		8177		0.39	62.5		12.7		B		
<b>Segment 15: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3087		6688		0.46	67.2		15.3		B		
<b>Segment 16: Merge</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3257	170	6620	1878	0.49	0.09	61.7	59.9	17.6	16.0	B
<b>Segment 17: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.826	3257		6688		0.48	66.9		16.1		B		
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	64.5		18.0		14.7		9.30		F						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h				64.5				Density, veh/mi/ln				14.7			
Average Travel Time, min				9.30				Density, pc/mi/ln				18.0			
<b>Messages</b>															
WARNING 1				Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2				Diverge capacity is less than diverge demand for analysis period 1 on segment 6. This may result in an off-ramp queue affecting the mainline flow. This is not currently modeled in HCM methodologies. Use caution when reviewing results.											
<b>Comments</b>															

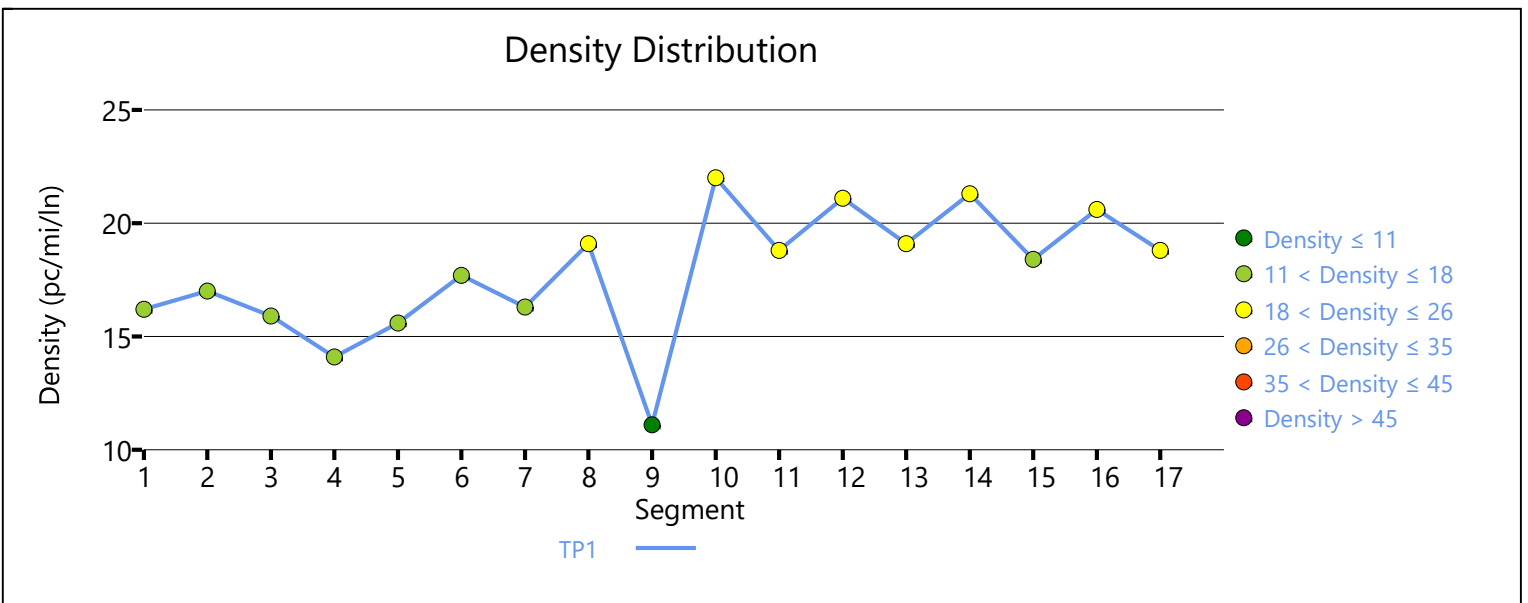
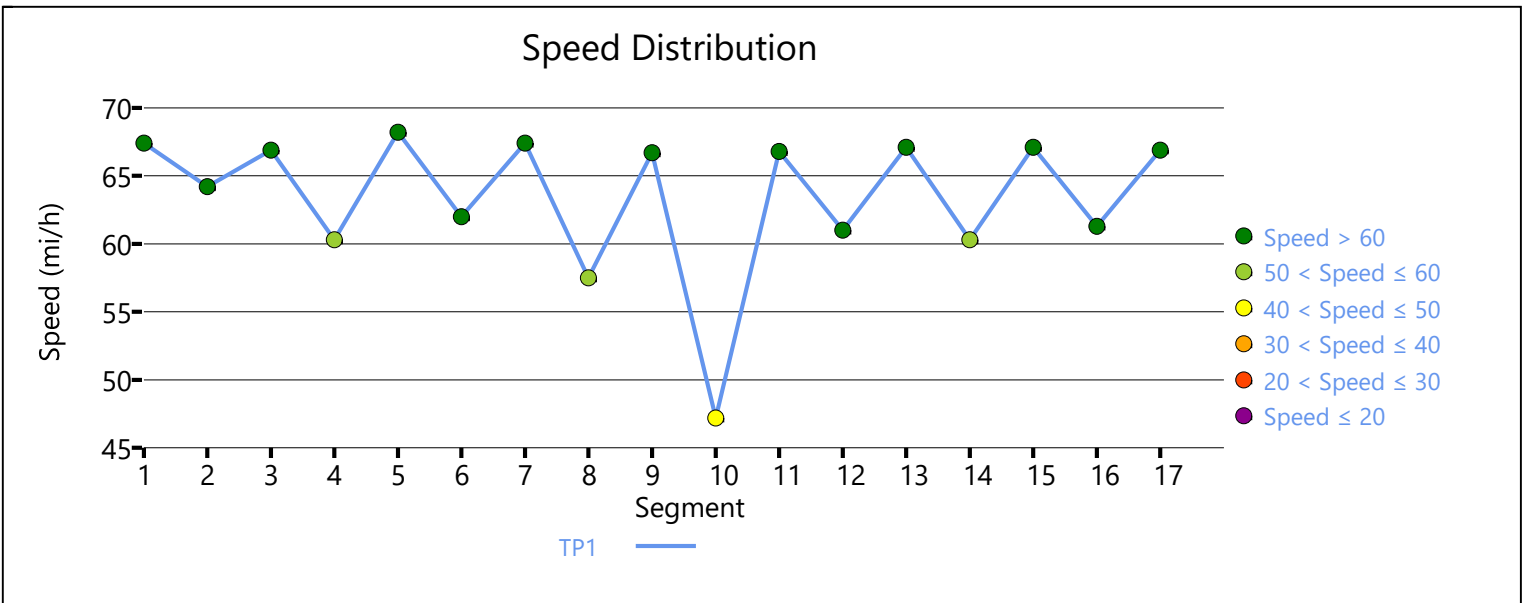
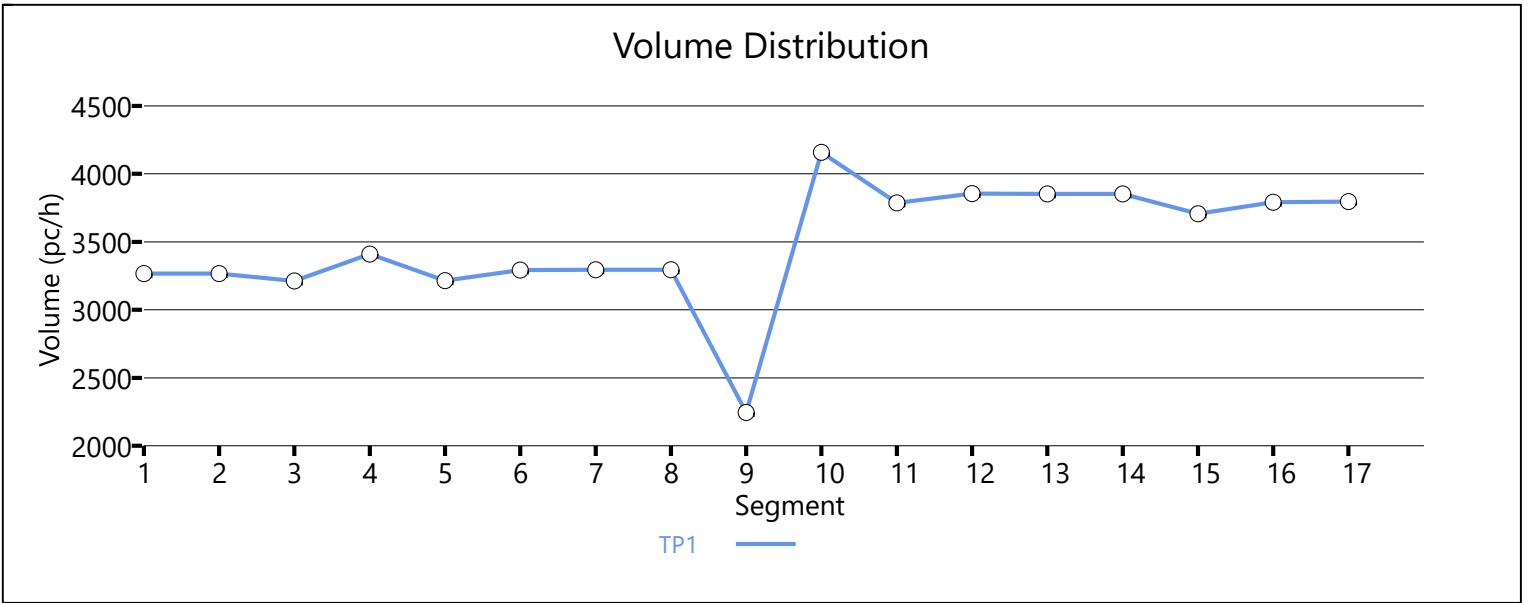




1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	64.2	60.5	17.0	19.2	B
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		3212		6688		0.48		66.9		15.9		B
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3410		8007		0.43		60.3		14.1		B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3214		6721		0.48		68.2		15.6		B
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.0	60.5	17.7	16.0	B
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3295		6688		0.49		67.4		16.3		B
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.847	3295	1054	6620	1878	0.50	0.56	57.5	53.5	19.1	22.8	C
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		2245		6688		0.34		66.7		11.1		B
<b>Segment 10: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.794		4159		3926		1.14		47.2		22.0		C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.787		3787		6688		0.57		66.8		18.8		C
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.787	0.769	3855	68	6620	1878	0.58	0.04	61.0	59.3	21.1	19.6	B

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.787		3853		6688		0.58		67.1		19.1		C	
Segment 14: Diverge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.787	0.833	3853	140	6620	1878	0.58	0.07	60.3	55.6	21.3	22.3	C	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.787		3706		6688		0.55		67.1		18.4		C	
Segment 16: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.787	0.840	3791	85	6620	1878	0.57	0.05	61.3	59.7	20.6	18.1	B	
Segment 17: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.787		3797		6688		0.57		66.9		18.8		C	
Facility Analysis Results																
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS	
1	63.9				17.9				14.2				9.40		F	
Facility Overall Results																
Space Mean Speed, mi/h					63.9					Density, veh/mi/ln					14.2	
Average Travel Time, min					9.40					Density, pc/mi/ln					17.9	
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Merge capacity is less than merge demand for analysis period 1 on segment 10.											
Comments																





# HCS7 Freeway Facilities Report

## Project Information

Analyst	KAG	Date	6/14/2022
Agency	CDM Smith	Analysis Year	2022 Base Conditions
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	12.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	1500	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	1500	2
5	Basic	Basic	Between US 178 and I-26	13935	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	1500	2
7	Basic	Basic	Between I-26 Ramps	1650	2
8	Weaving	Weaving	Between I-26 Ramps	3000	3
9	Basic	Basic	Between I-26 Ramps	1770	2
10	Merge	Merge	I-95 On-Ramp from I-26	1500	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	1500	2
13	Basic	Basic	Between US 176 Ramps	5280	2
14	Merge	Merge	I-95 On-Ramp from US 176	1500	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.794		4255		4473		0.95		53.1		40.1		E

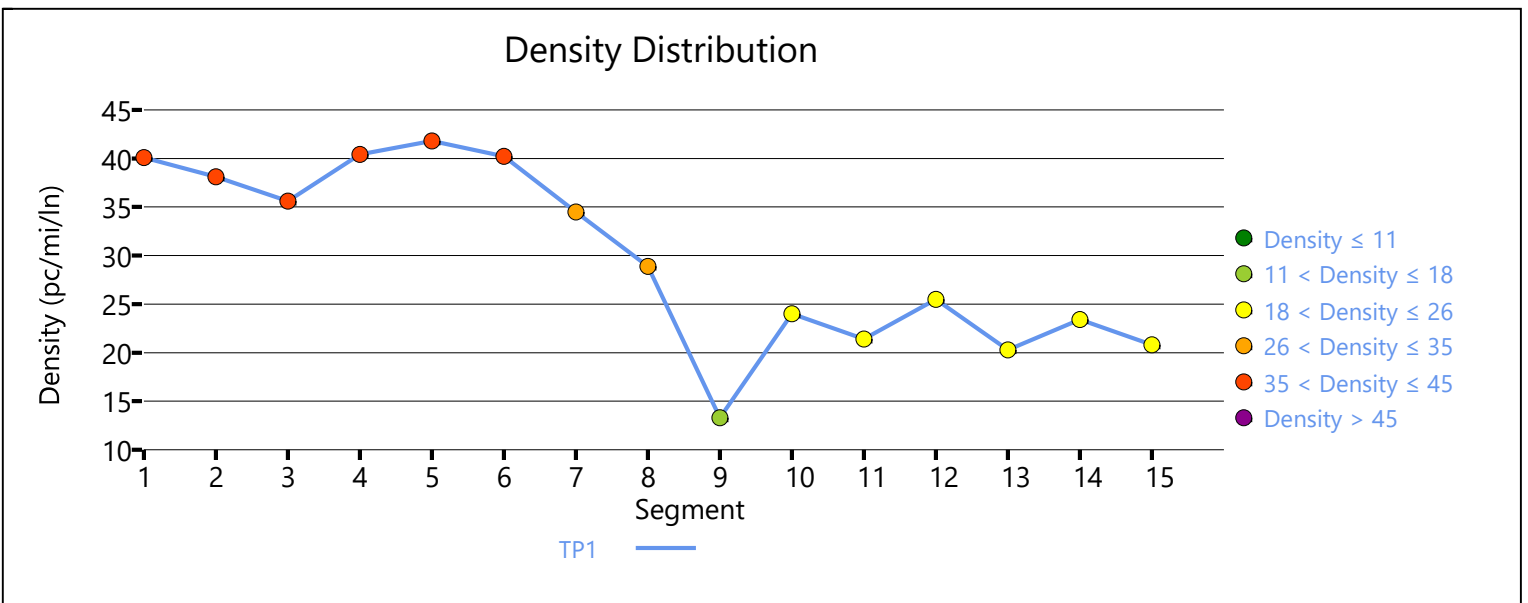
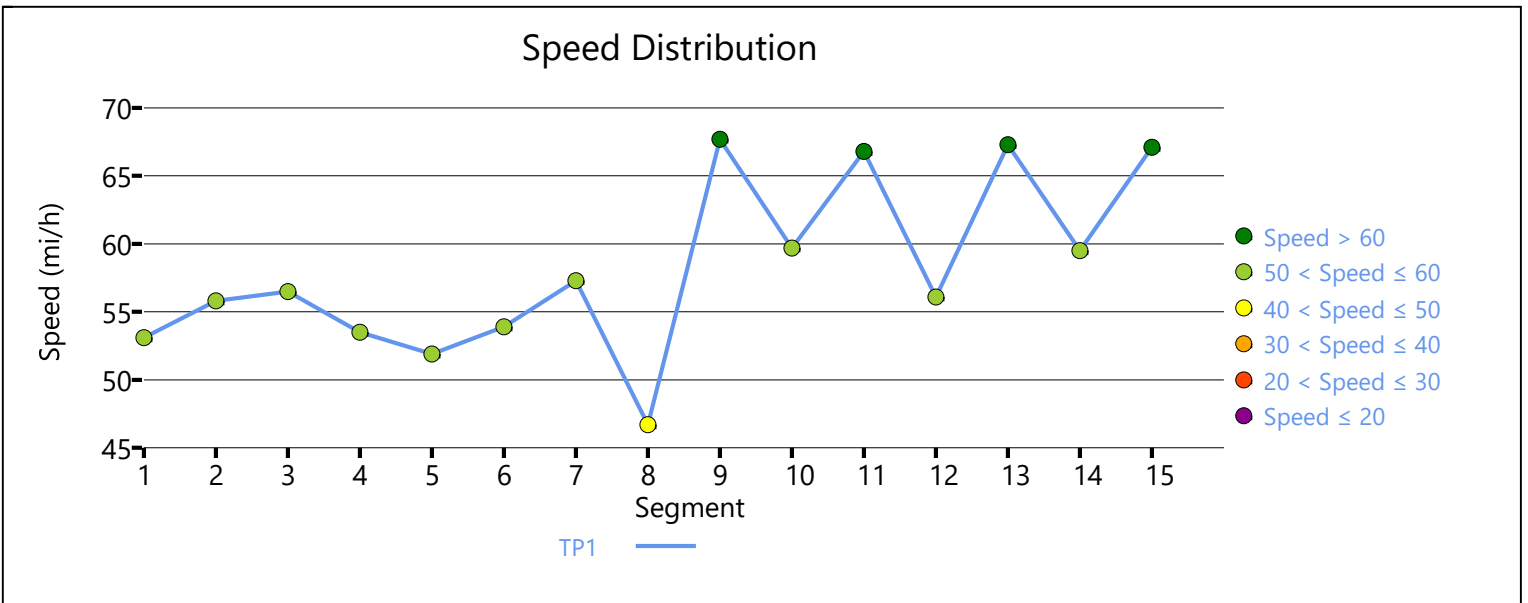
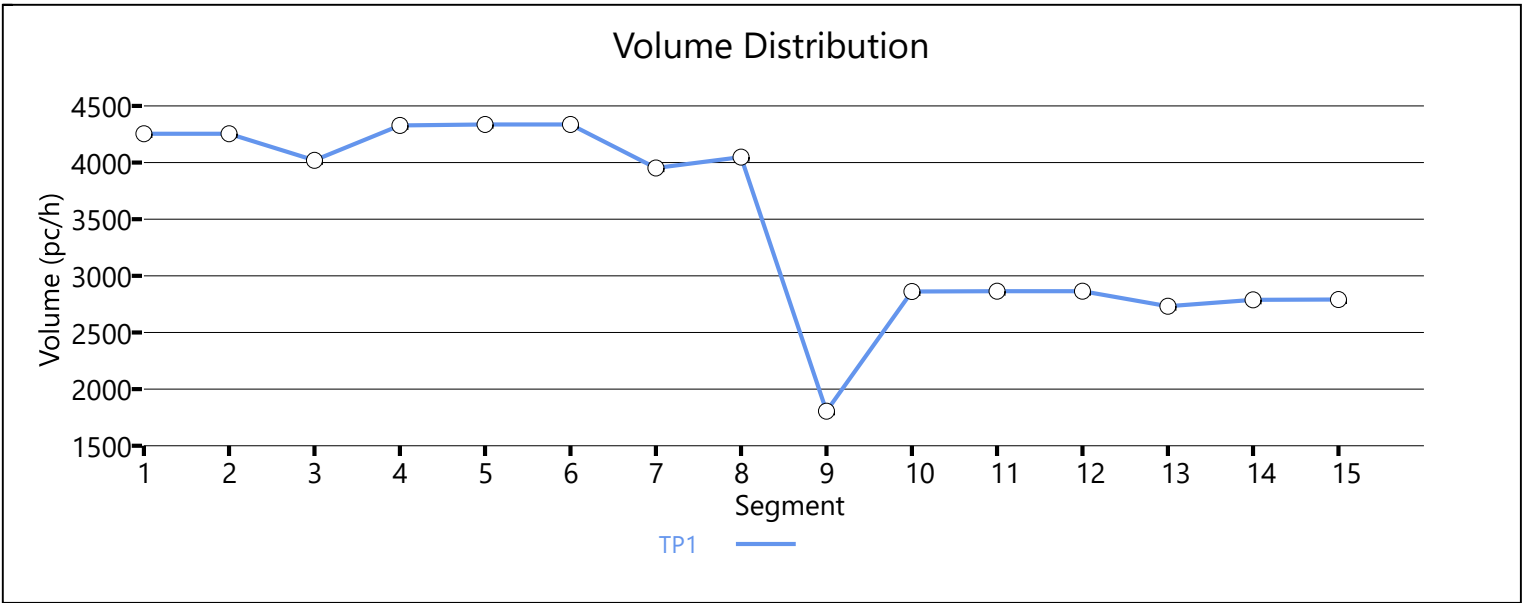
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	E

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.794		4018		4473		0.90		56.5		35.6		E
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4337		4473		0.97		51.9		41.8		E
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4337	387	4413	1784	0.98	0.22	53.9	53.9	40.2	39.5	E
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3953		4473		0.88		57.3		34.5		D
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4047		4031		1.00		46.7		28.9		D
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1807		4473		0.40		67.7		13.3		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1878	0.65	0.56	59.7	59.7	24.0	21.4	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	21.7	C
<b>Segment 13: Basic</b>															

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2731		4473		0.61		67.3		20.3		C
<b>Segment 14: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	C
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2790		4473		0.62		67.1		20.8		C
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	58.1		28.7		22.9		12.60		F						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					58.1			Density, veh/mi/ln			22.9				
Average Travel Time, min					12.60			Density, pc/mi/ln			28.7				
<b>Messages</b>															
WARNING 1					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.										
WARNING 2					Diverge capacity is less than diverge demand for analysis period 1 on segment 8. This may result in an off-ramp queue affecting the mainline flow. This is not currently modeled in HCM methodologies. Use caution when reviewing results.										
<b>Comments</b>															



# HCS7 Freeway Facilities Report

## Project Information

Analyst	KAG	Date	6/14/2022
Agency	CDM Smith	Analysis Year	2022 Base Conditions
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.04		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	1500	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1500	2
5	Basic	Basic	Between US 176 and I-26	19950	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	1500	2
7	Basic	Basic	Between I-26 Ramps	1555	2
8	Weaving	Weaving	Between I-26 Ramps	3000	3
9	Basic	Basic	Between I-26 Ramps	2240	2
10	Merge	Merge	I-95 On-Ramp from I-26	1500	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	1500	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1500	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2789		4473		0.62		67.1		20.8		C

### Segment 2: Diverge

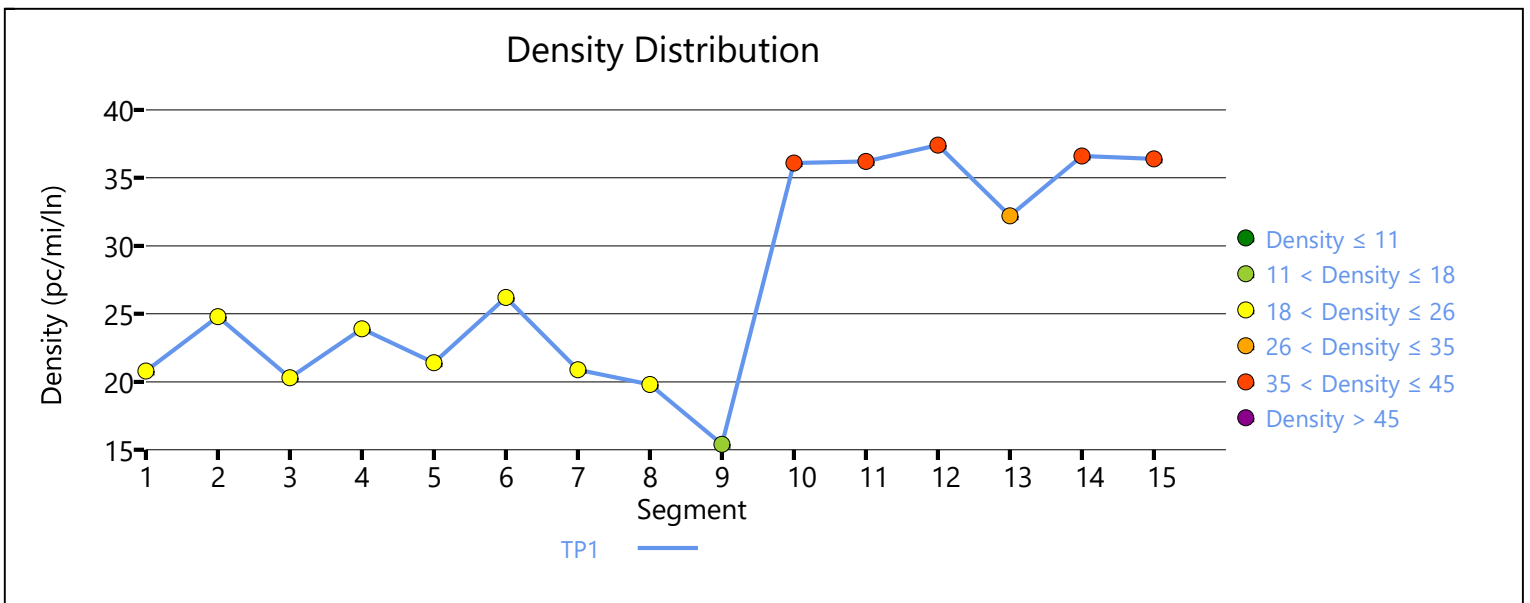
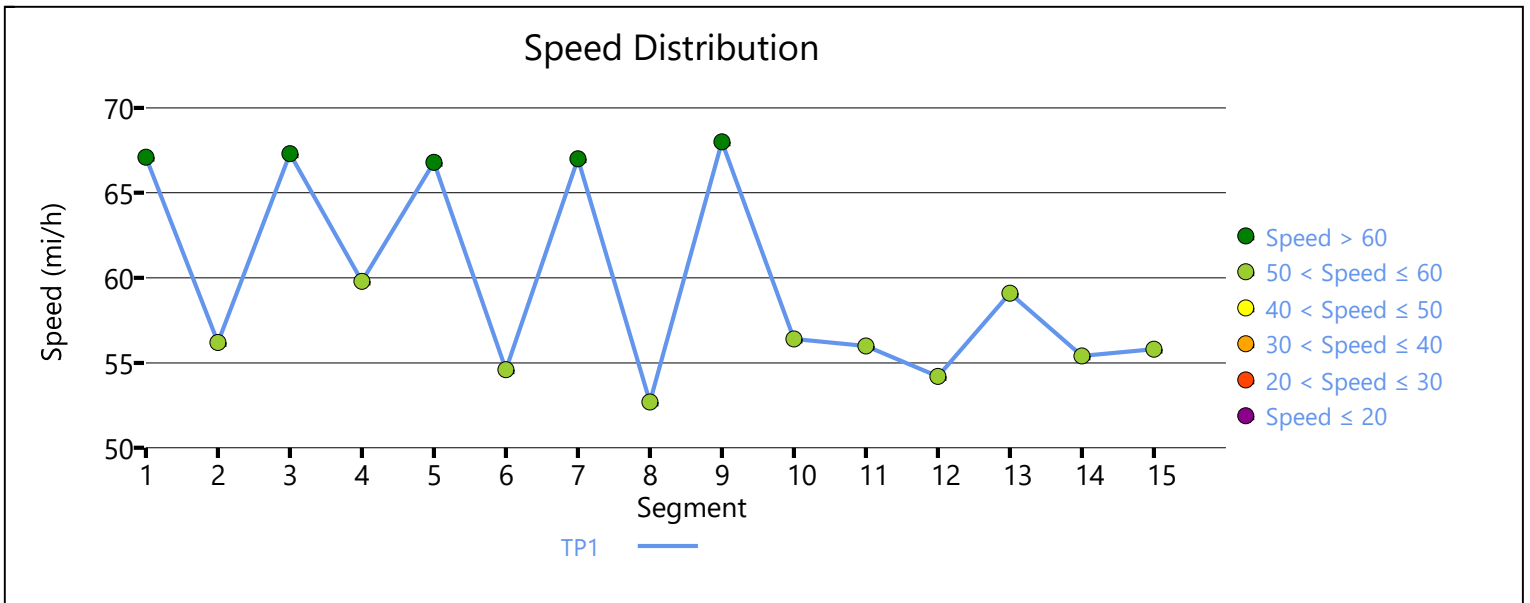
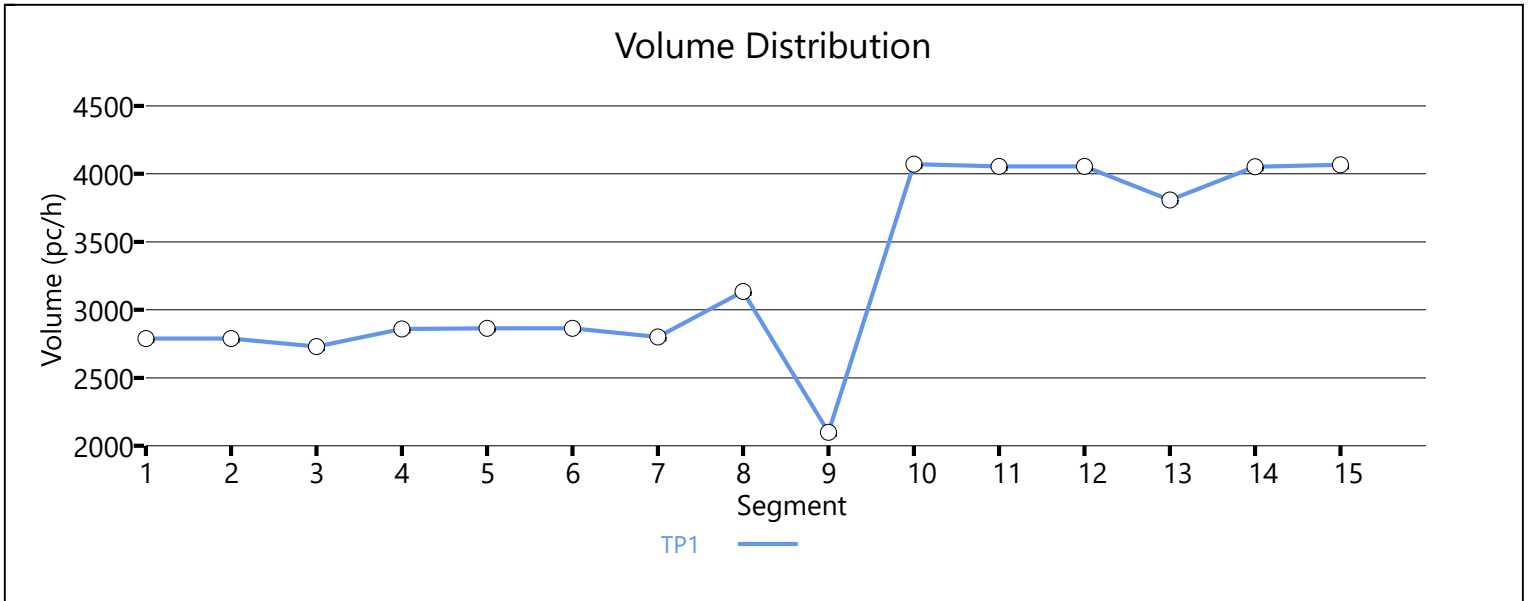
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.2	56.2	24.8	25.6	C

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2729		4473		0.61		67.3		20.3		C
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.769	2865	68	4413	1784	0.65	0.04	54.6	54.6	26.2	27.4	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2801		4473		0.63		67.0		20.9		C
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3135		4965		0.63		52.7		19.8		B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2099		4473		0.47		68.0		15.4		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4071	1972	4413	1972	0.92	1.07	56.4	56.4	36.1	29.9	D
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4054		4473		0.91		56.0		36.2		E
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4054	257	4413	1784	0.92	0.14	54.2	54.2	37.4	36.9	E
<b>Segment 13: Basic</b>															



AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		3808		4473		0.85		59.1		32.2		D
<b>Segment 14: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4052	244	4413	1784	0.92	0.14	55.4	55.4	36.6	30.6	D
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4066		4473		0.91		55.8		36.4		E
<b>Facility Analysis Results</b>															
AP	Speed, mi/h			Density, pc/mi/ln			Density, veh/mi/ln			Travel Time, min			LOS		
1	60.1			26.5			21.5			11.00			D		
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					60.1					Density, veh/mi/ln					21.5
Average Travel Time, min					11.00					Density, pc/mi/ln					26.5
<b>Messages</b>															
WARNING 1					Merge capacity is less than merge demand for analysis period 1 on segment 10.										
<b>Comments</b>															

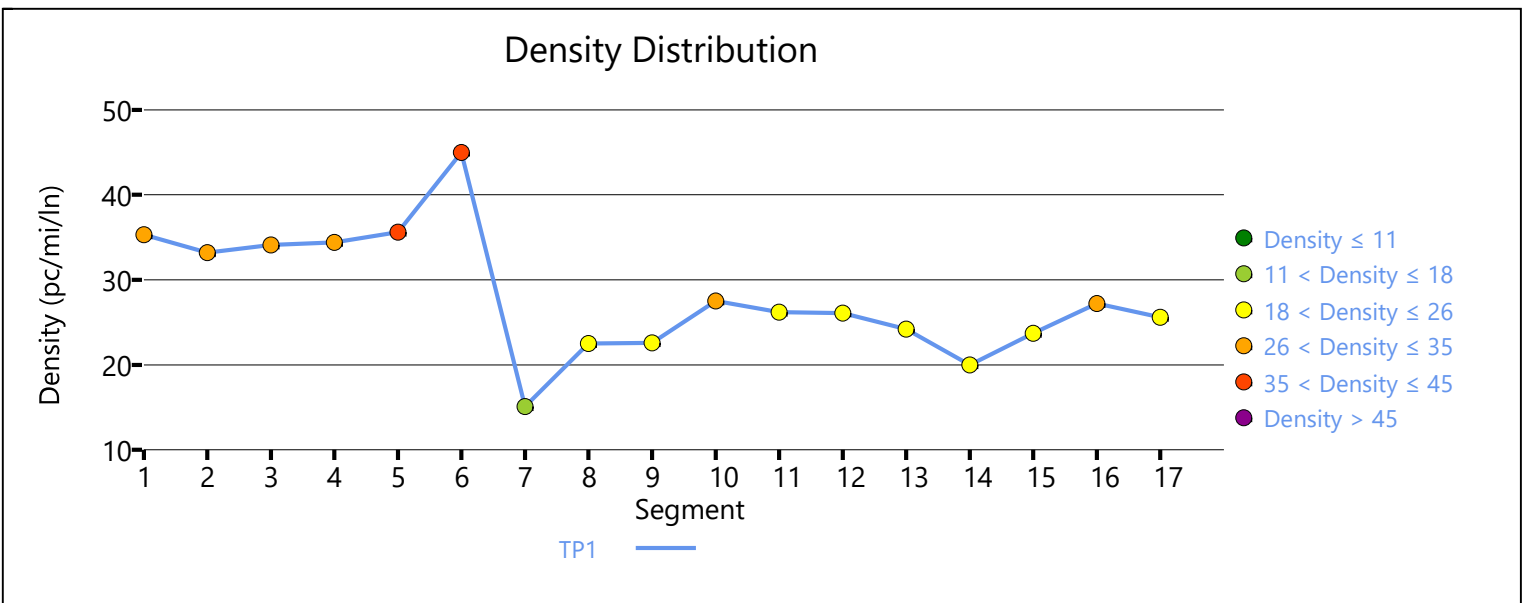
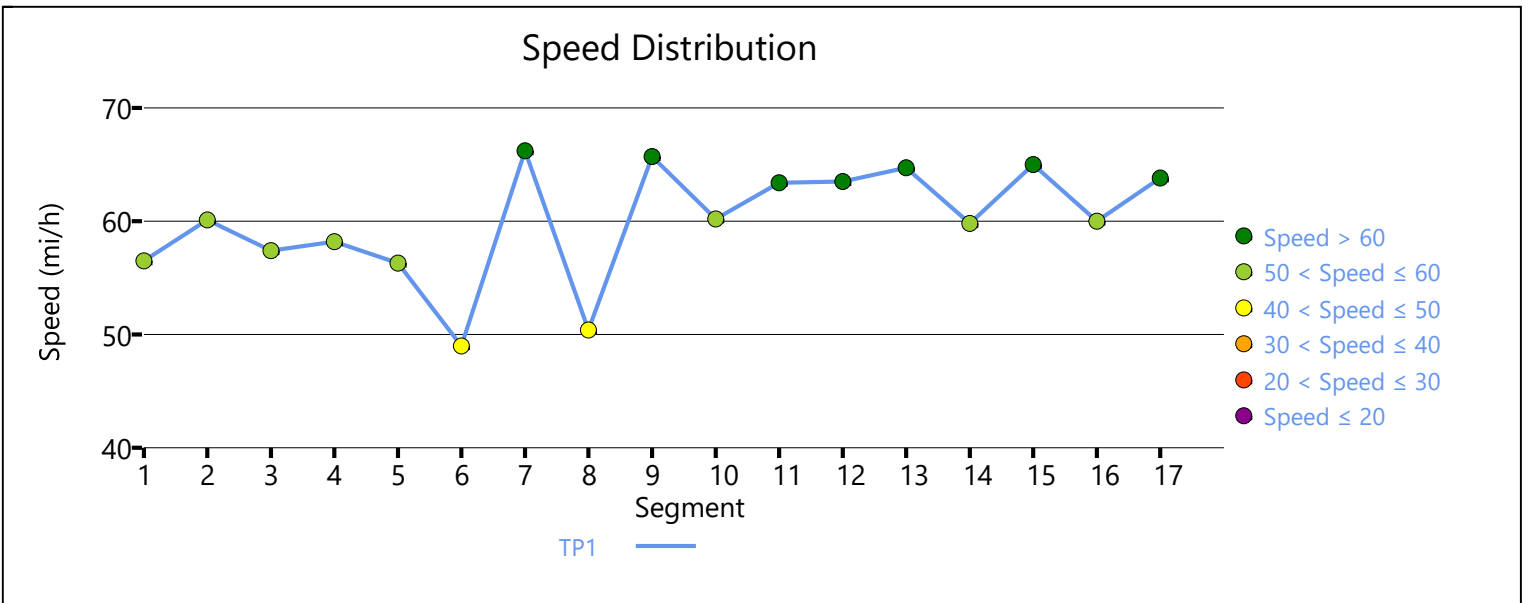
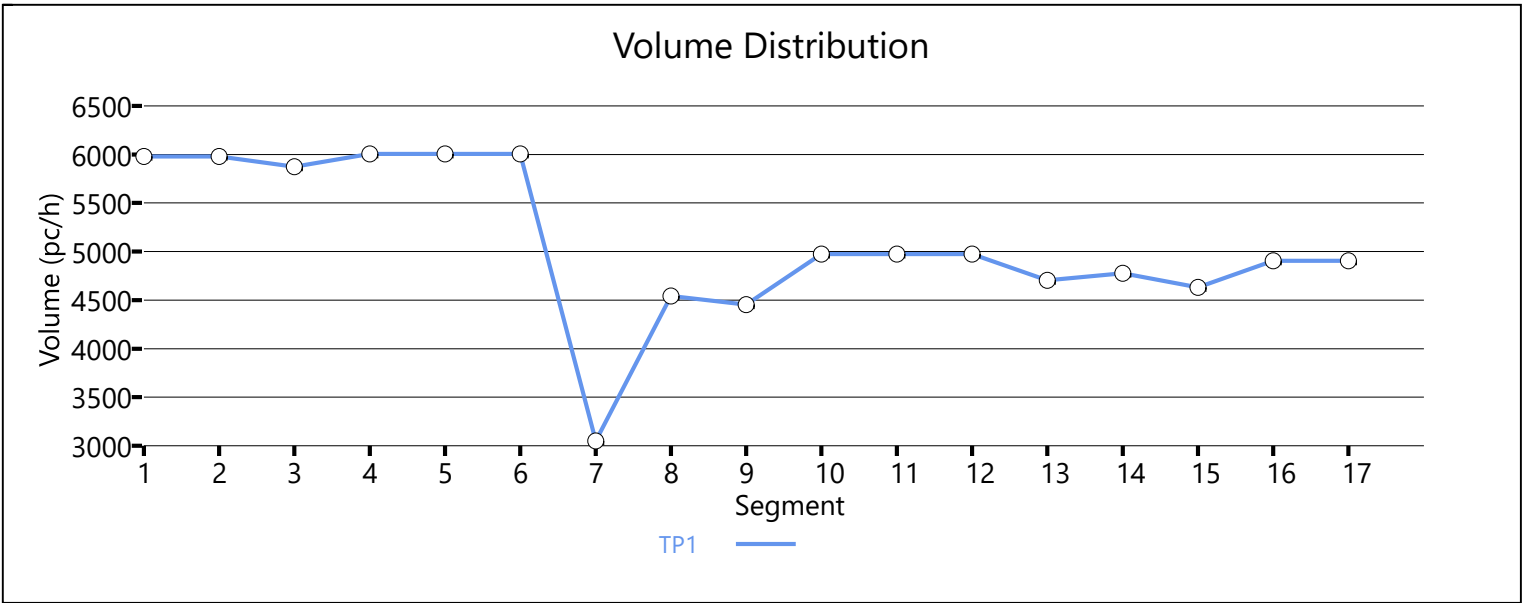


2050 NO BUILD



1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.1	55.7	33.2	31.8	D
<b>Segment 3: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.775		5872		6688		0.88		57.4		34.1		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.775	0.877	6006	134	6620	1878	0.91	0.07	58.2	56.8	34.4	28.7	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		6006		6688		0.89		56.3		35.6		E
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.806	6006	2956	6620	1878	0.91	1.57	49.0	49.2	45.0	40.0	F
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.752		3050		6688		0.45		66.2		15.1		B
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4541		6296		0.70		50.4		22.5		C
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4452		6688		0.66		65.7		22.6		C
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.781	4974	522	6620	1972	0.75	0.26	60.2	58.9	27.5	25.0	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4974		6688		0.74		63.4		26.2		D
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.781	0.781	4974	270	6620	1972	0.75	0.14	63.5	60.0	26.1	24.4	C
<b>Segment 13: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4704		6688		0.70		64.7		24.2		C
<b>Segment 14: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4776		8166		0.58		59.8		20.0		B
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4630		6688		0.69		65.0		23.7		C
<b>Segment 16: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.833	4905	275	6620	1878	0.74	0.15	60.0	58.6	27.2	24.0	C
<b>Segment 17: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4905		6688		0.73		63.8		25.6		C
<b>Facility Analysis Results</b>															
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS
1	58.6				29.2				22.8				10.20		F
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					58.6					Density, veh/mi/ln					22.8
Average Travel Time, min					10.20					Density, pc/mi/ln					29.2
<b>Messages</b>															
WARNING 1					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.										
WARNING 2					Diverge capacity is less than diverge demand for analysis period 1 on segment 6. This may result in an off-ramp queue affecting the mainline flow. This is not currently modeled in HCM methodologies. Use caution when reviewing results.										
<b>Comments</b>															

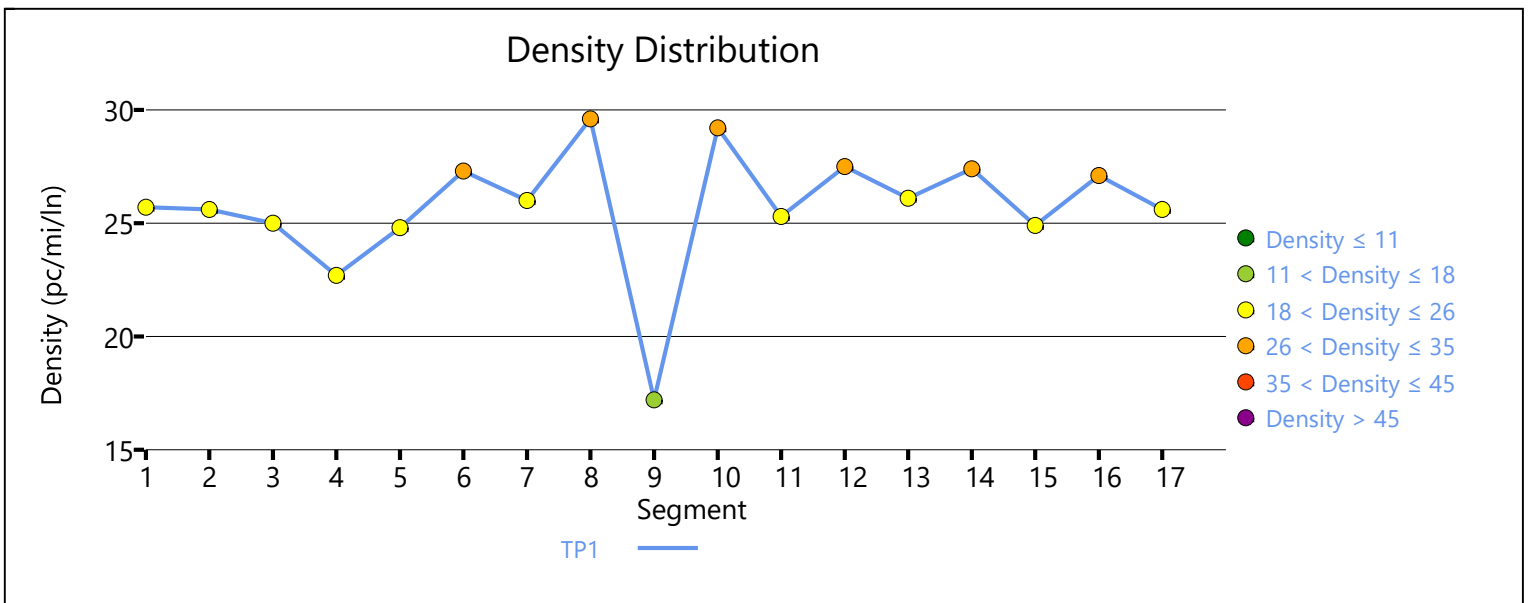
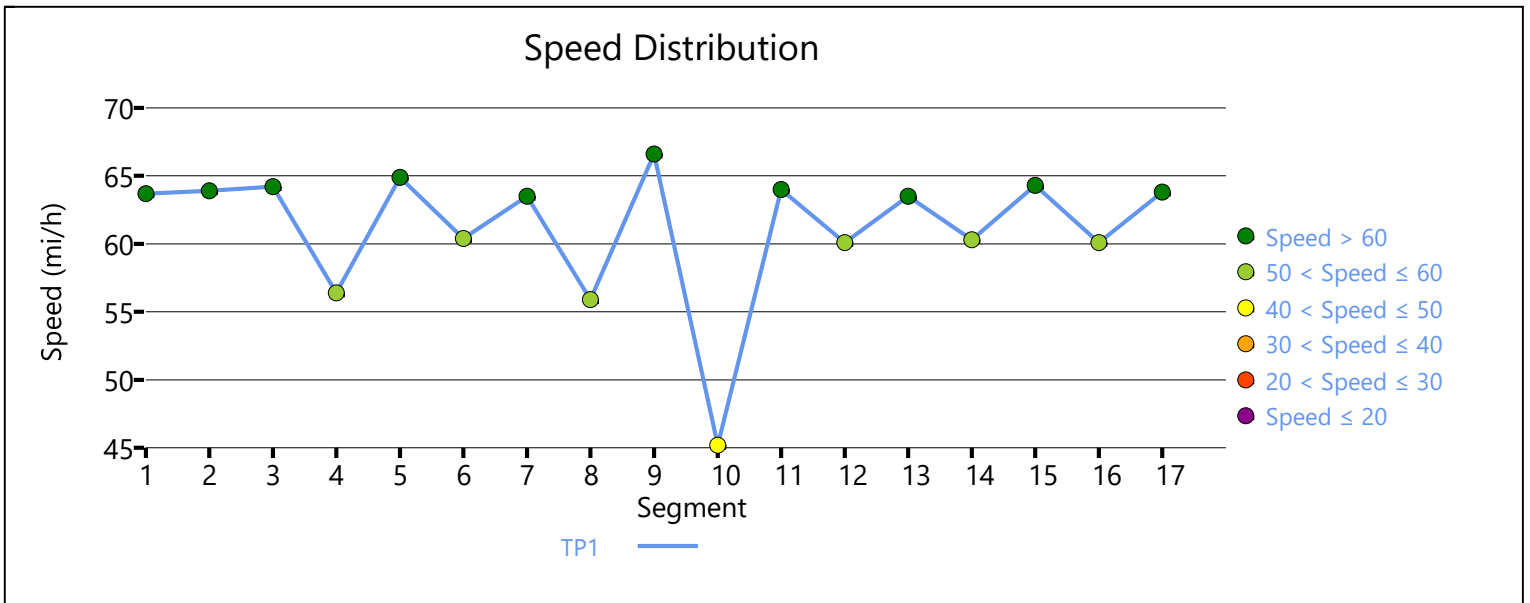
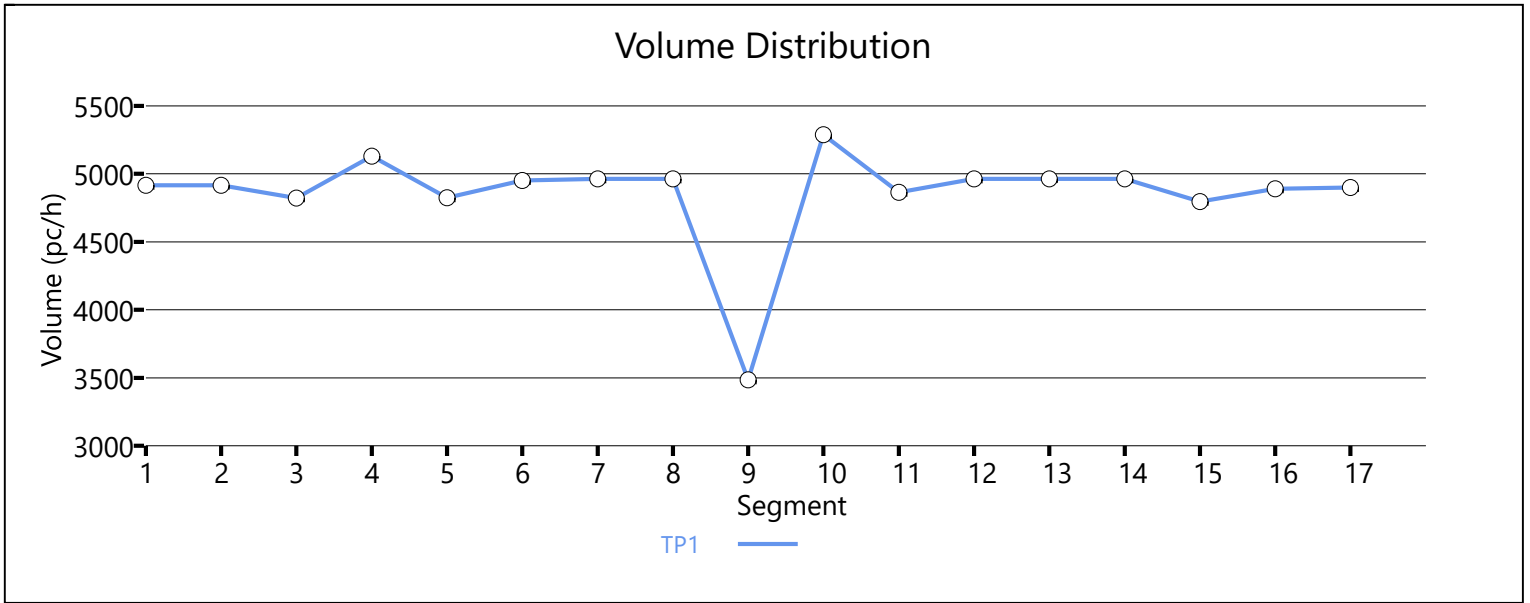






1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	63.9	60.5	25.6	27.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.787		4823		6688		0.72		64.2		25.0		C
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		5129		7985		0.64		56.4		22.7		C
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4824		6721		0.72		64.9		24.8		C
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	60.4	59.2	27.3	23.9	C
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4963		6688		0.74		63.5		26.0		C
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.847	4963	1481	6620	1784	0.75	0.83	55.9	51.0	29.6	31.4	D
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		3486		6688		0.52		66.6		17.2		B
<b>Segment 10: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.763		5287		4089		1.58		45.2		29.2		D
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.758		4864		6688		0.73		64.0		25.3		C
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.758	0.769	4963	99	6620	1972	0.75	0.05	60.1	58.8	27.5	24.8	C

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.758		4964		6688		0.74		63.5		26.1		D	
Segment 14: Diverge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.758	0.833	4964	153	6620	1878	0.75	0.08	60.3	55.6	27.4	27.5	C	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.758		4797		6688		0.72		64.3		24.9		C	
Segment 16: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.758	0.840	4890	93	6620	1878	0.74	0.05	60.1	58.8	27.1	23.2	C	
Segment 17: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.758		4900		6688		0.73		63.8		25.6		C	
Facility Analysis Results																
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS	
1	61.1				25.9				19.6				9.80		F	
Facility Overall Results																
Space Mean Speed, mi/h					61.1				Density, veh/mi/ln				19.6			
Average Travel Time, min					9.80				Density, pc/mi/ln				25.9			
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Merge capacity is less than merge demand for analysis period 1 on segment 10.											
Comments																



# HCS7 Freeway Facilities Report

## Project Information

Analyst	KAG	Date	6/14/2022
Agency	CDM Smith	Analysis Year	2050 No Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	12.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	1500	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	1500	2
5	Basic	Basic	Between US 178 and I-26	13935	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	1500	2
7	Basic	Basic	Between I-26 Ramps	1650	2
8	Weaving	Weaving	Between I-26 Ramps	3000	3
9	Basic	Basic	Between I-26 Ramps	1770	2
10	Merge	Merge	I-95 On-Ramp from I-26	1500	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	1500	2
13	Basic	Basic	Between US 176 Ramps	5280	2
14	Merge	Merge	I-95 On-Ramp from US 176	1500	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4110		4479		1.24		36.1		56.9		F

### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.9	55.9	36.8	37.5	F

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3774		4479		1.18		34.3		55.0		F
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.2	55.2	37.2	32.2	F
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4010		4479		1.25		43.5		46.1		F
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	3970	522	4413	1784	1.26	0.29	36.5	53.7	54.4	50.2	F
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3356		4479		1.13		22.5		74.7		F
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3445		3700		1.41		48.5		23.7		F
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.800		368		4479		0.47		68.1		2.7		A
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.847	1849	1481	4413	1972	0.42	0.75	61.7	61.7	15.0	13.3	B
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		1849		4479		0.80		68.5		13.5		B
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	1849	134	4413	1972	0.42	0.07	61.1	61.1	15.1	13.0	B
<b>Segment 13: Basic</b>															

AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820	1715		4479		0.77		68.5		12.5		B

### Segment 14: Merge

AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	1778	63	4413	1972	0.40	0.03	61.4	61.4	14.5	14.4	B

### Segment 15: Basic

AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820	1778		4479		0.78		68.5		13.0		B

### Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	48.2	27.1	21.6	15.10	F

### Facility Overall Results

Space Mean Speed, mi/h	48.2	Density, veh/mi/ln	21.6
Average Travel Time, min	15.10	Density, pc/mi/ln	27.1

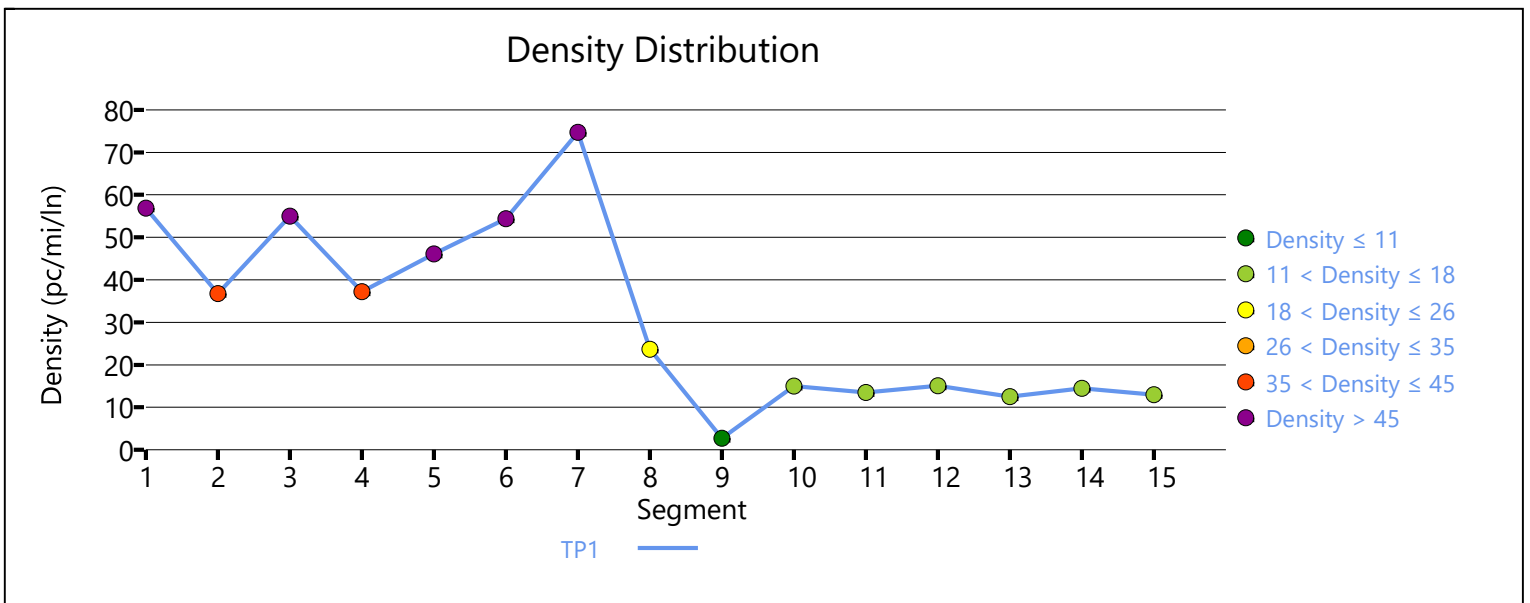
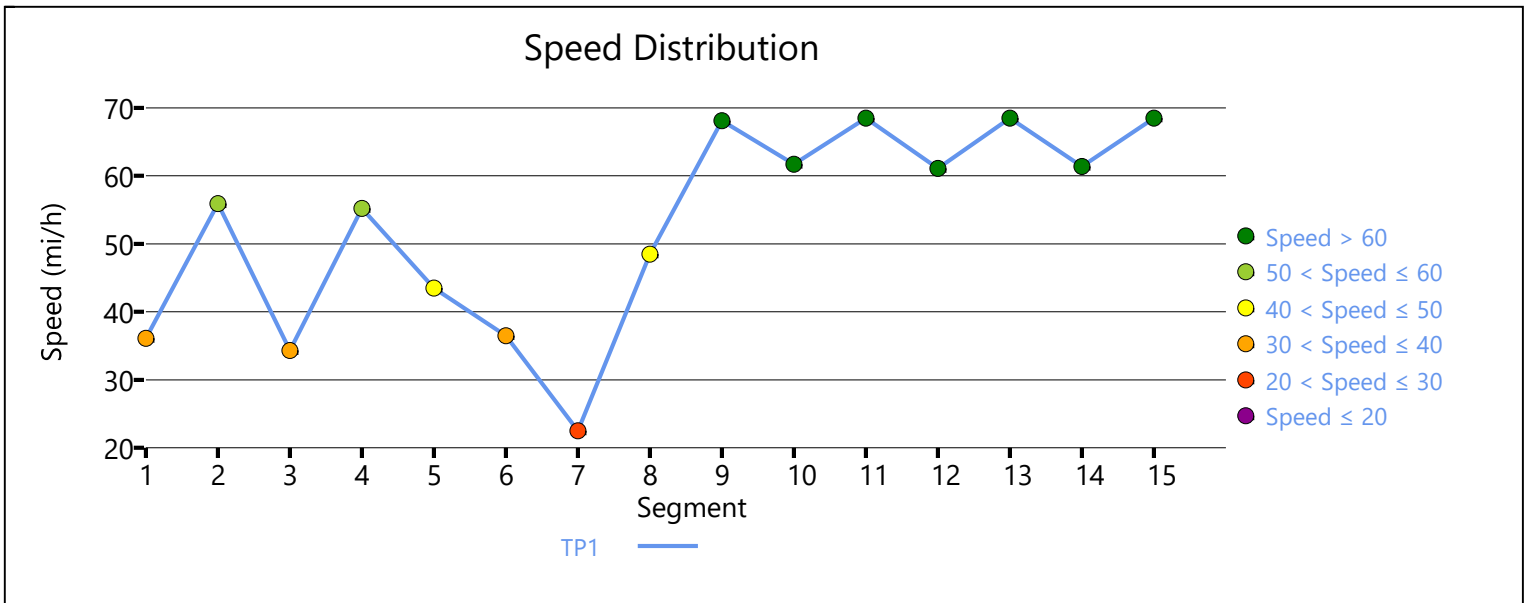
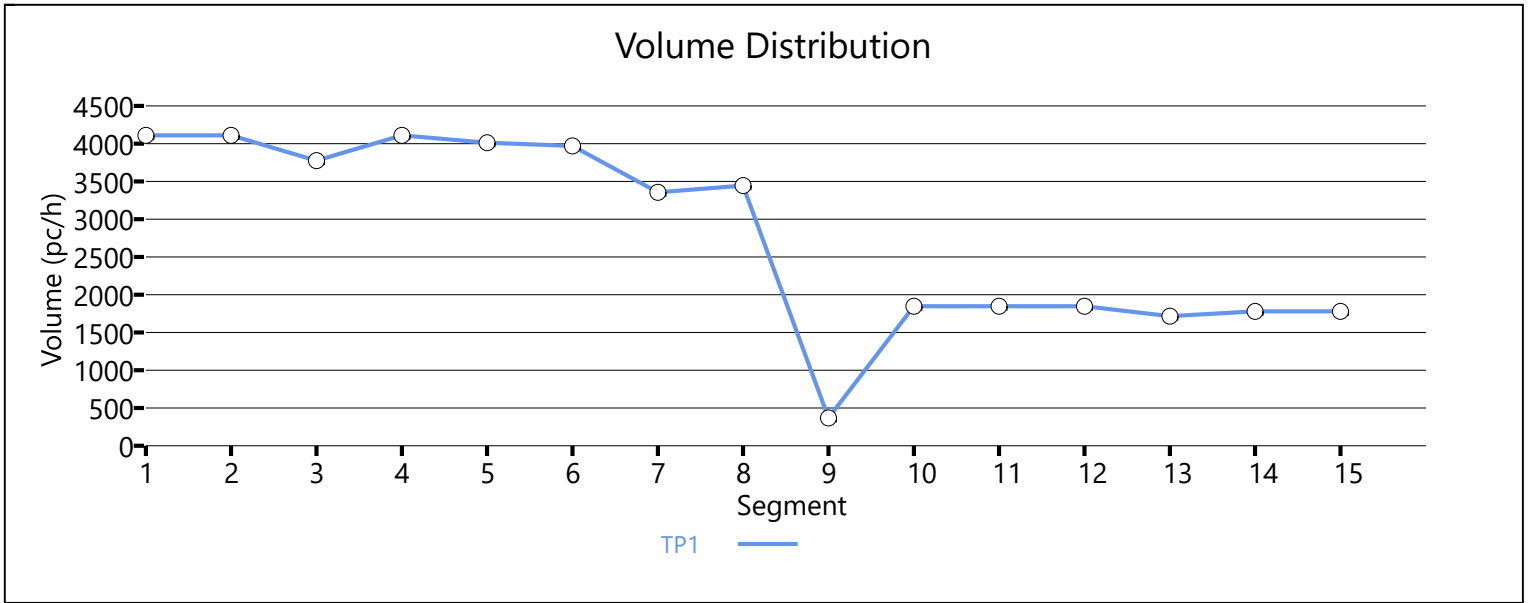
### Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.
WARNING 4	Diverge capacity is less than diverge demand for analysis period 1 on segment 8. This may result in an off-ramp queue affecting the mainline flow. This is not currently modeled in HCM methodologies. Use caution when reviewing results.

### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	KAG	Date	6/14/2022
Agency	CDM Smith	Analysis Year	2050 No Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.04		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	1500	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1500	2
5	Basic	Basic	Between US 176 and I-26	19950	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	1500	2
7	Basic	Basic	Between I-26 Ramps	1555	2
8	Weaving	Weaving	Between I-26 Ramps	3000	3
9	Basic	Basic	Between I-26 Ramps	2240	2
10	Merge	Merge	I-95 On-Ramp from I-26	1500	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	1500	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1500	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3492		4479		0.78		62.6		27.9		D

### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.4	56.4	31.0	31.7	D

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3429		4479		0.77		63.1		27.2		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	58.1	58.1	30.7	27.0	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3570		4479		0.80		61.8		28.9		D
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.769	3570	99	4413	1784	0.81	0.06	54.7	54.7	32.6	33.5	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3471		4479		0.78		62.8		27.6		D
<b>Segment 8: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.826		3956		4463		0.88		48.8		27.0		C
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2466		4479		0.55		68.2		18.1		C
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4408	1972	4413	1972	1.00	1.50	54.1	54.1	40.7	32.5	F
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4408		4479		0.99		50.9		43.3		E
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4408	279	4413	1878	1.00	0.15	55.9	55.9	39.4	40.0	F
<b>Segment 13: Basic</b>															

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4129		4479		0.93		55.1		37.5		E

### Segment 14: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4395	266	4413	1878	1.00	0.14	53.4	53.4	41.2	33.3	D

### Segment 15: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4395		4479		0.99		51.1		43.0		E

### Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	56.3	33.2	27.1	11.80	F

### Facility Overall Results

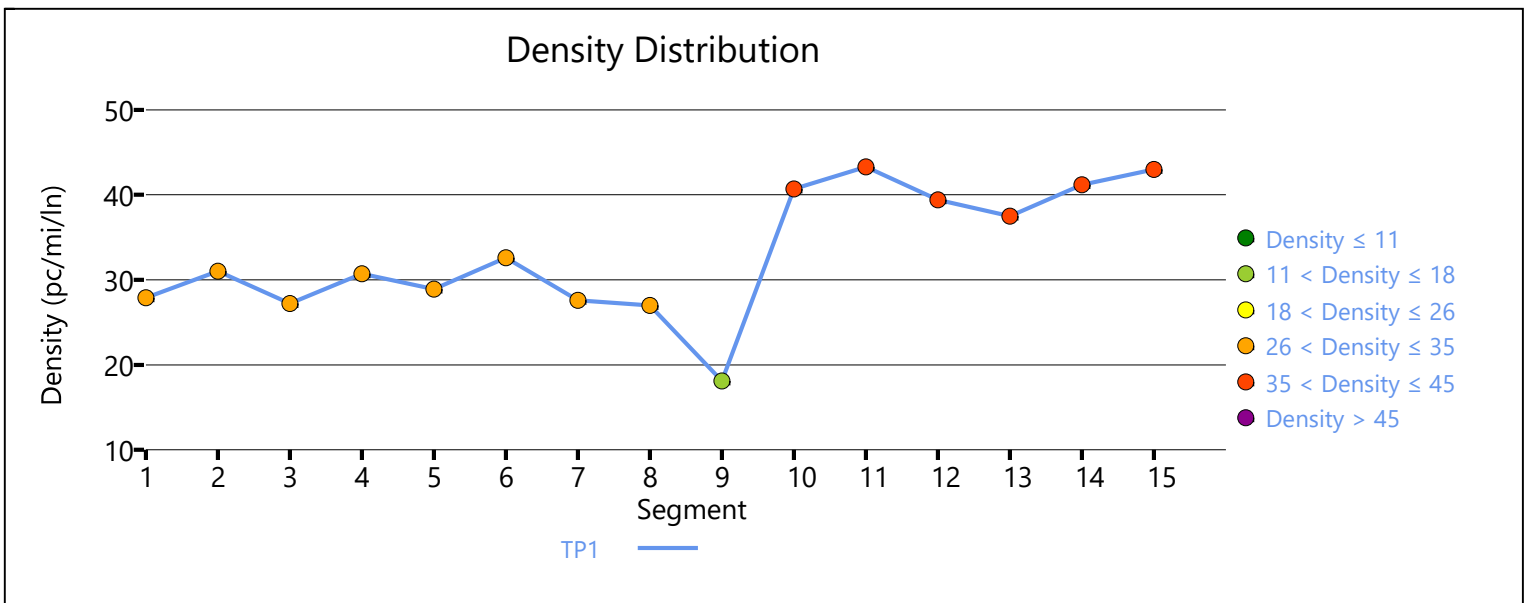
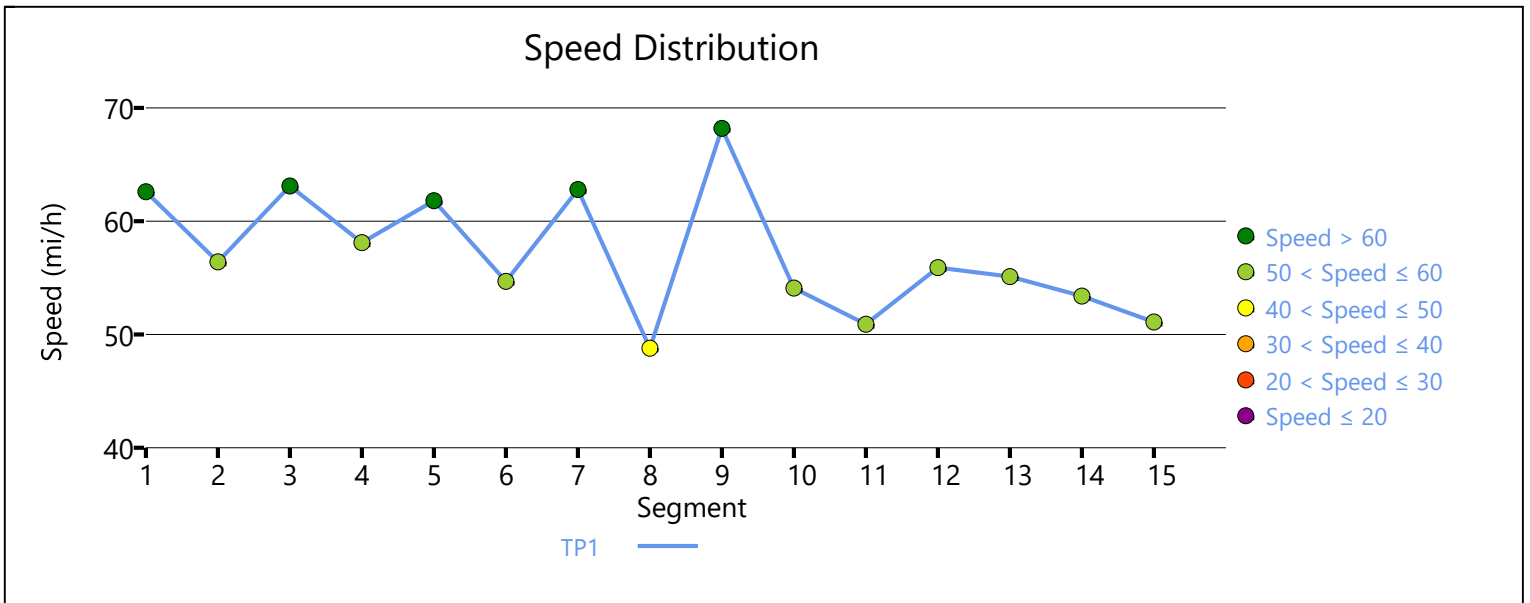
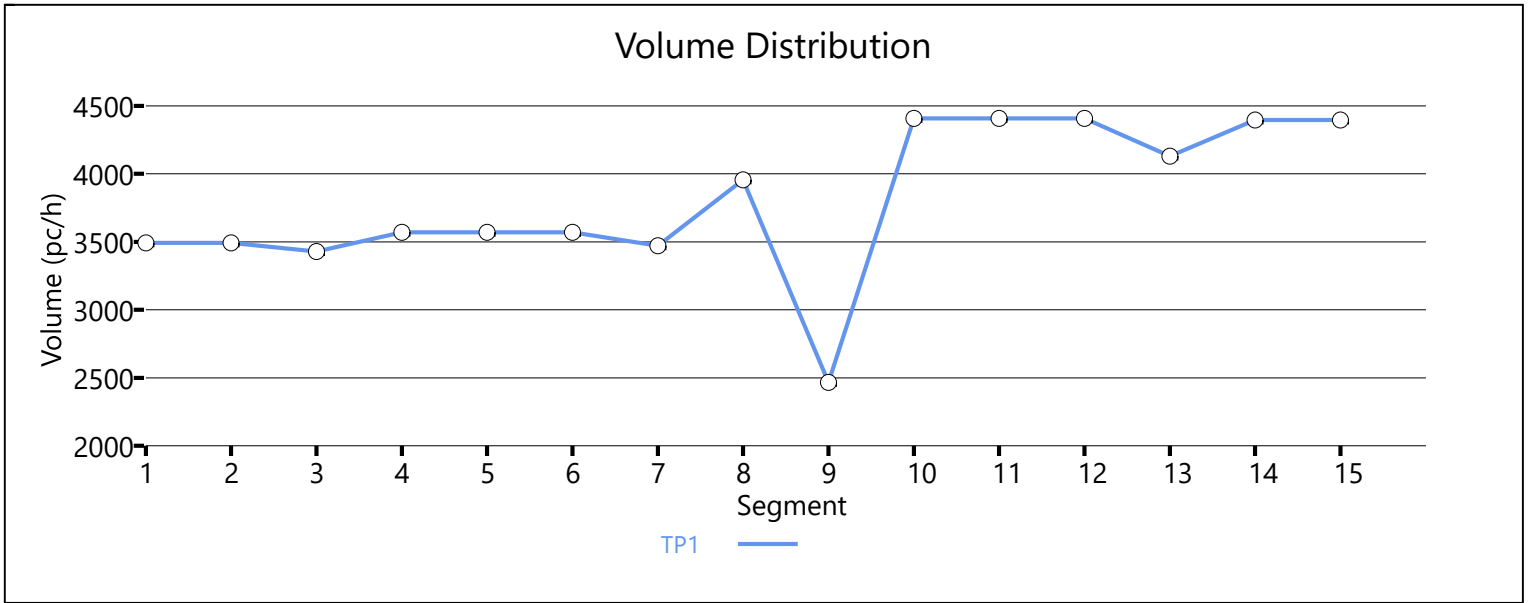
Space Mean Speed, mi/h	56.3	Density, veh/mi/ln	27.1
Average Travel Time, min	11.80	Density, pc/mi/ln	33.2

### Messages

WARNING 1	Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Merge capacity is less than merge demand for analysis period 1 on segment 10.

### Comments

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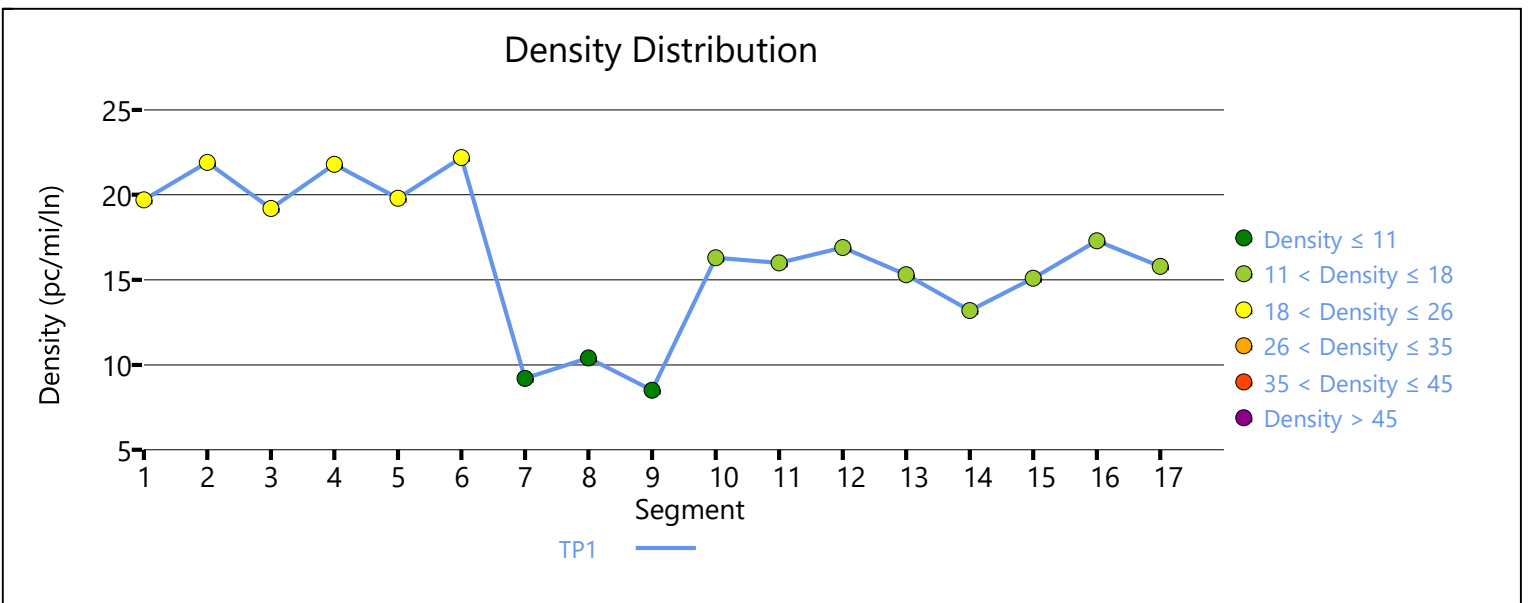
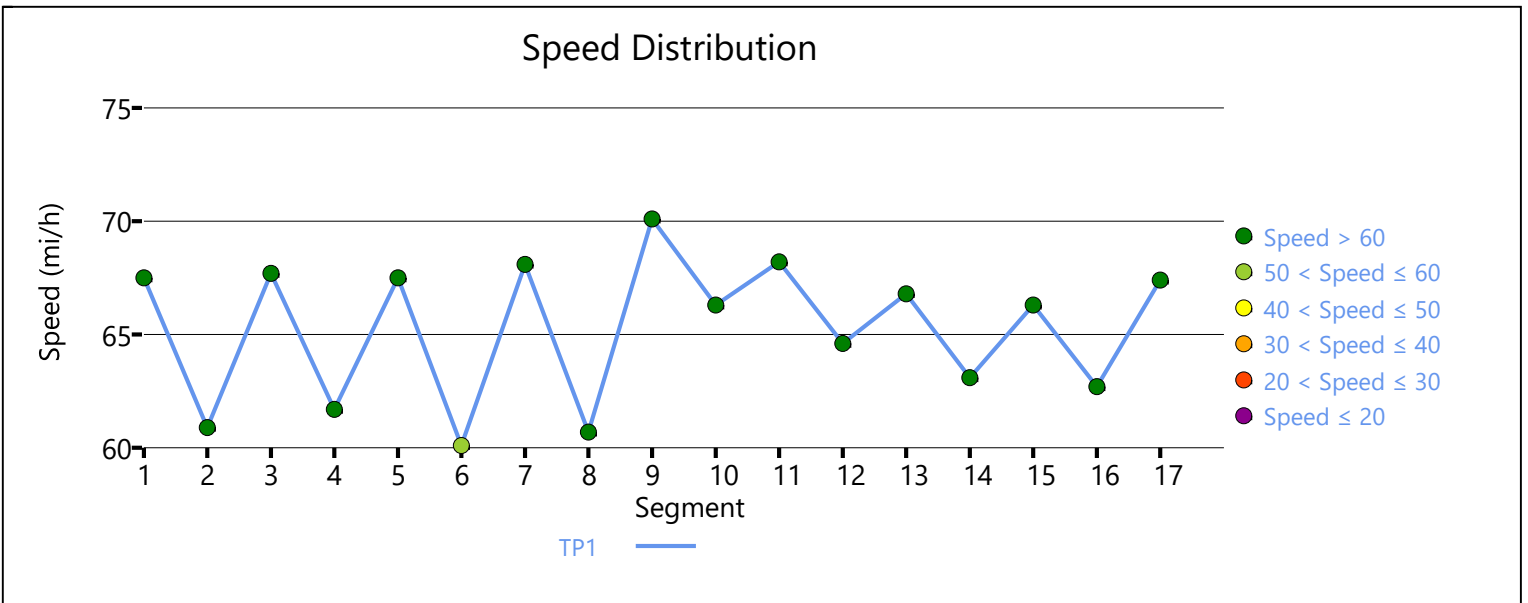
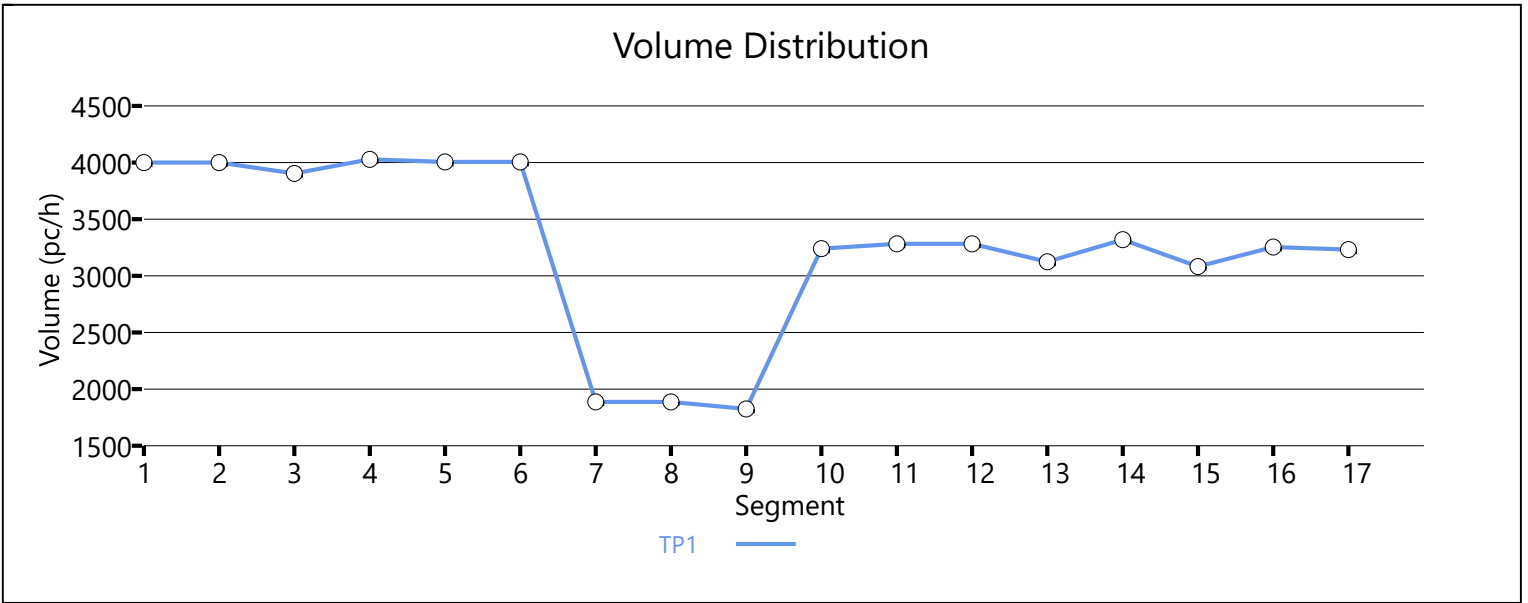
# 2030 BUILD ALTERNATIVE 1





1	0.92	0.92	0.806	0.787	4000	97	6620	1878	0.60	0.05	60.9	56.1	21.9	23.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		3905		6710		0.58		67.7		19.2		C
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.877	4028	123	6620	1878	0.61	0.07	61.7	60.1	21.8	19.4	B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.813		4004		6710		0.60		67.5		19.8		C
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.813	0.806	4004	2117	6620	3944	0.60	0.54	60.1	56.3	22.2	16.3	B
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1889		6710		0.28		68.1		9.2		A
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	1889	61	6620	1878	0.29	0.03	60.7	56.4	10.4	11.5	B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1825		6761		0.27		70.1		8.5		A
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.94	0.820	0.826	3240	1415	6761	3944	0.48	0.36	66.3	65.0	16.3	14.7	B
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3282		6710		0.49		68.2		16.0		B
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>

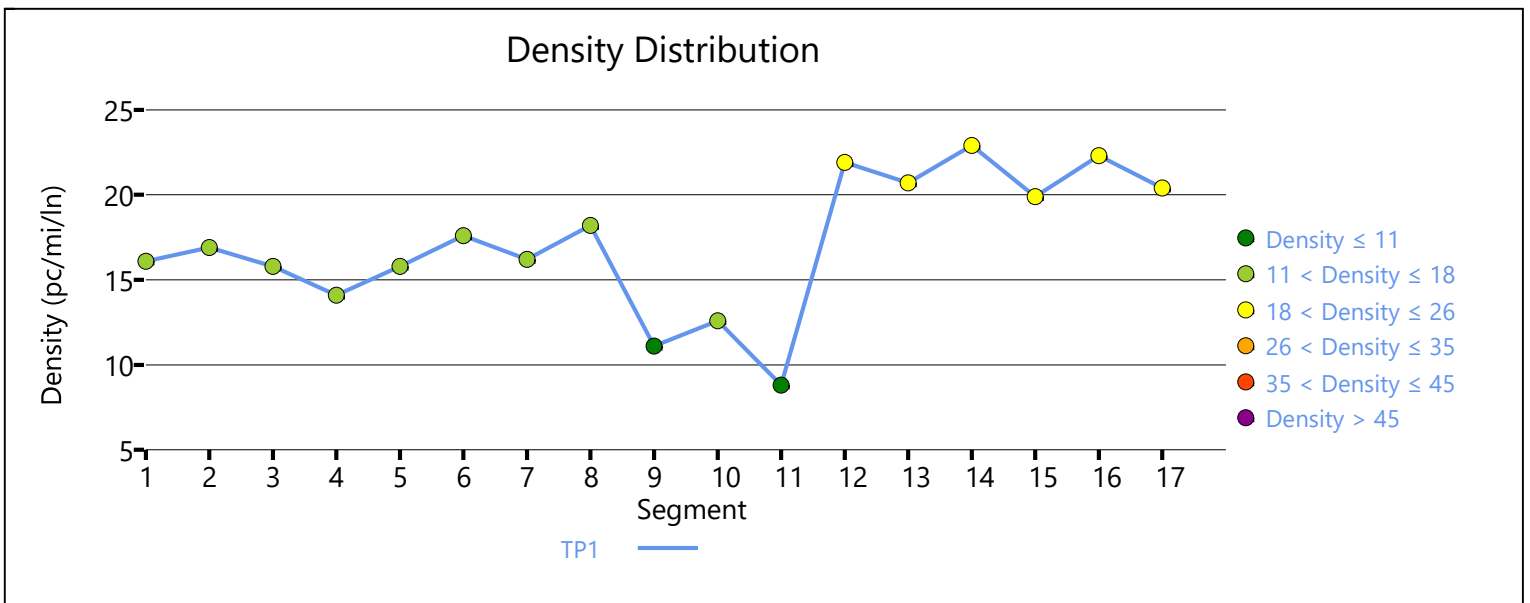
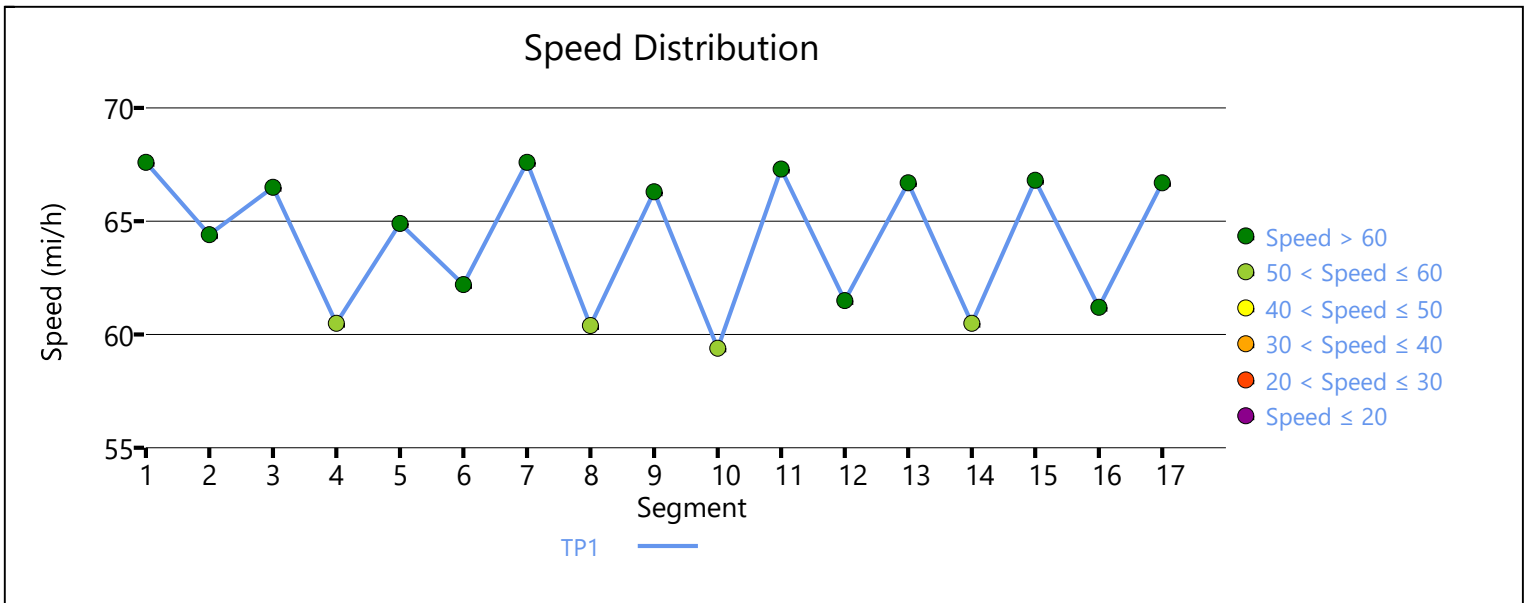
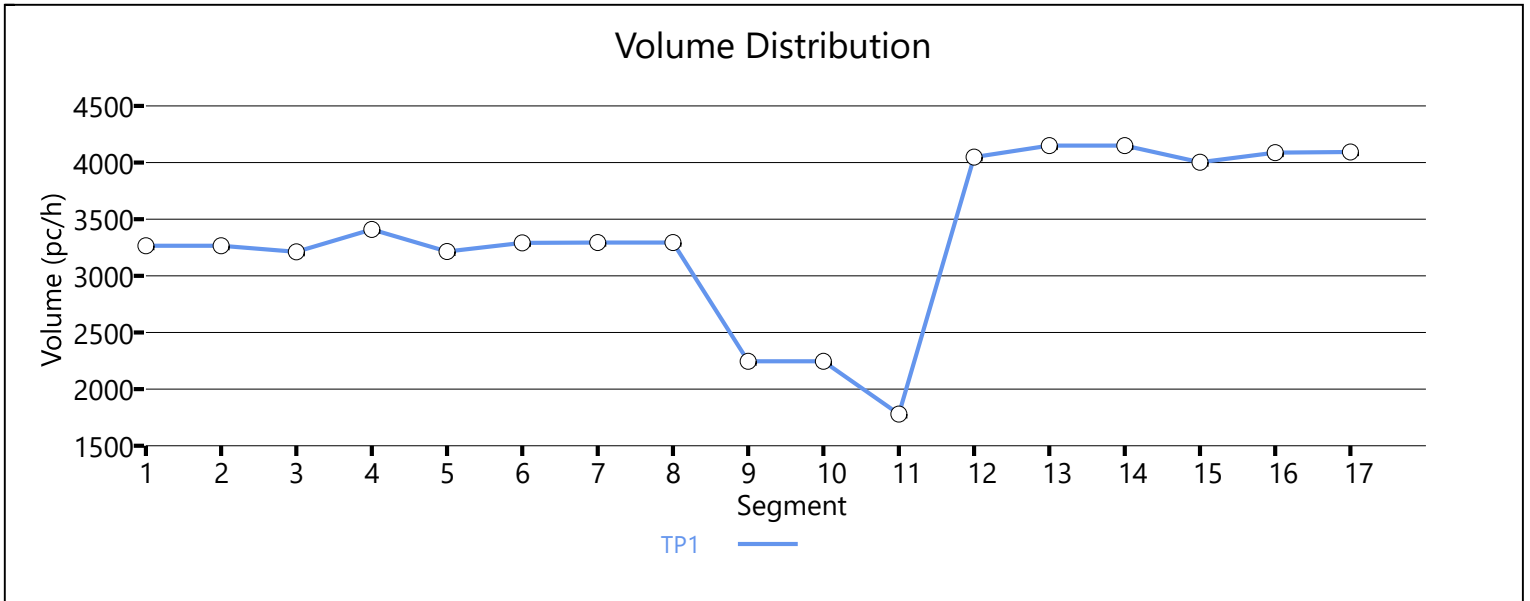
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.781	3282	166	6620	1972	0.50	0.08	64.6	60.9	16.9	20.3	C
<b>Segment 13: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3124		6710		0.47	66.8		15.3		B		
<b>Segment 14: Weaving</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.781	3320		8211		0.40	63.1		13.2		B		
<b>Segment 15: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3083		6710		0.46	66.3		15.1		B		
<b>Segment 16: Merge</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3253	170	6620	1972	0.49	0.09	62.7	61.1	17.3	16.0	B
<b>Segment 17: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.826	3232		6710		0.48	67.4		15.8		B		
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.4		17.3		14.1		7.60		C						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h				66.4				Density, veh/mi/ln				14.1			
Average Travel Time, min				7.60				Density, pc/mi/ln				17.3			
<b>Messages</b>															
WARNING 1				Ramp segment length is longer than 1500 feet for segment 6.											
WARNING 2				Ramp segment length is longer than 1500 feet for segment 10.											
WARNING 3				Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.											
<b>Comments</b>															





1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	64.4	60.7	16.9	19.2	B
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		3212		6693		0.48		66.5		15.8		B
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3410		8016		0.43		60.5		14.1		B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3214		6693		0.48		64.9		15.8		B
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.2	60.6	17.6	16.0	B
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3295		6693		0.49		67.6		16.2		B
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.847	3295	1054	6620	1972	0.50	0.53	60.4	56.8	18.2	22.8	C
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		2245		6693		0.34		66.3		11.1		B
<b>Segment 10: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.840	2245	360	6620	1878	0.34	0.19	59.4	55.4	12.6	14.1	B
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.847		1780		6693		0.27		67.3		8.8		A
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	

1	0.92	0.92	0.847	0.775	4049	2269	6620	3944	0.61	0.58	61.5	60.4	21.9	20.7	C
<b>Segment 13: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4150		6693		0.62		66.7		20.7		C
<b>Segment 14: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	4150	140	6620	1878	0.63	0.07	60.5	55.7	22.9	23.8	C
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4003		6693		0.60		66.8		19.9		C
<b>Segment 16: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	4088	85	6620	1878	0.62	0.05	61.2	59.7	22.3	19.5	B
<b>Segment 17: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4094		6693		0.61		66.7		20.4		C
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.0		17.5		14.2		7.30		C						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					66.0			Density, veh/mi/ln			14.2				
Average Travel Time, min					7.30			Density, pc/mi/ln			17.5				
<b>Messages</b>															
WARNING 1					Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
WARNING 2					Ramp segment length is longer than 1500 feet for segment 12.										
<b>Comments</b>															





# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.69		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	230	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	840	2
5	Basic	Basic	Between US 178 and I-26	12135	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	2500	2
7	Basic	Basic	Between I-26 Ramps	2700	2
8	Merge	Merge	I-95 On-Ramp from I-26	1500	2
9	Basic	Basic	Between I-26 Ramps	1145	2
10	Merge	Merge	I-95 On-Ramp from I-26	950	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	275	2
13	Basic	Basic	Between US 176 Ramps	3770	2
14	Merge	Merge	I-95 On-Ramp from US 176	855	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.794		4255		4473		0.95		53.1		40.1		E

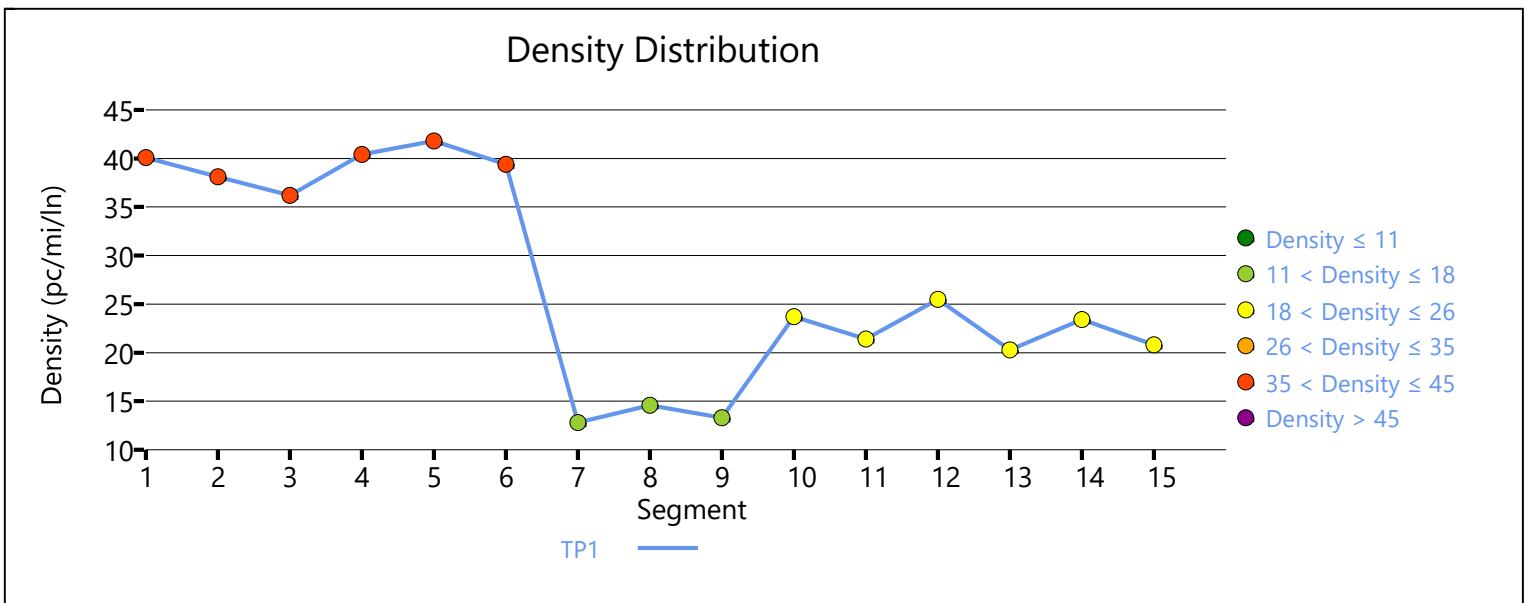
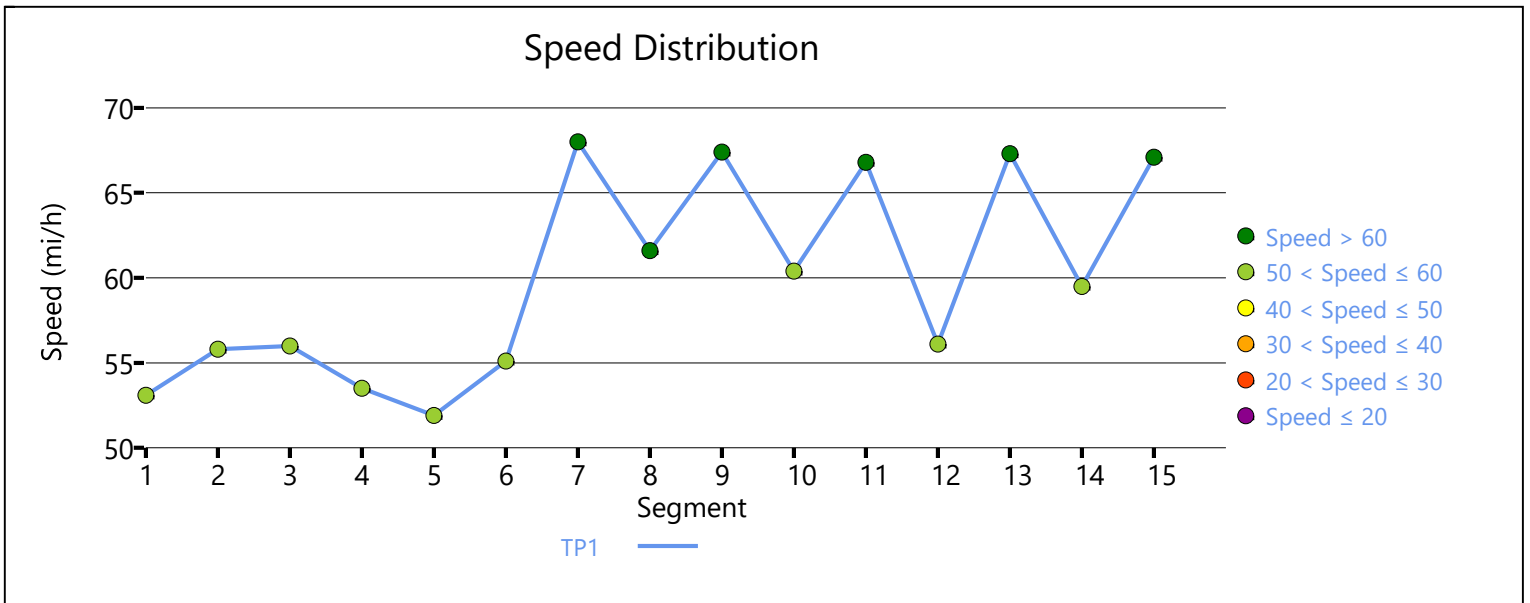
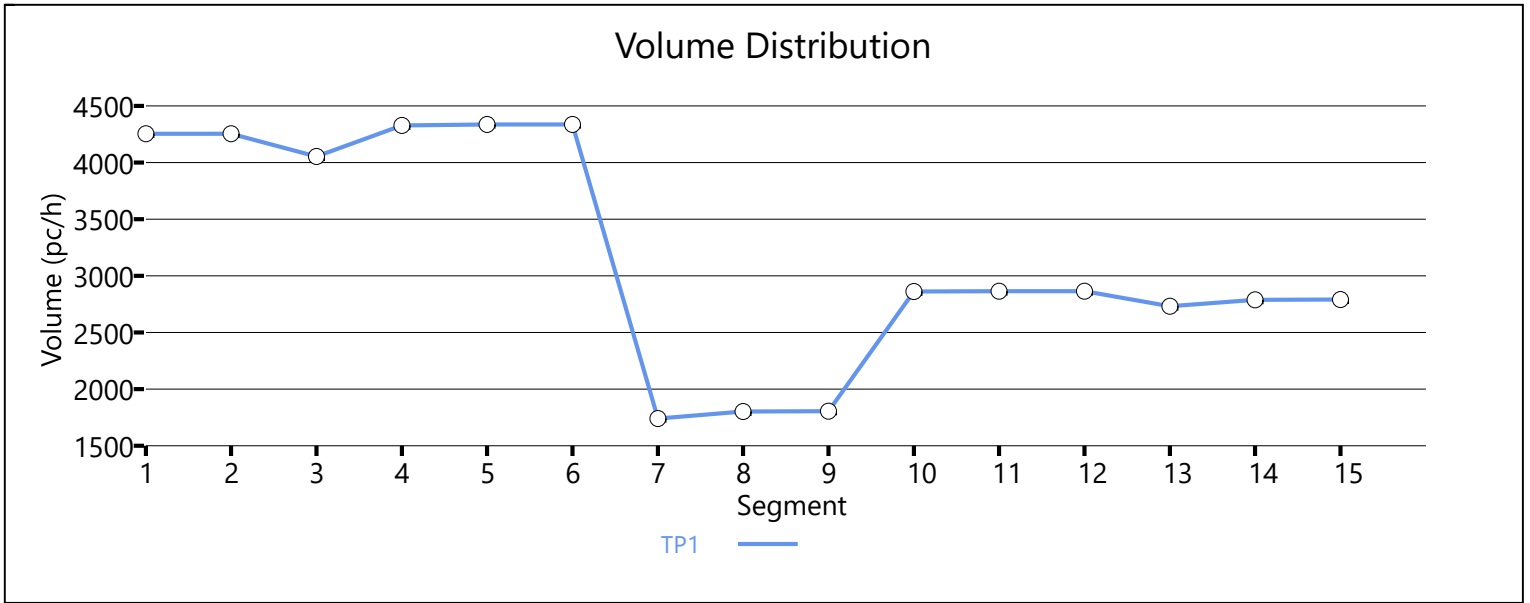
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	E

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4054		4473		0.91		56.0		36.2		E
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4337		4473		0.97		51.9		41.8		E
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.775	4337	2592	4413	3944	0.98	0.66	55.1	55.1	39.4	28.1	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1742		4473		0.39		68.0		12.8		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	1803	61	4413	1878	0.41	0.03	61.6	61.6	14.6	11.9	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1807		4473		0.40		67.4		13.3		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1972	0.65	0.53	60.4	60.4	23.7	21.4	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	26.4	C

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2731		4473		0.61		67.3		20.3		C	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	C	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2790		4473		0.62		67.1		20.8		C	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	59.5		27.4		22.0		10.80		D							
Facility Overall Results																
Space Mean Speed, mi/h					59.5					Density, veh/mi/ln					22.0	
Average Travel Time, min					10.80					Density, pc/mi/ln					27.4	
Messages																
WARNING 1					Ramp segment length is longer than 1500 feet for segment 6.											
Comments																



# HCS7 Freeway Facilities Report

## Project Information

Analyst		Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.07		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	290	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1010	2
5	Basic	Basic	Between US 176 and I-26	18465	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	690	2
7	Basic	Basic	Between I-26 Ramps	3645	2
8	Merge	Merge	I-95 On-ramp Loop from I-26 WB	1500	2
9	Basic	Basic	Between I-26 Ramps	950	2
10	Merge	Merge	I-95 On-Ramp from I-26 EB	2800	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	245	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1020	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2789		4473		0.62		67.1		20.8		C

### Segment 2: Diverge

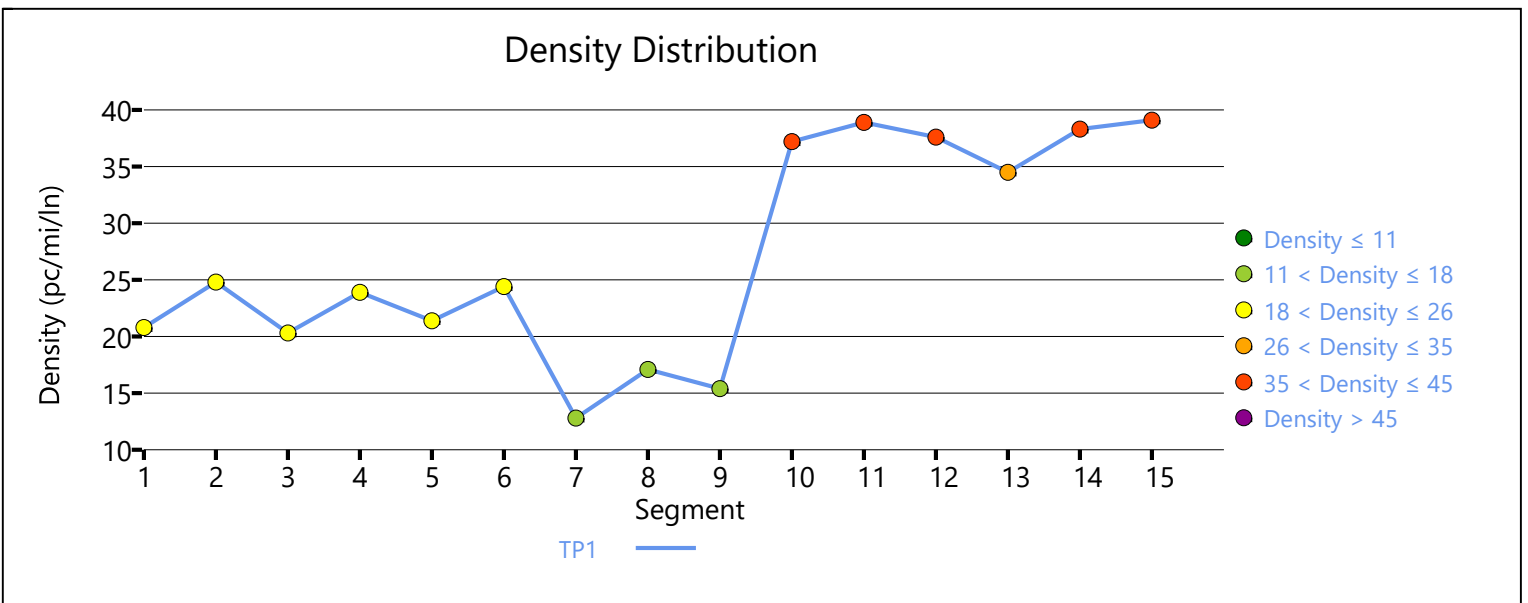
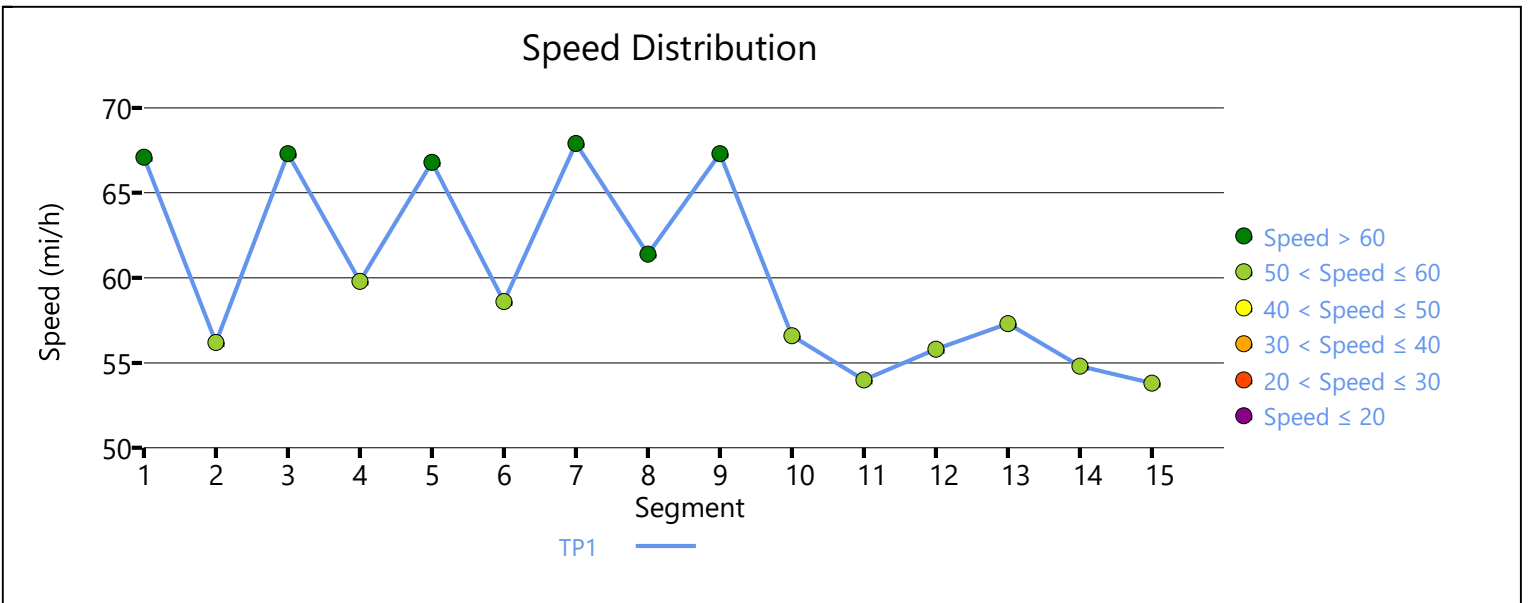
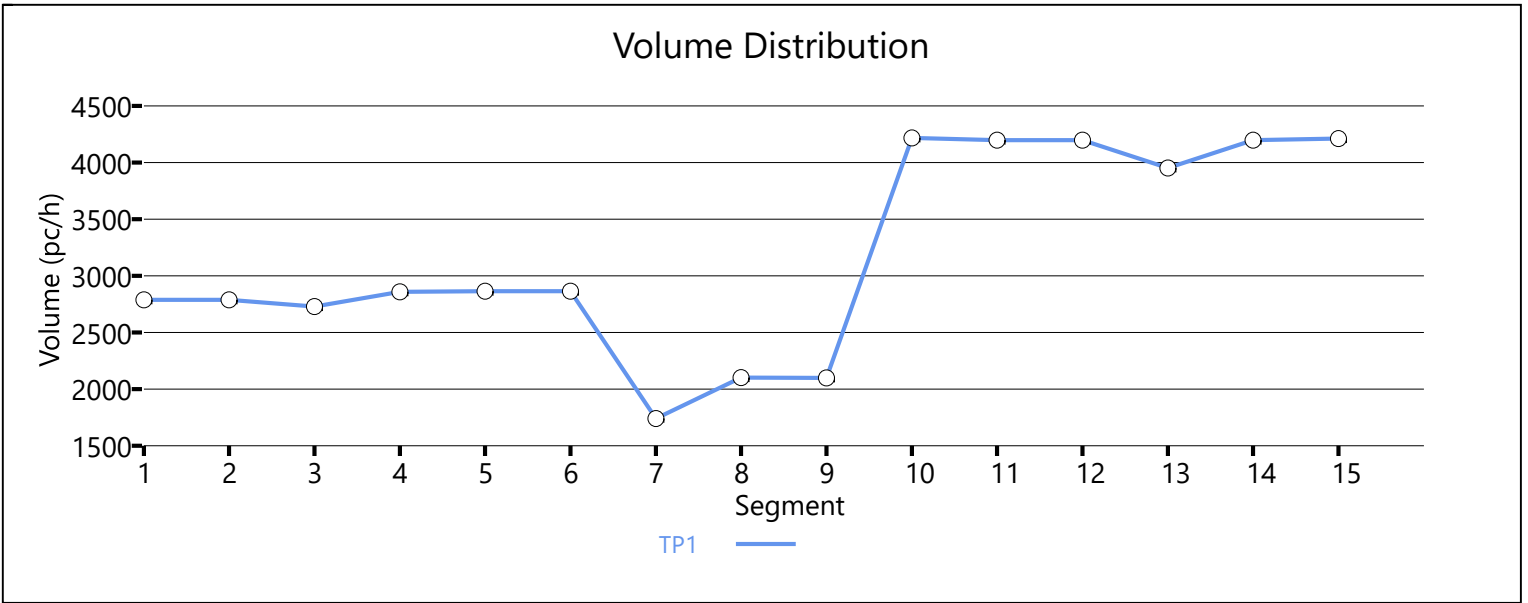
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.2	56.2	24.8	25.6	C

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2729		4473		0.61		67.3		20.3		C
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	2865	1134	4413	1972	0.65	0.58	58.6	58.6	24.4	25.4	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1742		4473		0.39		67.9		12.8		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2102	360	4413	1878	0.48	0.19	61.4	61.4	17.1	14.1	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2099		4473		0.47		67.3		15.4		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4216	2117	4413	3944	0.96	0.54	56.6	56.6	37.2	28.1	D
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4198		4473		0.94		54.0		38.9		E
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4198	257	4413	1878	0.95	0.14	55.8	55.8	37.6	38.1	E

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		3952		4473		0.88		57.3		34.5		D	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.813	0.840	4196	244	4413	1878	0.95	0.13	54.8	54.8	38.3	31.8	D	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4210		4473		0.94		53.8		39.1		E	
Facility Analysis Results																
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS	
1	59.7				27.4				22.3				10.10		D	
Facility Overall Results																
Space Mean Speed, mi/h					59.7					Density, veh/mi/ln					22.3	
Average Travel Time, min					10.10					Density, pc/mi/ln					27.4	
Messages																
WARNING 1					Ramp segment length is longer than 1500 feet for segment 10.											
Comments																



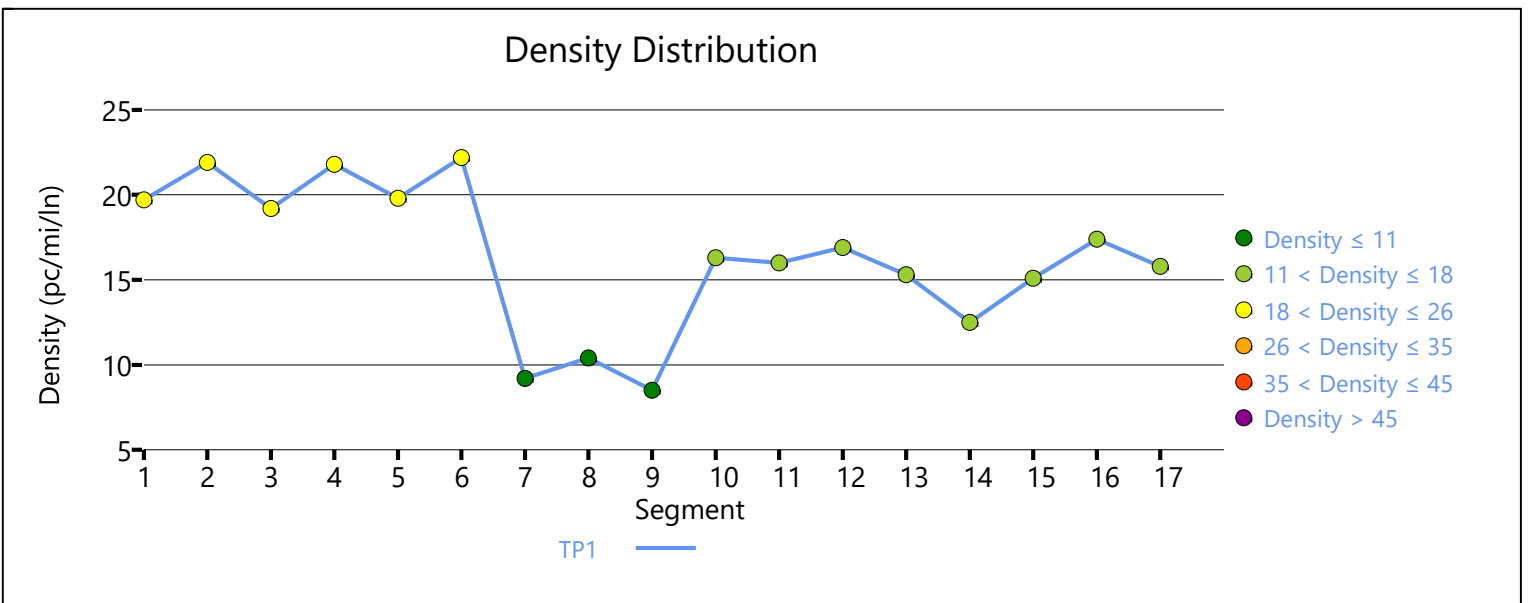
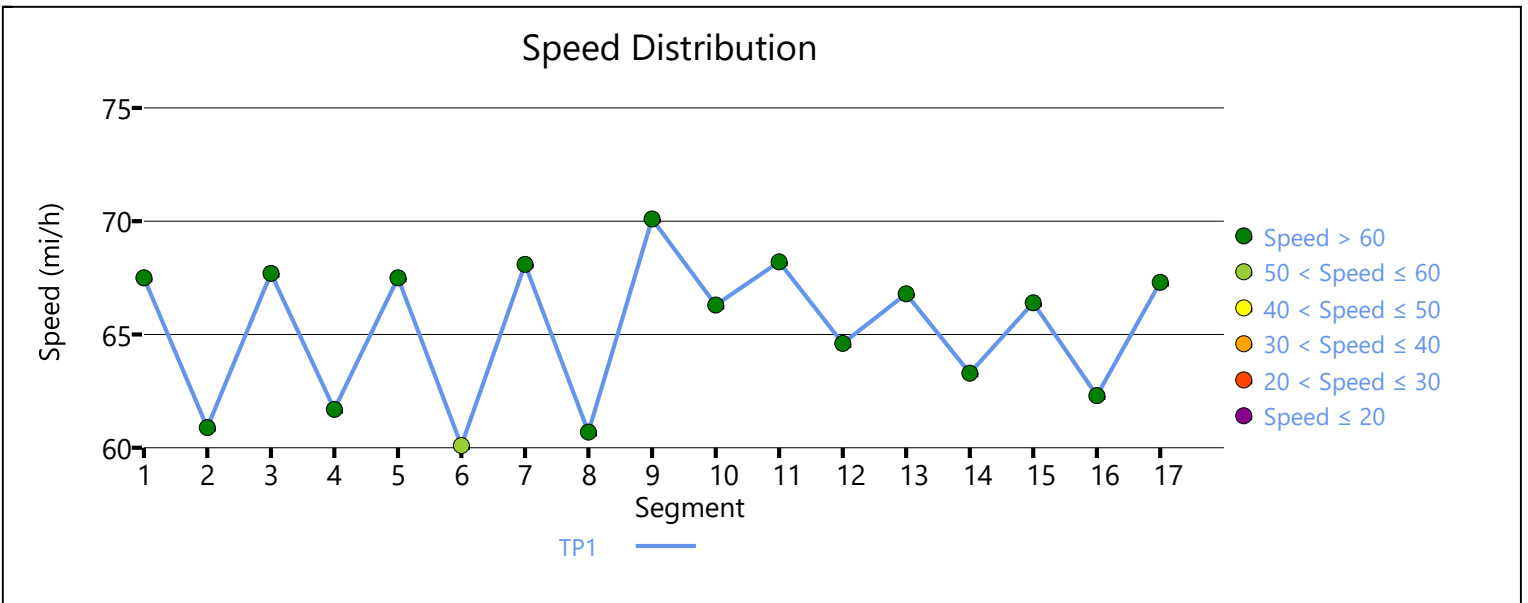
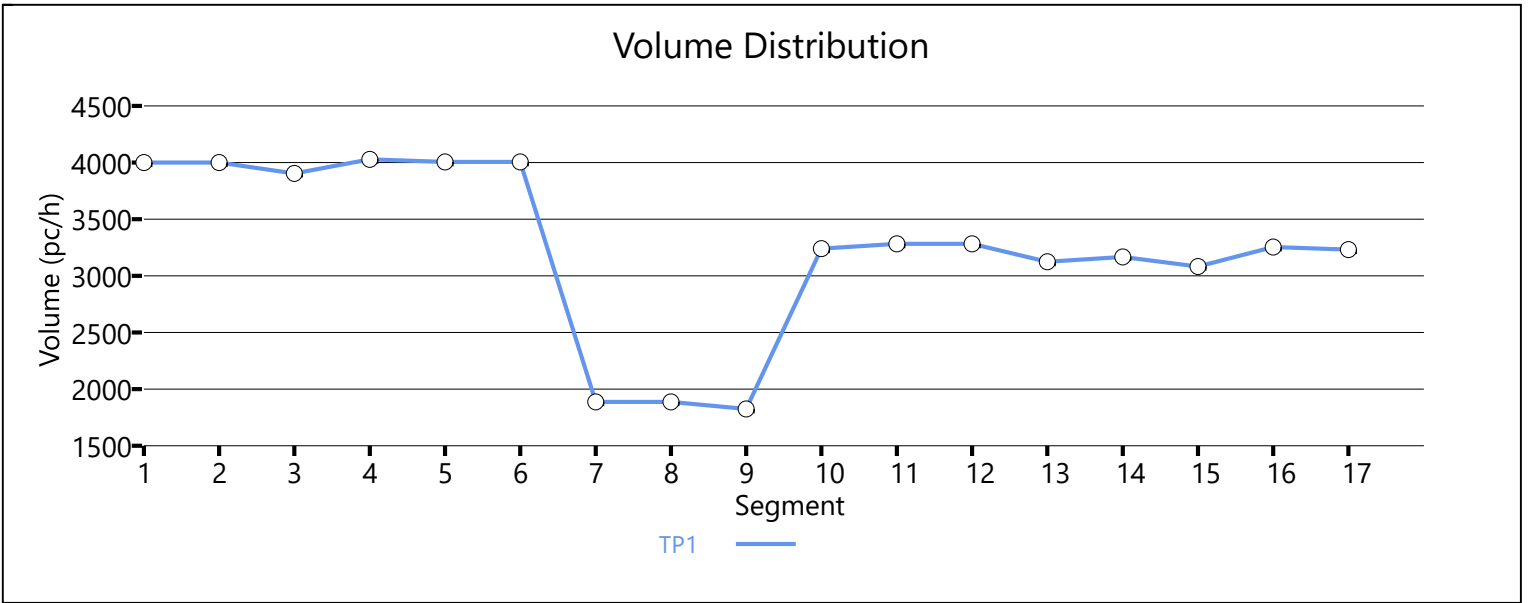


# 2030 BUILD ALTERNATIVE 2



1	0.92	0.92	0.806	0.787	4000	97	6620	1878	0.60	0.05	60.9	56.1	21.9	23.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		3905		6710		0.58		67.7		19.2		C
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.877	4028	123	6620	1878	0.61	0.07	61.7	60.1	21.8	19.4	B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.813		4004		6710		0.60		67.5		19.8		C
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.813	0.806	4004	2117	6620	3944	0.60	0.54	60.1	56.3	22.2	16.3	B
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1889		6710		0.28		68.1		9.2		A
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	1889	61	6620	1878	0.29	0.03	60.7	56.4	10.4	11.5	B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1825		6761		0.27		70.1		8.5		A
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.94	0.820	0.826	3240	1415	6761	3944	0.48	0.36	66.3	65.0	16.3	14.7	B
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3282		6710		0.49		68.2		16.0		B
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.781	3282	166	6620	1972	0.50	0.08	64.6	60.9	16.9	20.3	C
<b>Segment 13: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3124		6710		0.47	66.8		15.3		B		
<b>Segment 14: Weaving</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3168		8203		0.39	63.3		12.5		B		
<b>Segment 15: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3083		6710		0.46	66.4		15.1		B		
<b>Segment 16: Merge</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3253	170	6620	1878	0.49	0.09	62.3	60.5	17.4	16.0	B
<b>Segment 17: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.826	3232		6710		0.48	67.3		15.8		B		
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.4		17.3		14.1		7.60		C						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h				66.4				Density, veh/mi/ln				14.1			
Average Travel Time, min				7.60				Density, pc/mi/ln				17.3			
<b>Messages</b>															
WARNING 1				Ramp segment length is longer than 1500 feet for segment 6.											
WARNING 2				Ramp segment length is longer than 1500 feet for segment 10.											
WARNING 3				Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.											
<b>Comments</b>															

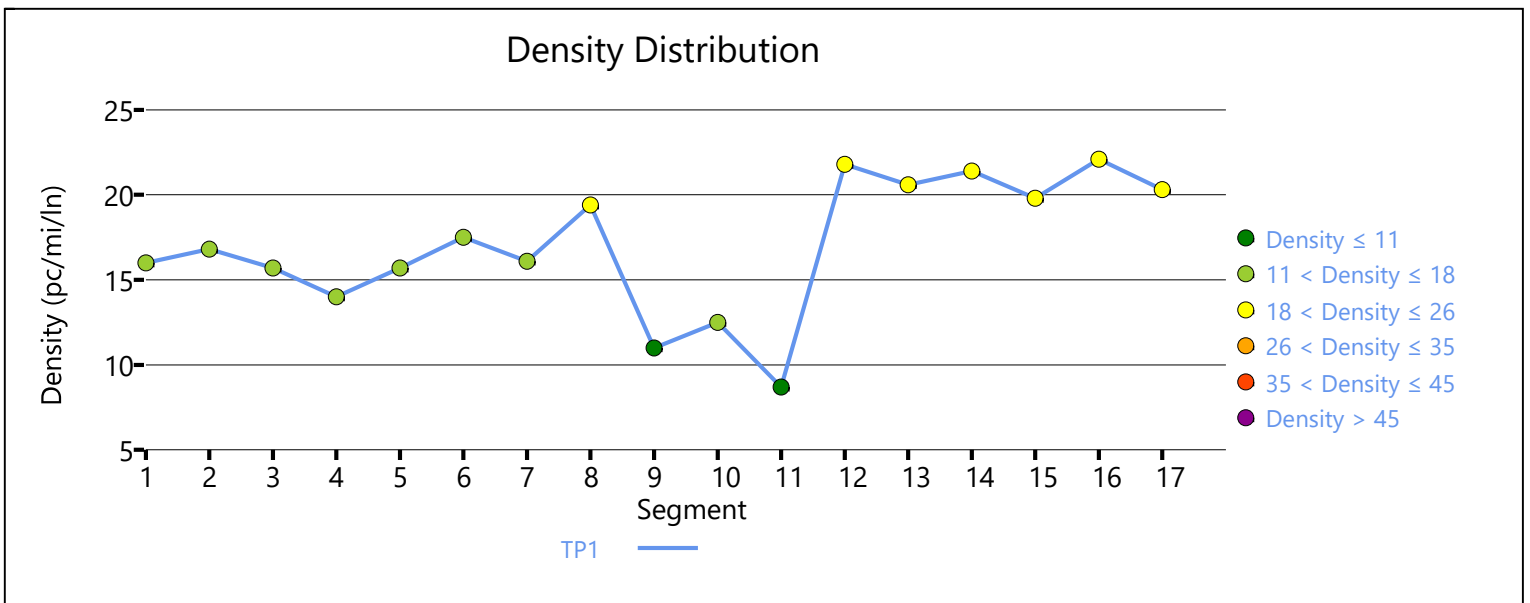
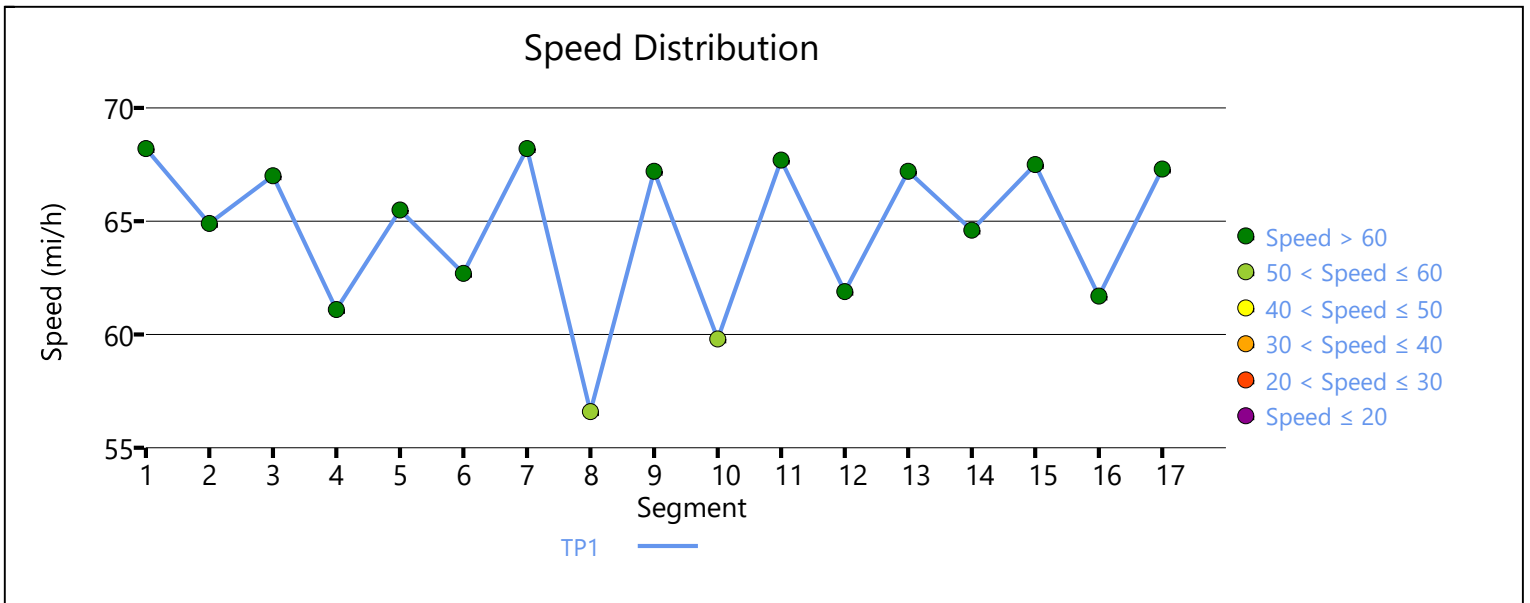
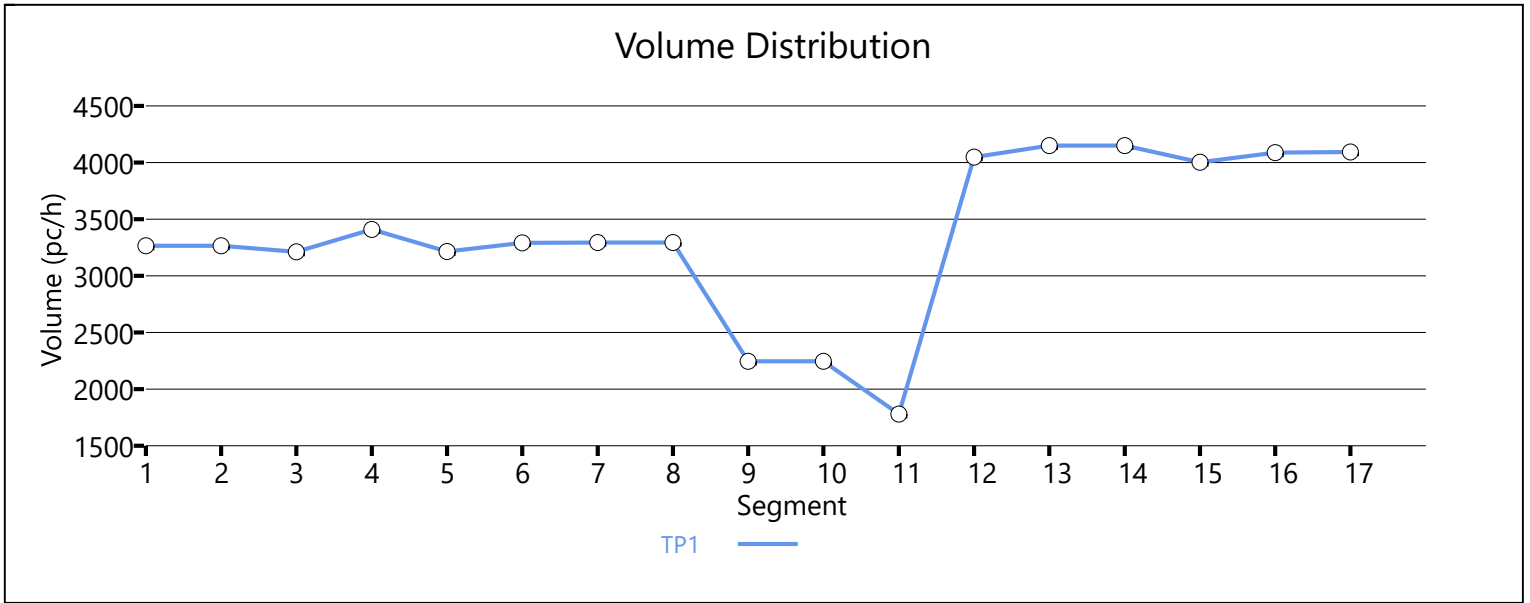






1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	64.9	61.1	16.8	19.2	B
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.826		3212		6710		0.48		67.0		15.7		B
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3410		8037		0.42		61.1		14.0		B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3214		6710		0.48		65.5		15.7		B
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.7	61.1	17.5	16.0	B
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3295		6710		0.49		68.2		16.1		B
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.847	3295	1054	6620	1784	0.50	0.59	56.6	52.3	19.4	21.9	C
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		2245		6710		0.33		67.2		11.0		A
<b>Segment 10: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.840	2245	360	6620	1878	0.34	0.19	59.8	55.7	12.5	14.1	B
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.847		1780		6710		0.27		67.7		8.7		A
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	

1	0.92	0.92	0.847	0.775	4049	2269	6620	3944	0.61	0.58	61.9	60.8	21.8	20.7	C
<b>Segment 13: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4150		6710		0.62		67.2		20.6		C
<b>Segment 14: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	4150	140	6620	1972	0.63	0.07	64.6	60.9	21.4	23.8	C
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4003		6710		0.60		67.5		19.8		C
<b>Segment 16: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	4088	85	6620	1878	0.62	0.05	61.7	60.1	22.1	19.5	B
<b>Segment 17: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4094		6710		0.61		67.3		20.3		C
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.4		17.6		14.2		7.20		C						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					66.4			Density, veh/mi/ln			14.2				
Average Travel Time, min					7.20			Density, pc/mi/ln			17.6				
<b>Messages</b>															
WARNING 1					Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
WARNING 2					Ramp segment length is longer than 1500 feet for segment 12.										
<b>Comments</b>															



# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	AM Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.69		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	230	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	840	2
5	Basic	Basic	Between US 178 and I-26	12135	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	2500	2
7	Basic	Basic	Between I-26 Ramps	2700	2
8	Merge	Merge	Between I-26 Ramps	1500	2
9	Basic	Basic	Between I-26 Ramps	1145	2
10	Merge	Merge	I-95 On-Ramp from I-26	950	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	275	2
13	Basic	Basic	Between US 176 Ramps	3770	2
14	Merge	Merge	I-95 On-Ramp from US 176	855	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.794	4255	4473	0.95	53.1	40.1	E

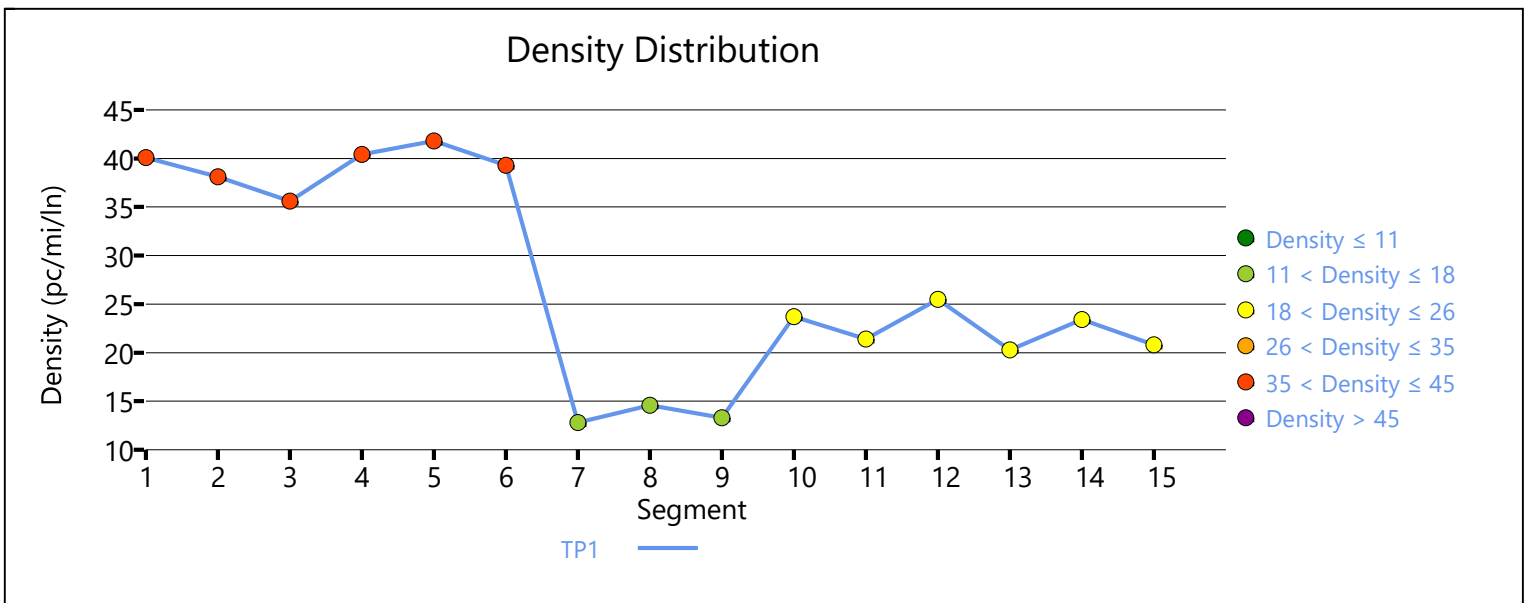
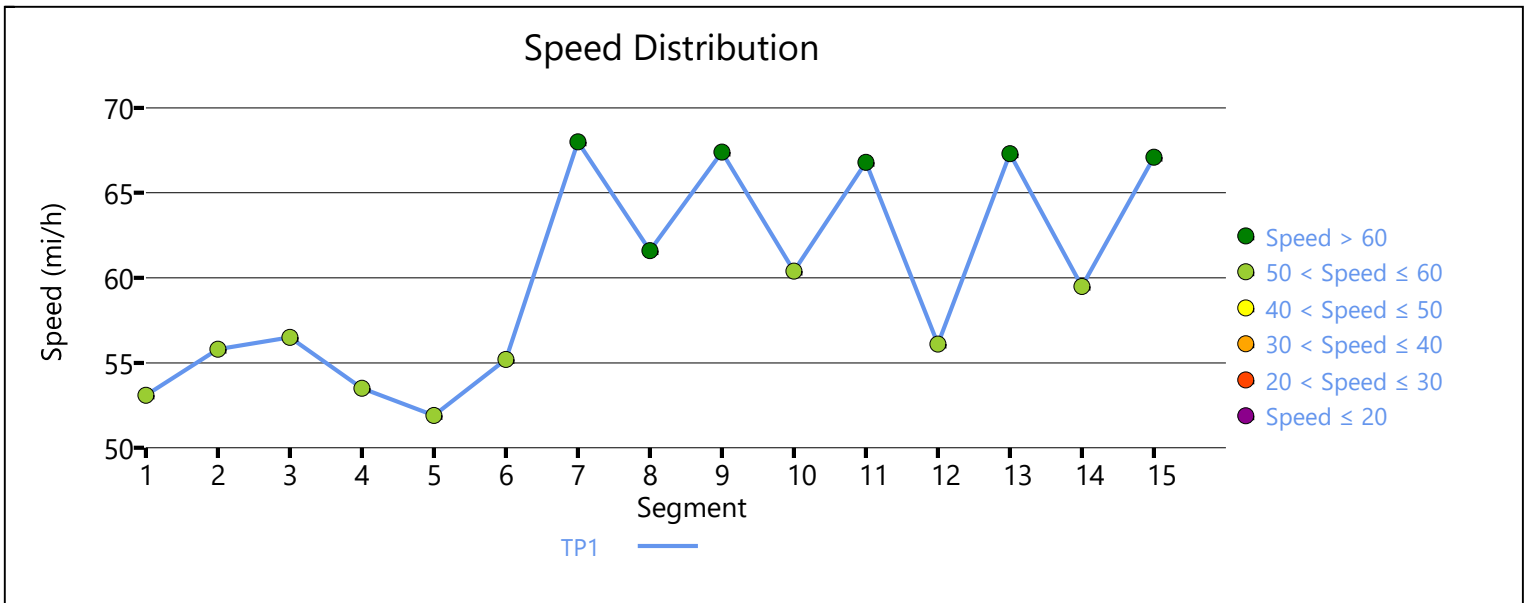
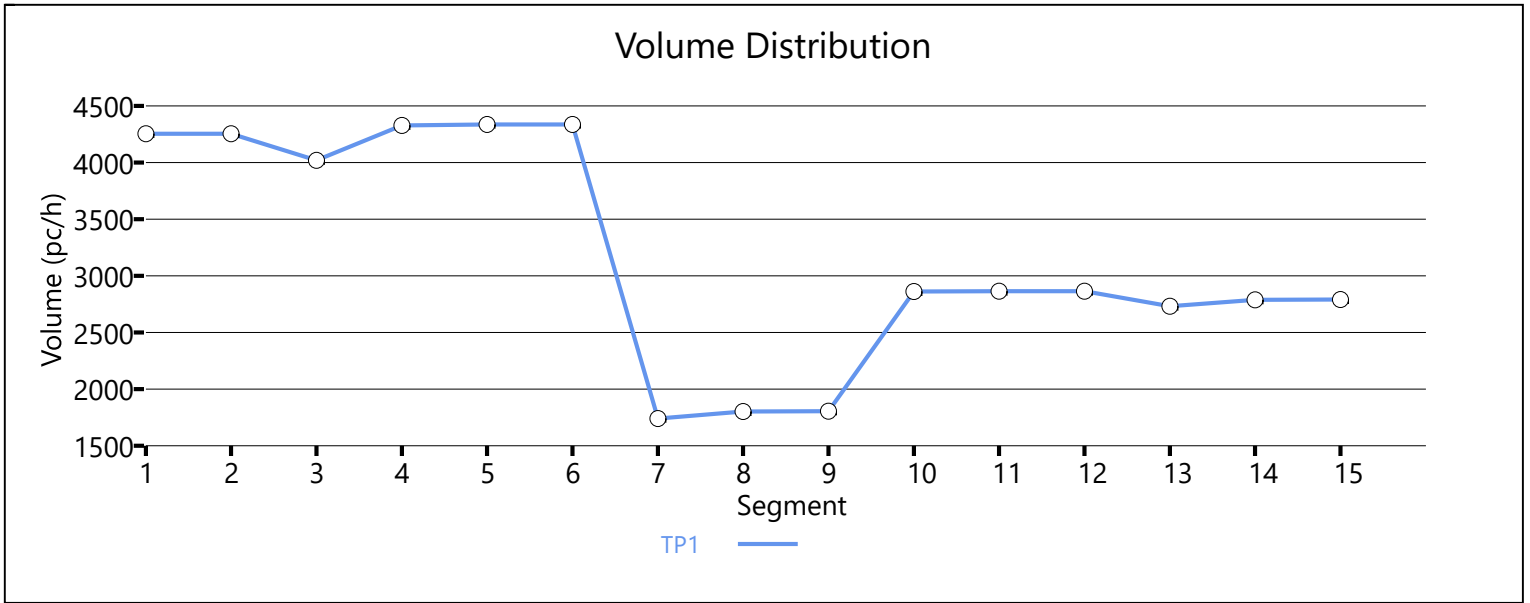
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	E

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.794		4018		4473		0.90		56.5		35.6		E
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4337		4473		0.97		51.9		41.8		E
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4337	2572	4413	3944	0.98	0.65	55.2	55.2	39.3	28.1	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1742		4473		0.39		68.0		12.8		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	1803	61	4413	1878	0.41	0.03	61.6	61.6	14.6	11.9	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1807		4473		0.40		67.4		13.3		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1972	0.65	0.53	60.4	60.4	23.7	21.4	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	26.4	C

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2731		4473		0.61		67.3		20.3		C	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	C	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2790		4473		0.62		67.1		20.8		C	
Facility Analysis Results																
AP	Speed, mi/h			Density, pc/mi/ln			Density, veh/mi/ln			Travel Time, min			LOS			
1	59.5			27.4			21.9			10.80			D			
Facility Overall Results																
Space Mean Speed, mi/h					59.5					Density, veh/mi/ln					21.9	
Average Travel Time, min					10.80					Density, pc/mi/ln					27.4	
Messages																
WARNING 1					Ramp segment length is longer than 1500 feet for segment 6.											
Comments																





# HCS7 Freeway Facilities Report

## Project Information

Analyst		Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.07		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	290	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1010	2
5	Basic	Basic	Between US 176 and I-26	18465	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	690	2
7	Basic	Basic	Between I-26 Ramps	3645	2
8	Merge	Merge	I-95 On-ramp Loop from I-26 WB	1500	2
9	Basic	Basic	Between I-26 Ramps	950	2
10	Merge	Merge	I-95 On-Ramp from I-26 EB	2800	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	245	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1020	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2789		4473		0.62		67.1		20.8		C

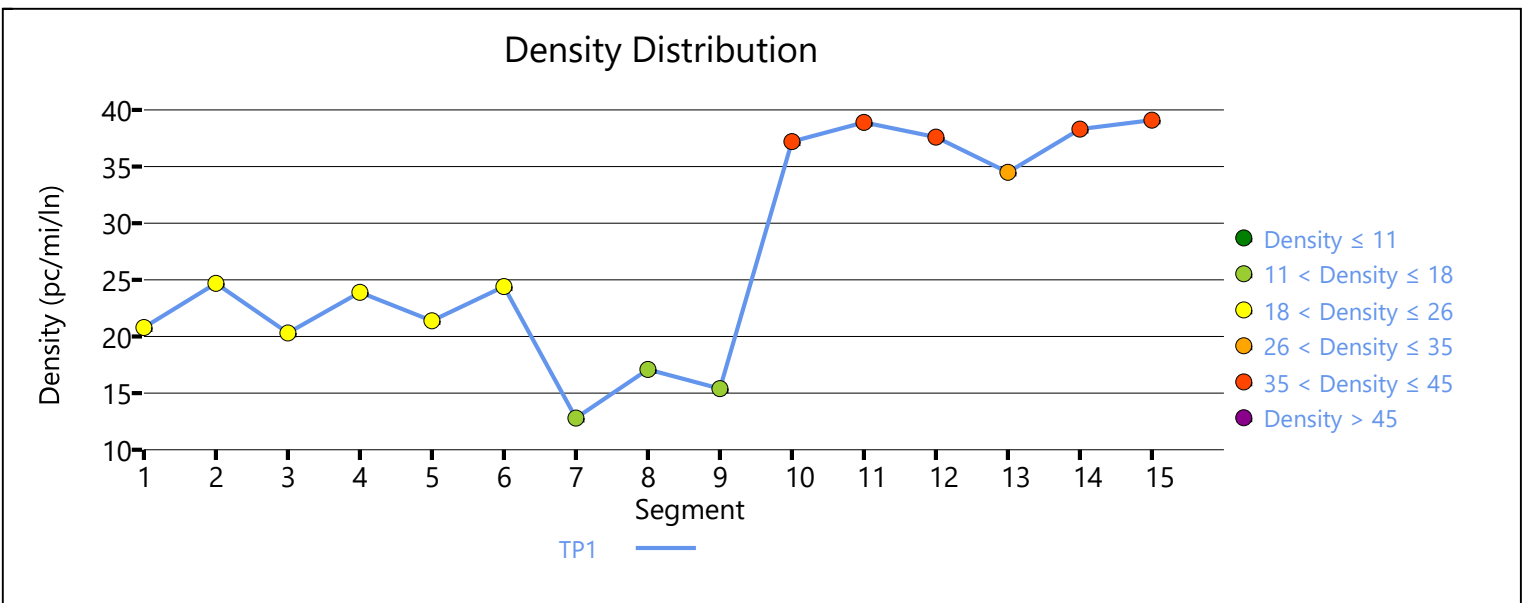
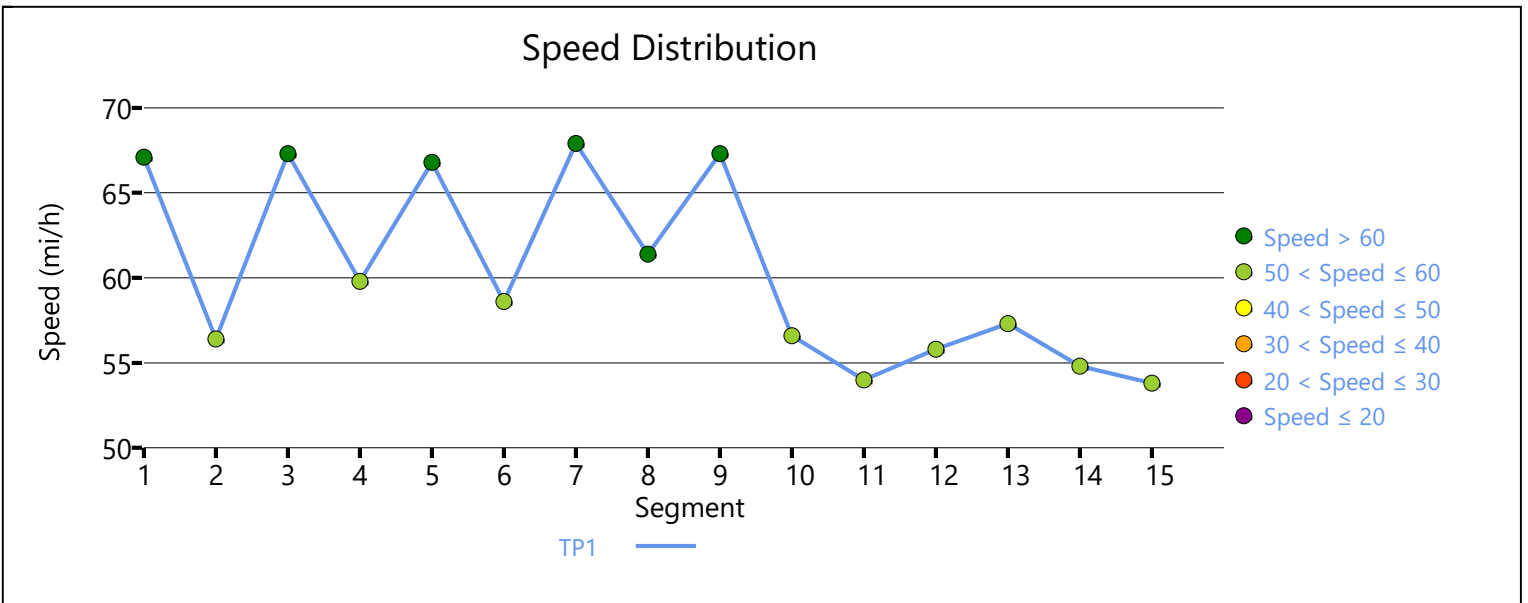
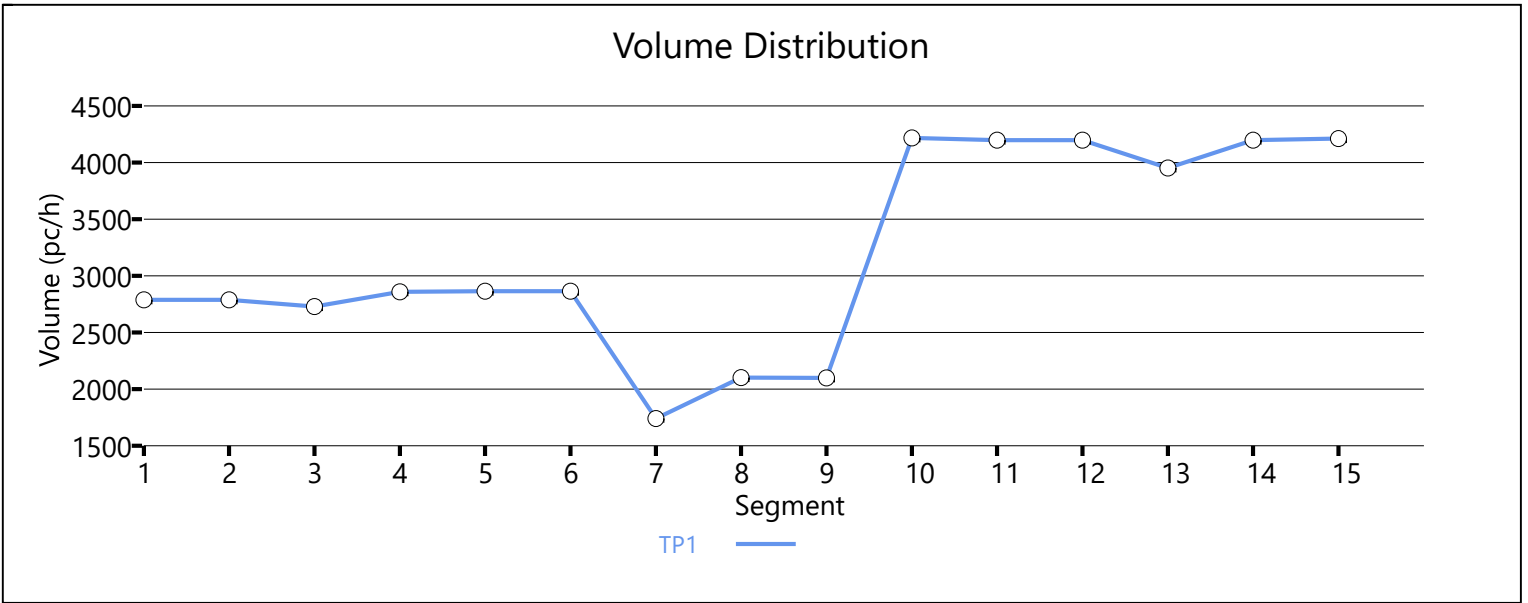
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.4	56.4	24.7	25.6	C

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2729		4473		0.61		67.3		20.3		C
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	2865	1130	4413	1972	0.65	0.57	58.6	58.6	24.4	25.4	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1742		4473		0.39		67.9		12.8		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2102	360	4413	1878	0.48	0.19	61.4	61.4	17.1	14.1	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2099		4473		0.47		67.3		15.4		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4216	2117	4413	3944	0.96	0.54	56.6	56.6	37.2	28.1	D
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4198		4473		0.94		54.0		38.9		E
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4198	257	4413	1878	0.95	0.14	55.8	55.8	37.6	38.1	E

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		3952		4473		0.88		57.3		34.5		D	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.813	0.840	4196	244	4413	1878	0.95	0.13	54.8	54.8	38.3	31.8	D	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4210		4473		0.94		53.8		39.1		E	
Facility Analysis Results																
AP	Speed, mi/h			Density, pc/mi/ln			Density, veh/mi/ln			Travel Time, min			LOS			
1	59.7			27.4			22.3			10.10			D			
Facility Overall Results																
Space Mean Speed, mi/h					59.7					Density, veh/mi/ln					22.3	
Average Travel Time, min					10.10					Density, pc/mi/ln					27.4	
Messages																
WARNING 1					Ramp segment length is longer than 1500 feet for segment 10.											
Comments																



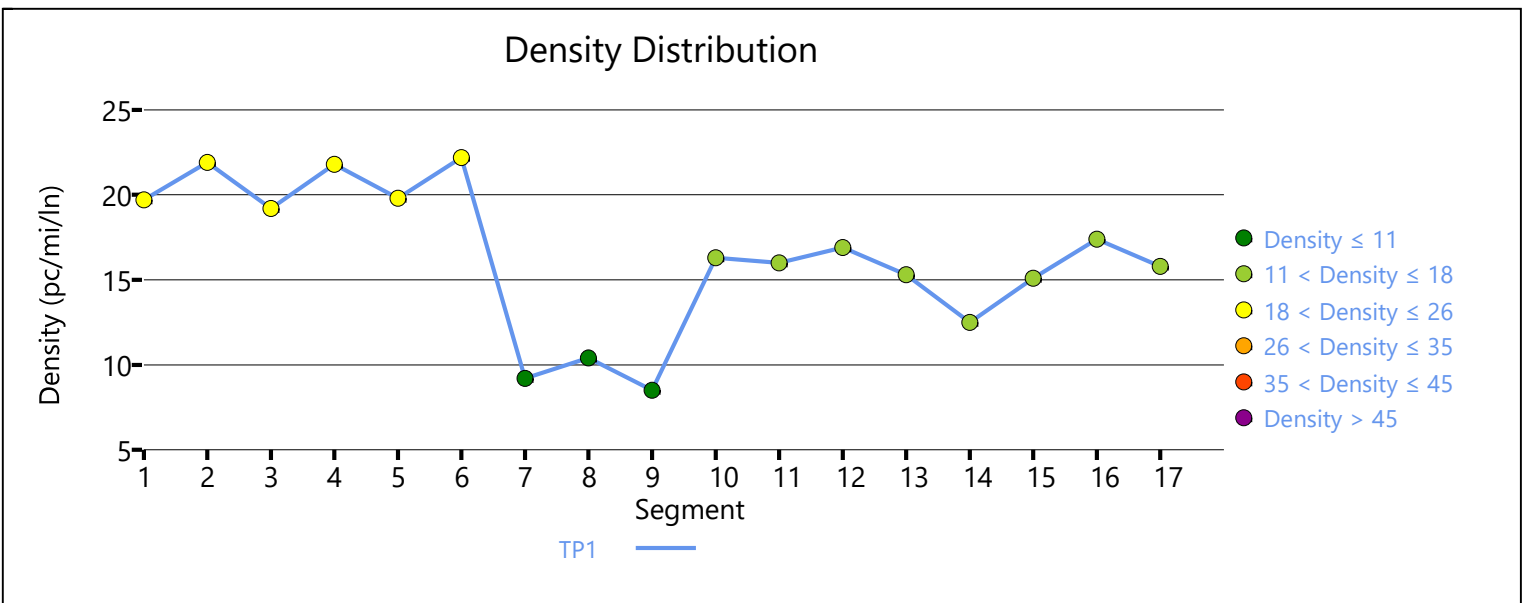
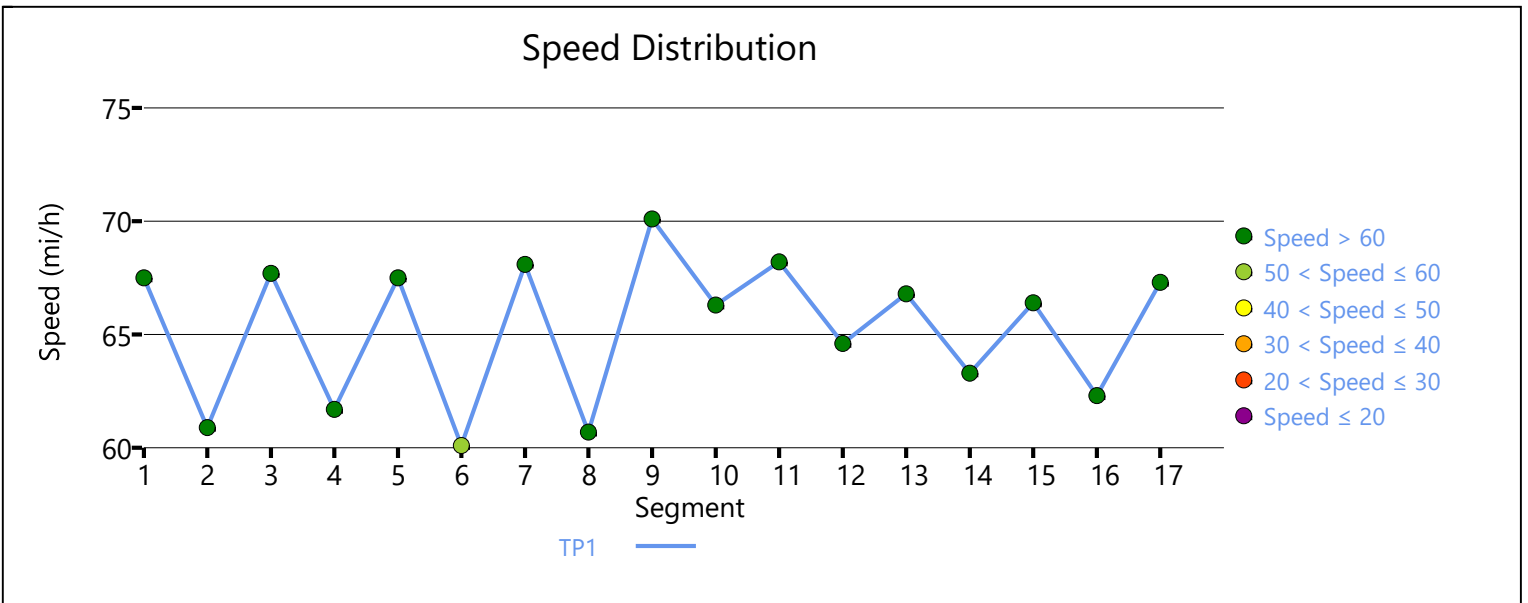
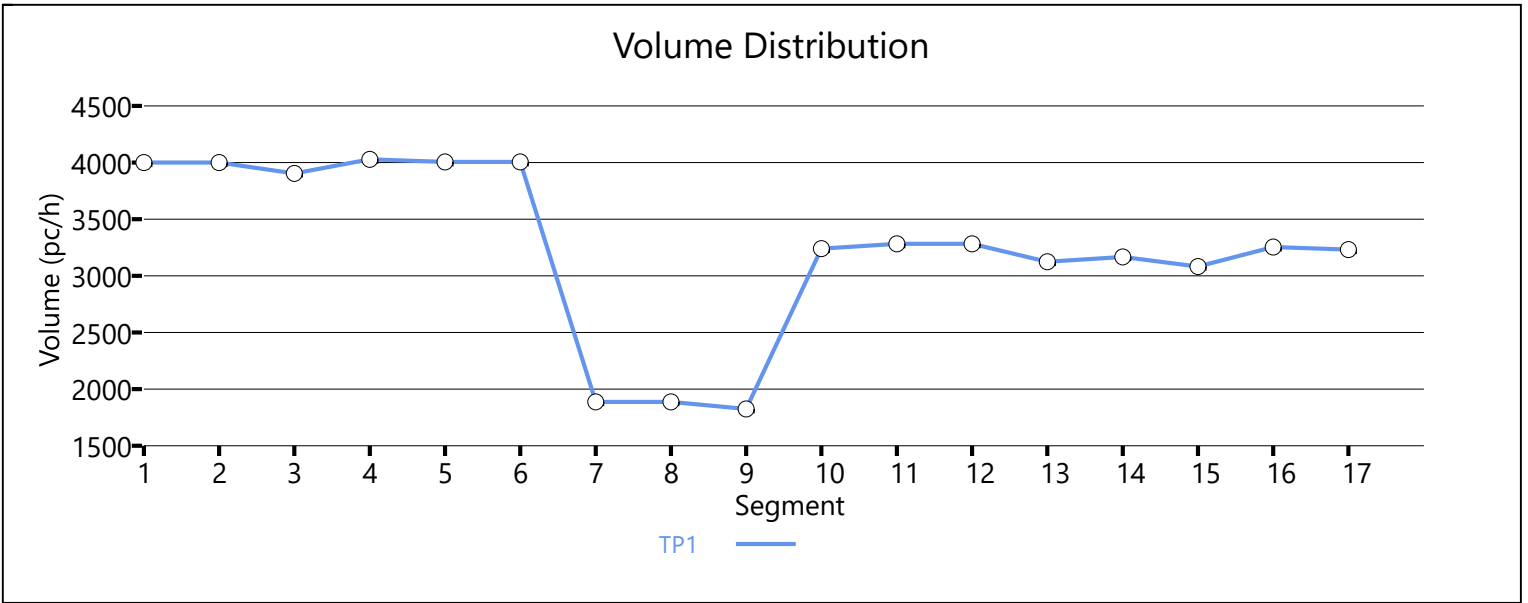
# 2030 BUILD ALTERNATIVE 3



1	0.92	0.92	0.806	0.787	4000	97	6620	1878	0.60	0.05	60.9	56.1	21.9	23.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.806		3905		6710		0.58		67.7		19.2		C
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.806	0.877	4028	123	6620	1878	0.61	0.07	61.7	60.1	21.8	19.4	B
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.813		4004		6710		0.60		67.5		19.8		C
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.813	0.806	4004	2117	6620	3944	0.60	0.54	60.1	56.3	22.2	16.3	B
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1889		6710		0.28		68.1		9.2		A
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.820	0.855	1889	61	6620	1878	0.29	0.03	60.7	56.4	10.4	11.5	B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		1825		6761		0.27		70.1		8.5		A
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.94	0.820	0.826	3240	1415	6761	3944	0.48	0.36	66.3	65.0	16.3	14.7	B
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.820		3282		6710		0.49		68.2		16.0		B
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>



	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.781	3282	166	6620	1972	0.50	0.08	64.6	60.9	16.9	20.3	C
<b>Segment 13: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3124		6710		0.47	66.8		15.3		B		
<b>Segment 14: Weaving</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3168		8203		0.39	63.3		12.5		B		
<b>Segment 15: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.820	3083		6710		0.46	66.4		15.1		B		
<b>Segment 16: Merge</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3253	170	6620	1878	0.49	0.09	62.3	60.5	17.4	16.0	B
<b>Segment 17: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.826	3232		6710		0.48	67.3		15.8		B		
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.4		17.3		14.1		7.60		C						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h				66.4				Density, veh/mi/ln				14.1			
Average Travel Time, min				7.60				Density, pc/mi/ln				17.3			
<b>Messages</b>															
WARNING 1				Ramp segment length is longer than 1500 feet for segment 6.											
WARNING 2				Ramp segment length is longer than 1500 feet for segment 10.											
WARNING 3				Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.											
<b>Comments</b>															



# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smth	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2030 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-26 Westbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	7.98		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 15	1500	3
2	Diverge	Diverge	I-26 Off-Ramp to US 15	465	3
3	Basic	Basic	Between US 15 Ramps	815	3
4	Weaving	Weaving	Between US 15 Ramps	405	4
5	Basic	Basic	Between US 15 Ramps	800	3
6	Merge	Merge	I-26 On-Ramp from US 15	825	3
7	Basic	Basic	Between US 15 and I-95	10065	3
8	Diverge	Diverge	I-26 Off-Ramp to I-95	690	3
9	Basic	Basic	Between I-95 Ramps	6715	3
10	Merge	Merge	I-26 On-Ramp from I-95	2800	3
11	Basic	Basic	Between I-95 and SC 210	12000	3
12	Diverge	Diverge	I-26 Off-Ramp to SC 210	455	3
13	Basic	Basic	Between SC 210 Ramps	2245	3
14	Merge	Merge	I-26 On-Ramp from SC 210	875	3
15	Basic	Basic	West of SC 210	1500	3

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.826	3266	6710	0.49	68.2	16.0	B

### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	63.6	59.5	17.1	19.2	B

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.826		3212		6710		0.48		66.6		15.7		B
<b>Segment 4: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3410		8037		0.42		61.1		14.0		B
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3214		6710		0.48		65.5		15.7		B
<b>Segment 6: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.6	60.9	17.5	16.0	B
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3295		6710		0.49		68.2		16.1		B
<b>Segment 8: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.847	3295	1410	6620	1972	0.50	0.72	59.6	56.3	18.4	22.8	C
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.800		1885		6710		0.28		68.2		9.2		A
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.775	4154	2269	6620	3944	0.63	0.58	61.8	60.6	22.4	21.2	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4150		6710		0.62		67.2		20.6		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	4150	140	6620	1878	0.63	0.07	60.8	56.0	22.8	23.8	C
<b>Segment 13: Basic</b>															

AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787	4003		6710		0.60	67.4		19.8		C

### Segment 14: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	4088	85	6620	1878	0.62	0.05	61.7	60.1	22.1	19.5	B

### Segment 15: Basic

AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787	4094		6710		0.61	67.3		20.3		C

### Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	66.5	17.3	13.8	7.20	C

### Facility Overall Results

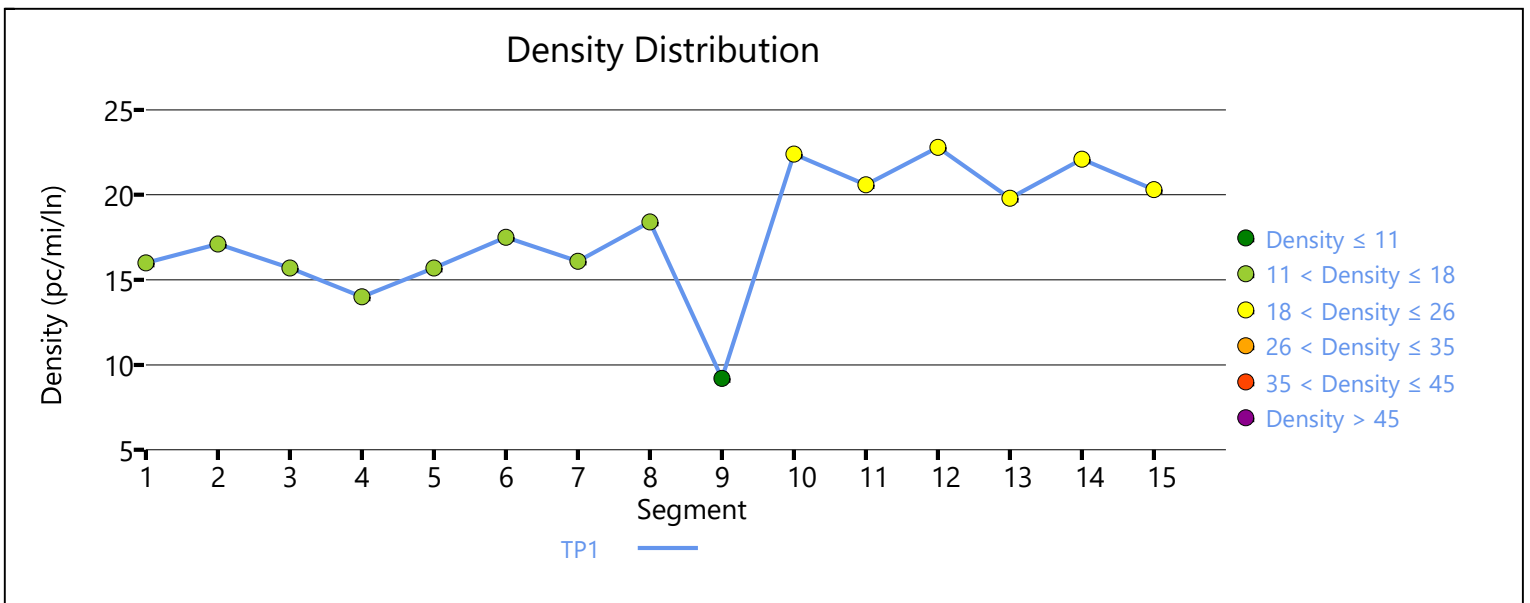
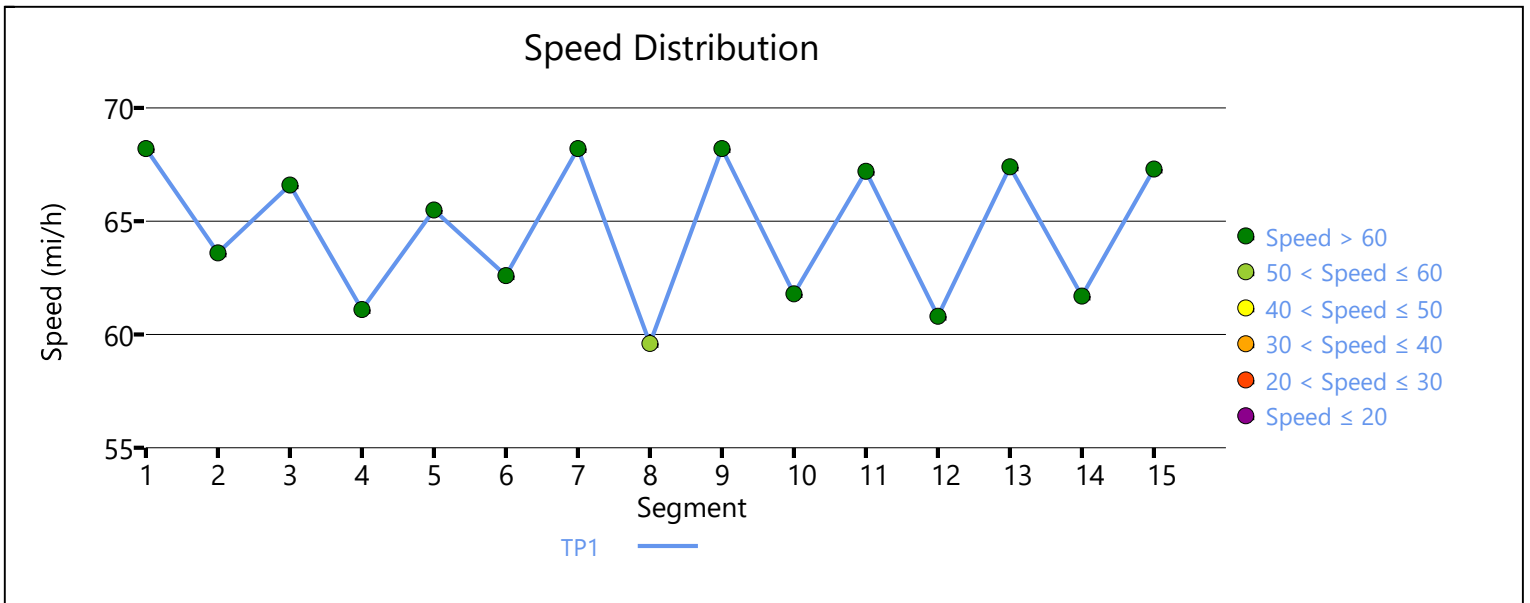
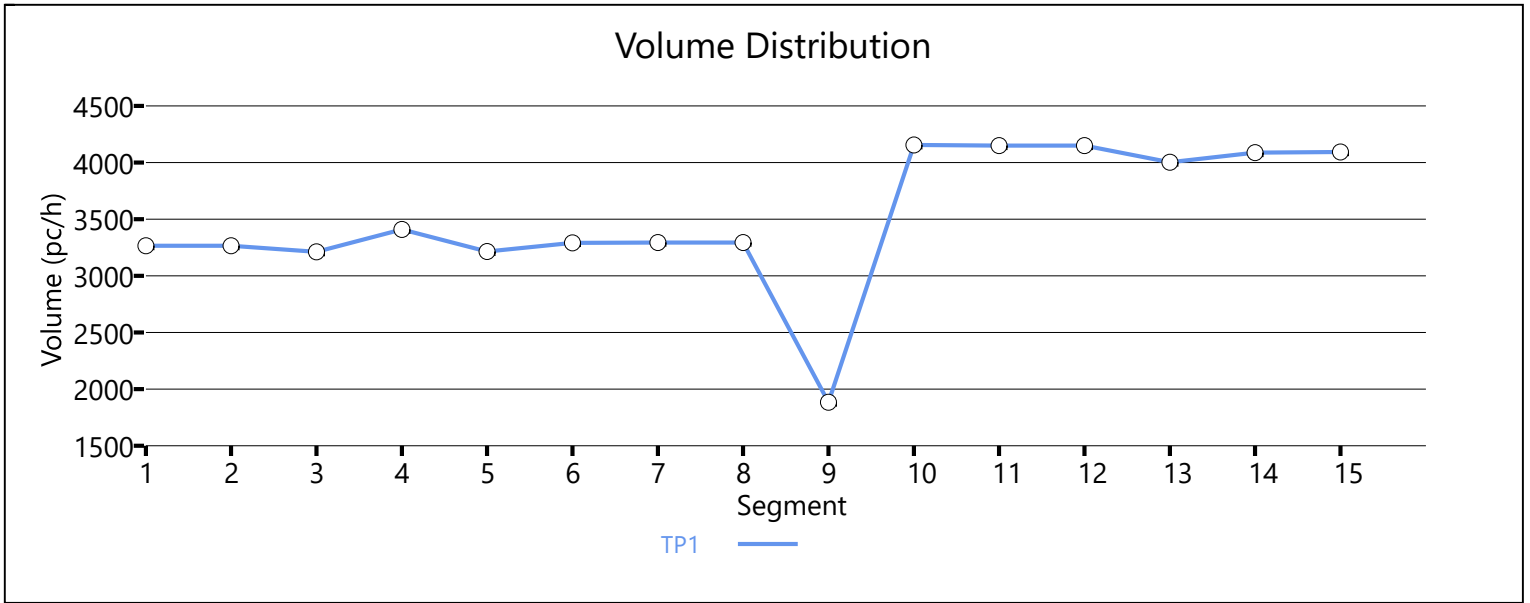
Space Mean Speed, mi/h	66.5	Density, veh/mi/ln	13.8
Average Travel Time, min	7.20	Density, pc/mi/ln	17.3

### Messages

WARNING 1	Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.
WARNING 2	Ramp segment length is longer than 1500 feet for segment 10.

### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.69		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	230	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	840	2
5	Basic	Basic	Between US 178 and I-26	12135	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	2500	2
7	Basic	Basic	Between I-26 Ramps	2700	2
8	Merge	Merge	Between I-26 Ramps	1500	2
9	Basic	Basic	Between I-26 Ramps	1145	2
10	Merge	Merge	I-95 On-Ramp from I-26	950	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	275	2
13	Basic	Basic	Between US 176 Ramps	3770	2
14	Merge	Merge	I-95 On-Ramp from US 176	855	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.794	4255	4473	0.95	53.1	40.1	E

### Segment 2: Diverge

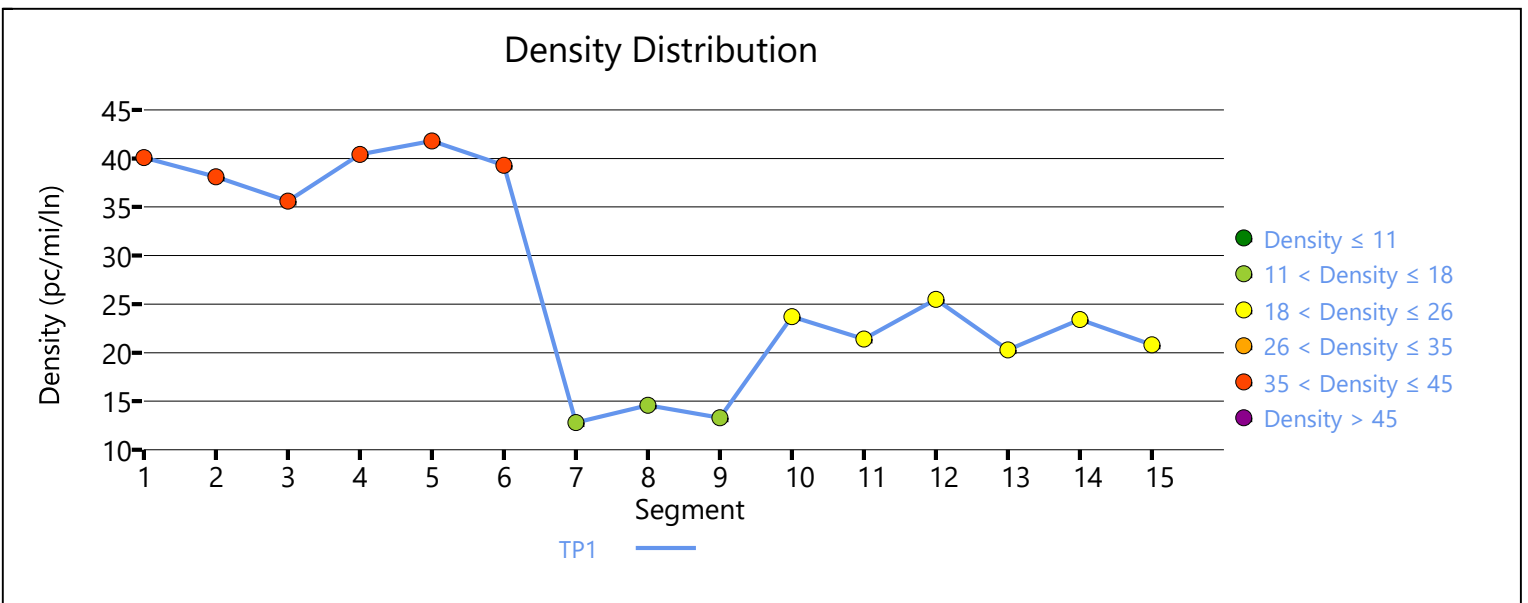
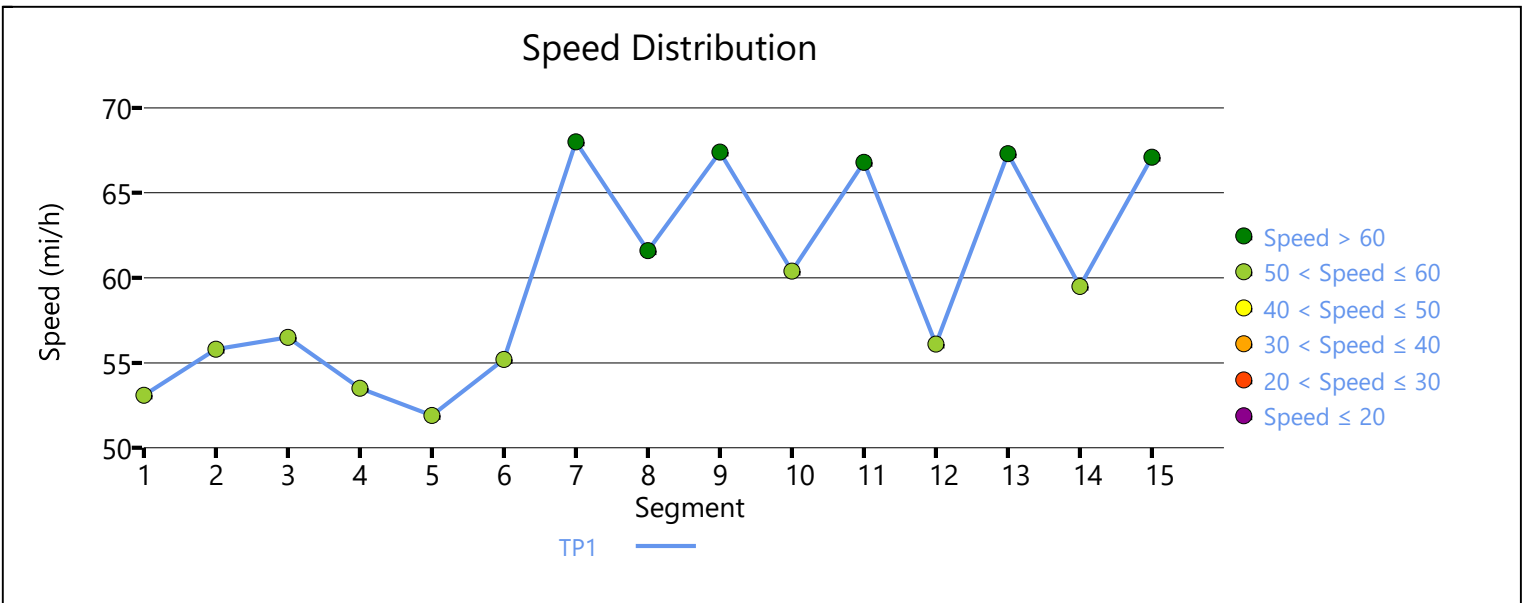
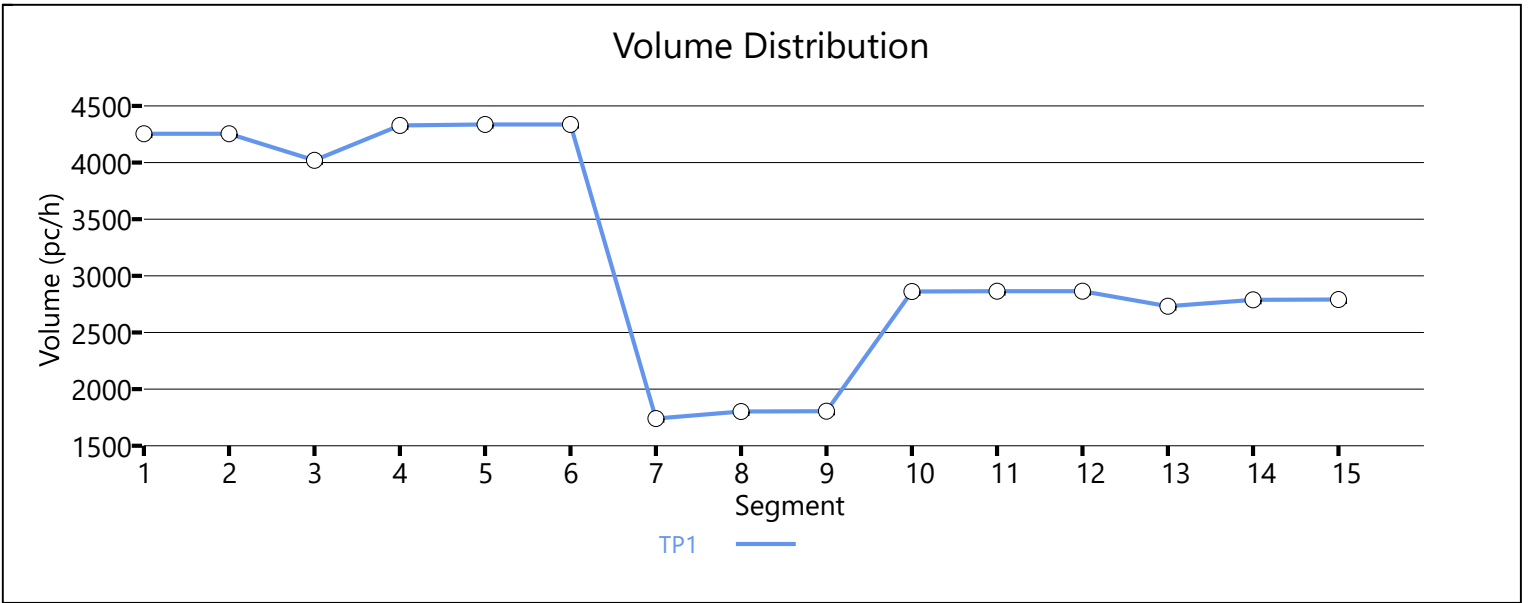
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	E

### Segment 3: Basic



AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.794		4018		4473		0.90		56.5		35.6		E
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4337		4473		0.97		51.9		41.8		E
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4337	2572	4413	3944	0.98	0.65	55.2	55.2	39.3	28.1	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1742		4473		0.39		68.0		12.8		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	1803	61	4413	1878	0.41	0.03	61.6	61.6	14.6	11.9	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1807		4473		0.40		67.4		13.3		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1972	0.65	0.53	60.4	60.4	23.7	21.4	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	26.4	C

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2731		4473		0.61		67.3		20.3		C	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	C	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2790		4473		0.62		67.1		20.8		C	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	59.5		27.4		21.9		10.80		D							
Facility Overall Results																
Space Mean Speed, mi/h					59.5					Density, veh/mi/ln					21.9	
Average Travel Time, min					10.80					Density, pc/mi/ln					27.4	
Messages																
WARNING 1					Ramp segment length is longer than 1500 feet for segment 6.											
Comments																



# HCS7 Freeway Facilities Report

## Project Information

Analyst		Date	9/9/2022
Agency	CDM Smith	Analysis Year	2030 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	9.93		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	290	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1010	2
5	Basic	Basic	Between US 176 and I-26	18465	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	690	2
7	Basic	Basic	Between I-26 Ramps	3900	2
8	Merge	Merge	I-95 On-Ramp from I-26 WB	880	2
9	Basic	Basic	Between I-26 Ramps	575	2
10	Merge	Merge	I-95 On-Ramp from I-26 EB	2800	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	245	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1020	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.820	2789	4473	0.62	67.1	20.8	C

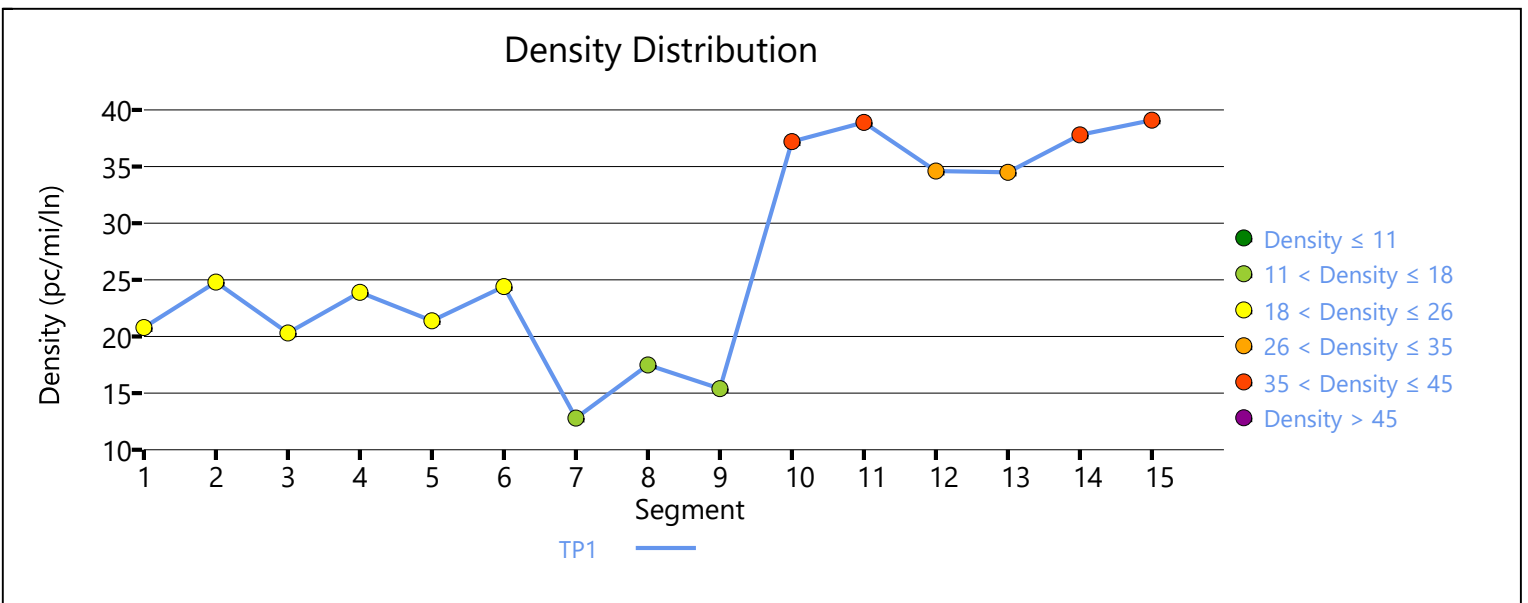
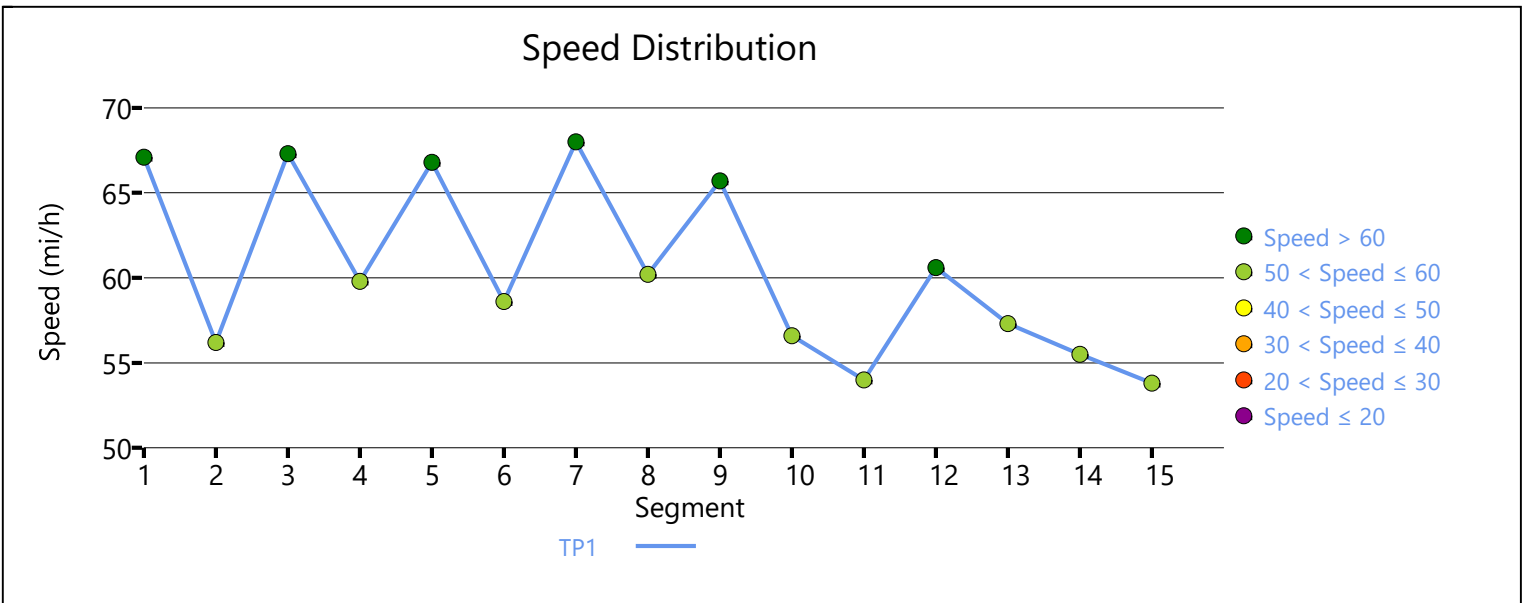
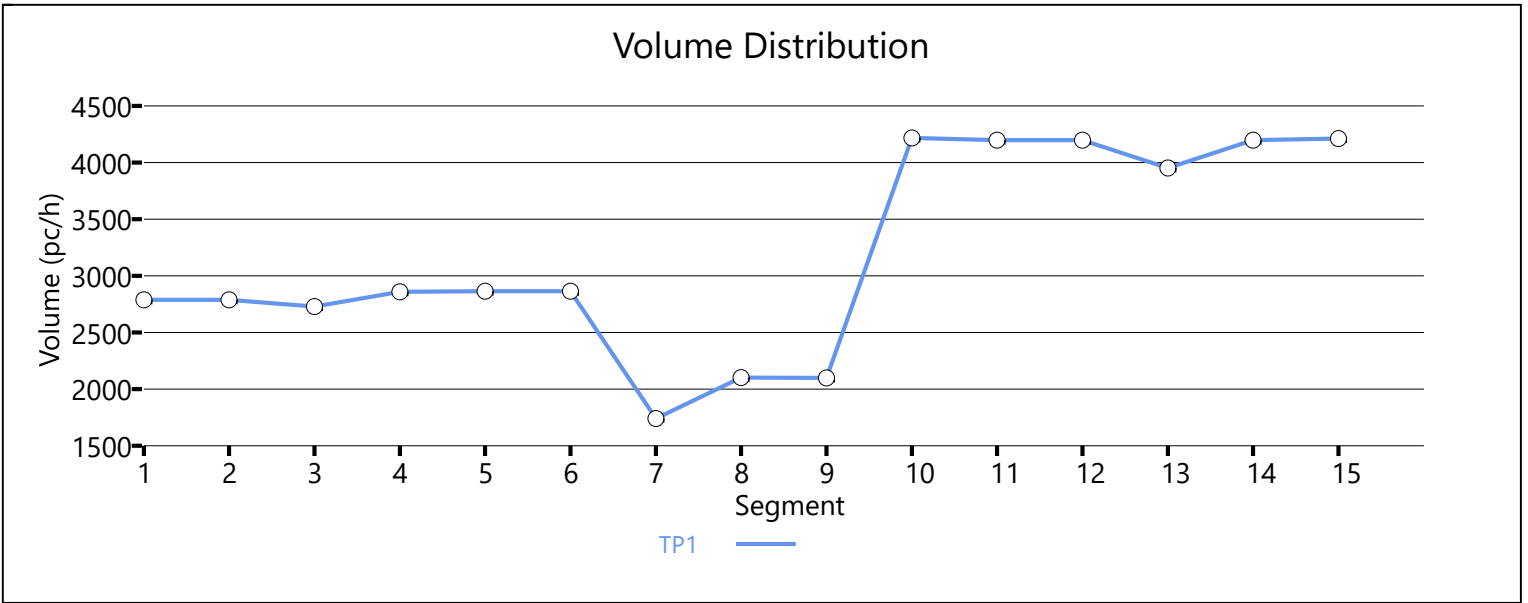
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.2	56.2	24.8	25.6	C

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2729		4473		0.61		67.3		20.3		C
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2865		4473		0.64		66.8		21.4		C
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	2865	1130	4413	1972	0.65	0.57	58.6	58.6	24.4	25.4	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1742		4473		0.39		68.0		12.8		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2102	360	4413	1878	0.48	0.19	60.2	60.2	17.5	18.1	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2099		4473		0.47		65.7		15.4		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4216	2117	4413	3944	0.96	0.54	56.6	56.6	37.2	28.1	D
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4198		4473		0.94		54.0		38.9		E
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4198	257	4413	1972	0.95	0.13	60.6	60.6	34.6	38.1	E

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		3952		4473		0.88		57.3		34.5		D	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.813	0.840	4196	244	4413	1972	0.95	0.12	55.5	55.5	37.8	31.8	D	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4210		4473		0.94		53.8		39.1		E	
Facility Analysis Results																
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS	
1	59.8				27.5				22.4				10.00		D	
Facility Overall Results																
Space Mean Speed, mi/h					59.8					Density, veh/mi/ln					22.4	
Average Travel Time, min					10.00					Density, pc/mi/ln					27.5	
Messages																
WARNING 1					Ramp segment length is longer than 1500 feet for segment 10.											
Comments																





# 2050 BUILD ALTERNATIVE 1



1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.7	56.1	32.8	31.8	D
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.775		5871		6710		0.87		57.8		33.9		D
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.775	0.877	6005	134	6620	1878	0.91	0.07	58.8	57.3	34.0	28.7	D
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		5976		6710		0.89		56.9		35.0		D
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.806	5976	2956	6620	3944	0.90	0.75	58.3	54.3	34.2	27.9	C
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		3038		6710		0.45		68.0		14.9		B
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.855	2925	89	6620	1878	0.44	0.05	61.1	56.4	16.0	17.3	B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		2937		6761		0.43		70.1		13.8		B
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.94	0.752	0.826	4904	1967	6761	3944	0.73	0.50	63.6	61.9	25.7	23.7	C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4953		6710		0.74		64.0		25.8		C
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.781	4953	270	6620	1972	0.75	0.14	64.2	60.6	25.7	28.3	D
Segment 13: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4683		6710		0.70		65.3		23.9		C
Segment 14: Weaving															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4747		8195		0.58		60.6		19.6		B
Segment 15: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4612		6710		0.69		65.4		23.4		C
Segment 16: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.833	4887	275	6620	1972	0.74	0.14	61.0	59.7	26.7	23.9	C
Segment 17: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4869		6710		0.73		64.5		25.2		C
Facility Analysis Results															
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS
1	60.2				28.7				22.3				8.30		D
Facility Overall Results															
Space Mean Speed, mi/h					60.2					Density, veh/mi/ln					22.3
Average Travel Time, min					8.30					Density, pc/mi/ln					28.7
Messages															
WARNING 1					Ramp segment length is longer than 1500 feet for segment 6.										
WARNING 2					Ramp segment length is longer than 1500 feet for segment 10.										
WARNING 3					Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
Comments															

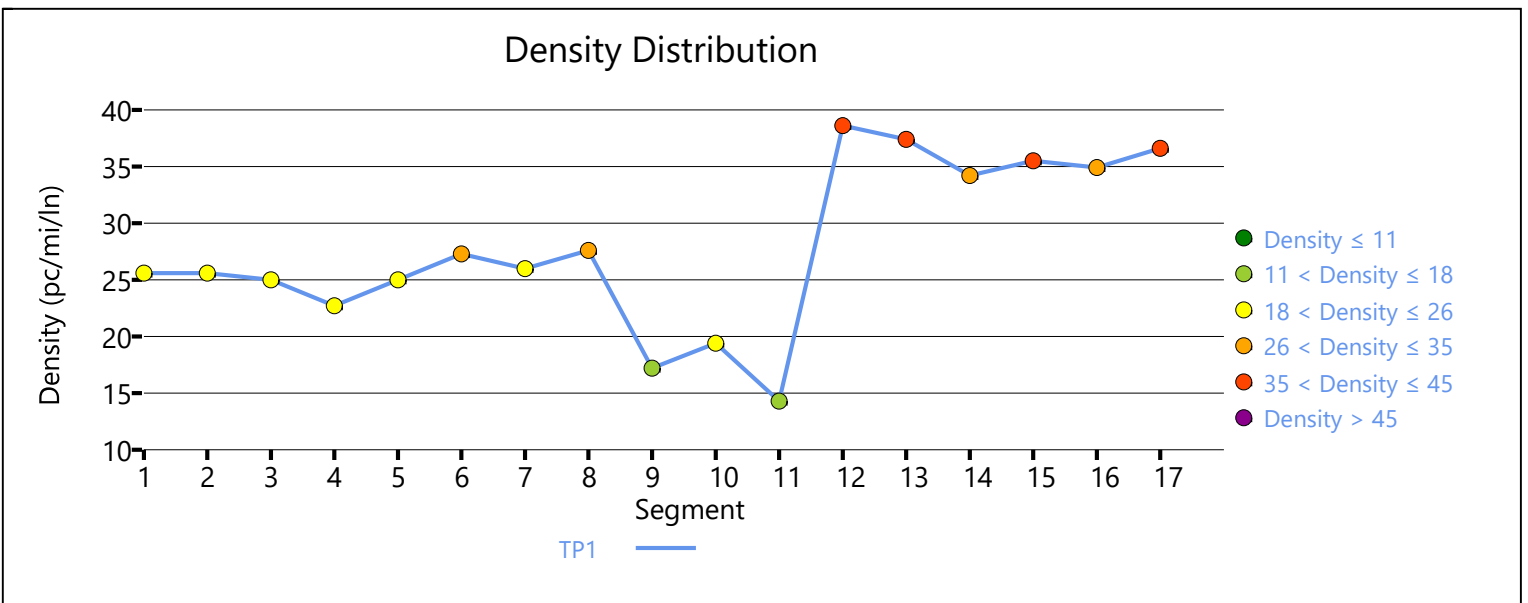
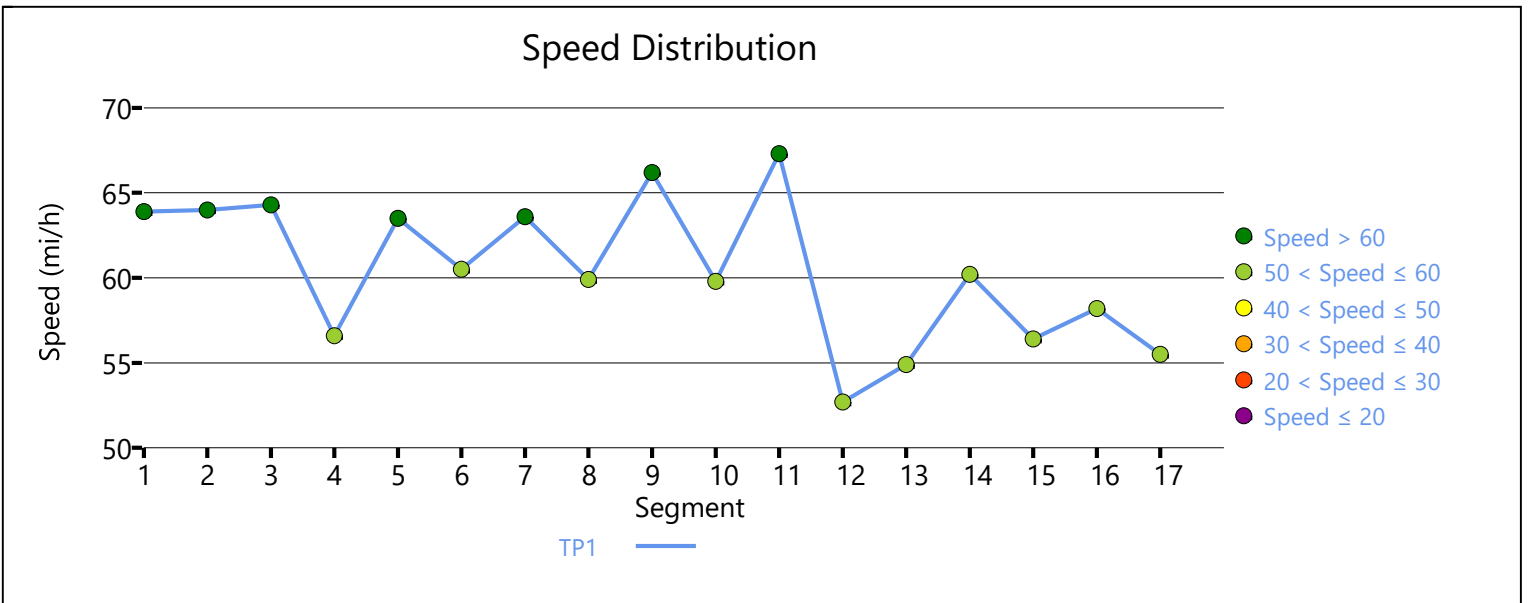
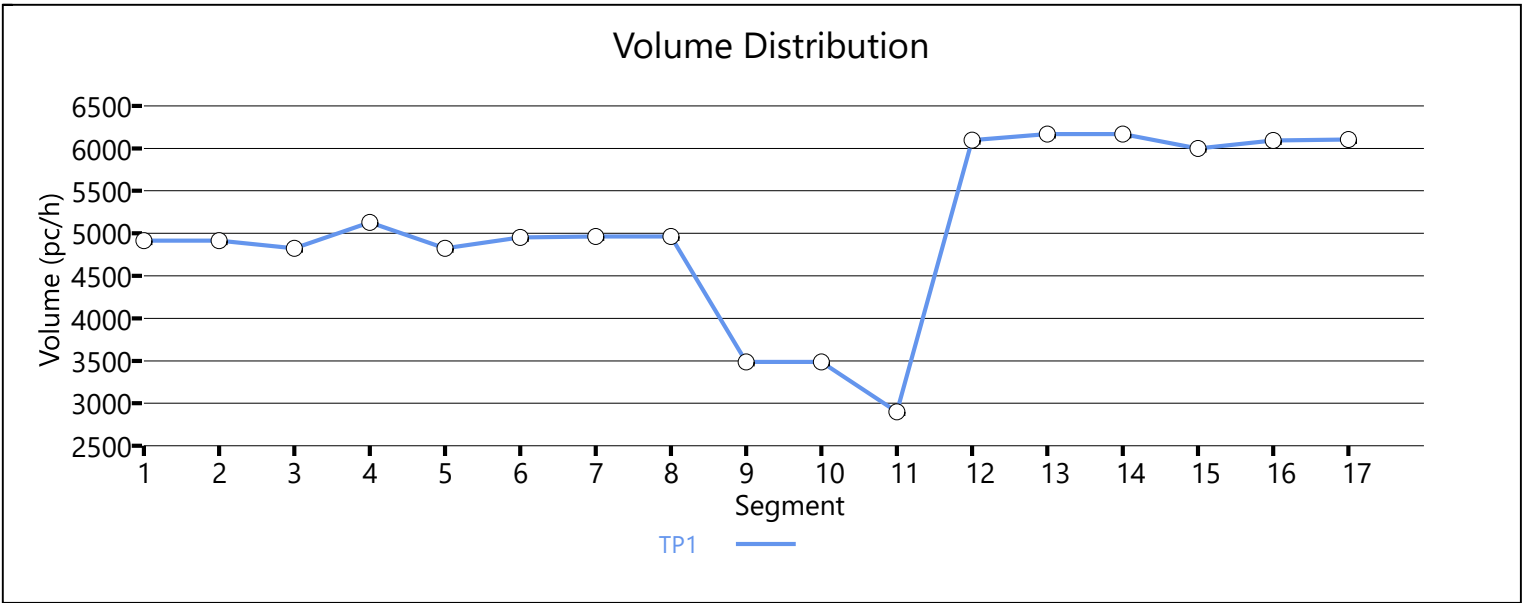




1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	64.0	60.6	25.6	27.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.787		4823		6693		0.72		64.3		25.0		C
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		5129		7993		0.64		56.6		22.7		C
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4824		6693		0.72		63.5		25.0		C
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	60.5	59.3	27.3	23.9	C
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4963		6693		0.74		63.6		26.0		C
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.847	4963	1481	6620	1972	0.75	0.75	59.9	55.8	27.6	31.4	D
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		3486		6693		0.52		66.2		17.2		B
<b>Segment 10: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.752	0.840	3486	485	6620	1878	0.53	0.26	59.8	55.1	19.4	20.8	C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.763		2902		6693		0.43		67.3		14.3		B
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	



1	0.92	0.92	0.758	0.775	6096	3175	6620	3944	0.92	0.81	52.7	50.3	38.6	32.5	D
<b>Segment 13: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6168		6693		0.92		54.9		37.4		E
<b>Segment 14: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.833	6168	153	6620	1878	0.93	0.08	60.2	55.7	34.2	32.5	D
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6000		6693		0.90		56.4		35.5		E
<b>Segment 16: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	6093	93	6620	1878	0.92	0.05	58.2	56.8	34.9	28.9	D
<b>Segment 17: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6103		6693		0.91		55.5		36.6		E
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	58.7		29.8		22.8		8.20		E						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					58.7			Density, veh/mi/ln			22.8				
Average Travel Time, min					8.20			Density, pc/mi/ln			29.8				
<b>Messages</b>															
WARNING 1					Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
WARNING 2					Ramp segment length is longer than 1500 feet for segment 12.										
<b>Comments</b>															



# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.69		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	230	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	840	2
5	Basic	Basic	Between US 178 and I-26	12135	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	2500	2
7	Basic	Basic	Between I-26 Ramps	2700	2
8	Merge	Merge	I-95 On-Ramp from I-26	1500	2
9	Basic	Basic	Between I-26 Ramps	1145	2
10	Merge	Merge	I-95 On-Ramp from I-26	950	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	275	2
13	Basic	Basic	Between US 176 Ramps	3770	2
14	Merge	Merge	I-95 On-Ramp from US 176	855	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4110		4473		1.24		36.2		56.8		F

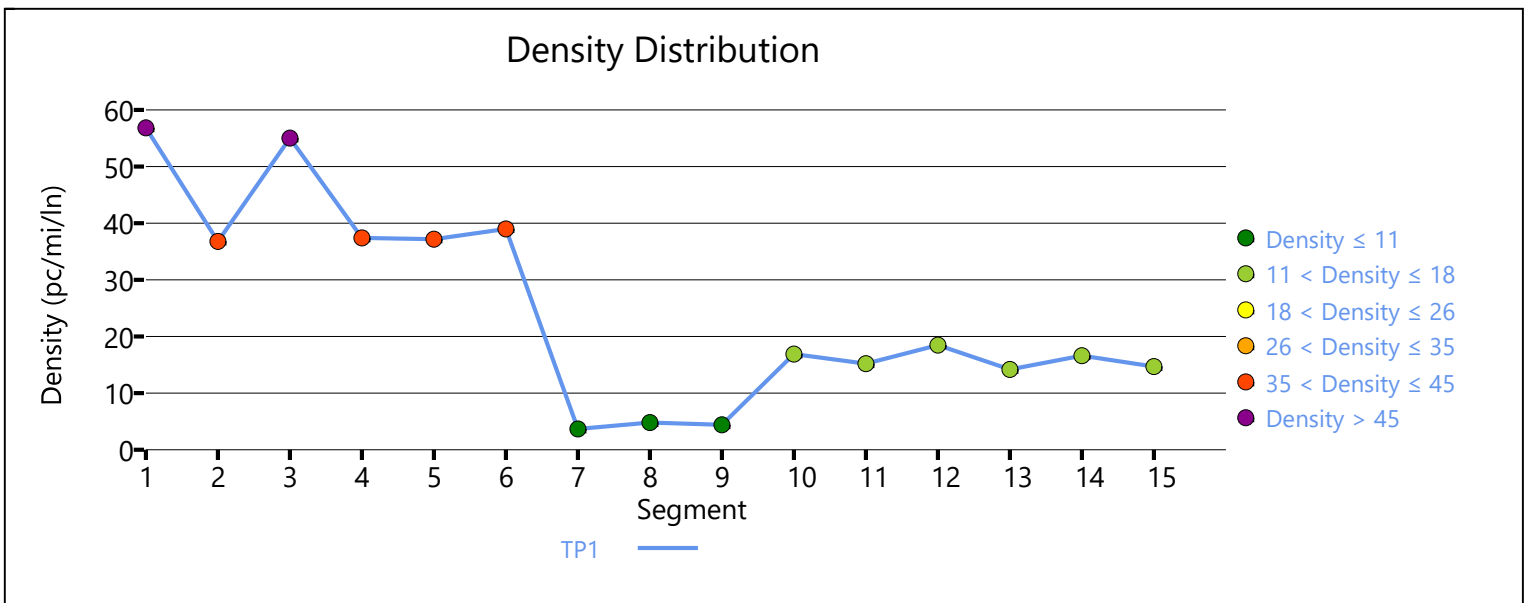
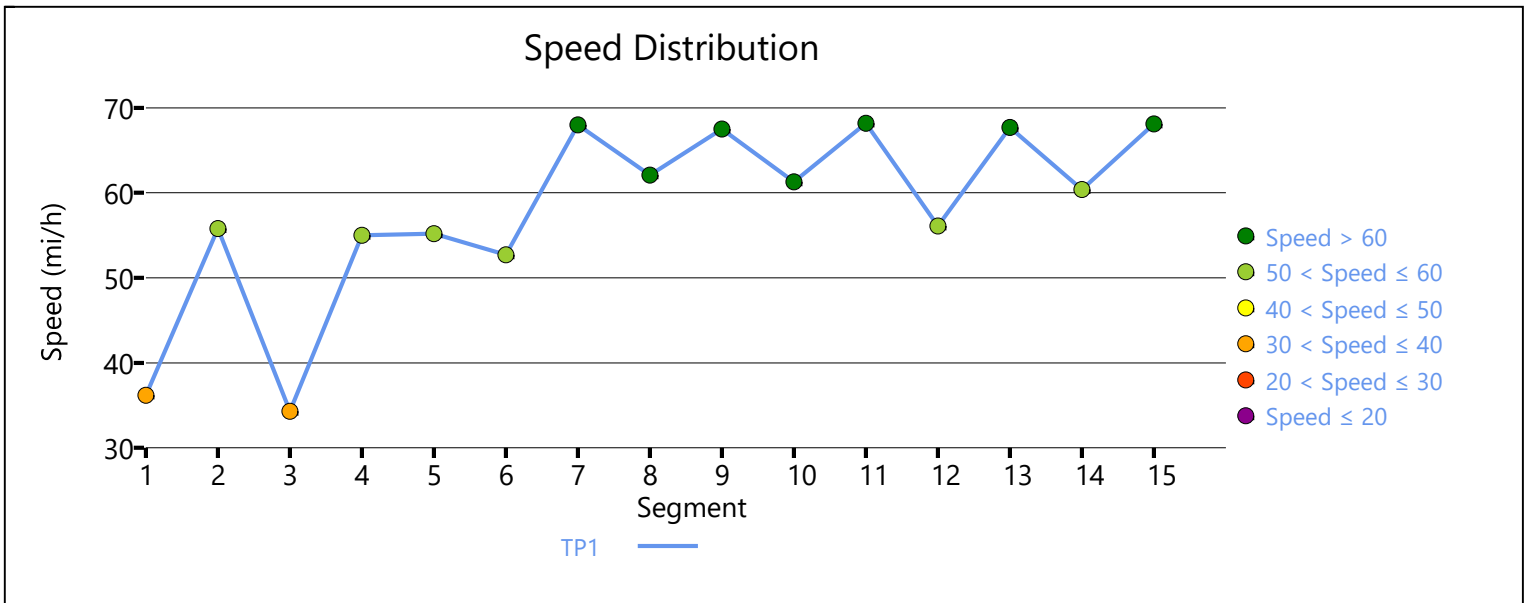
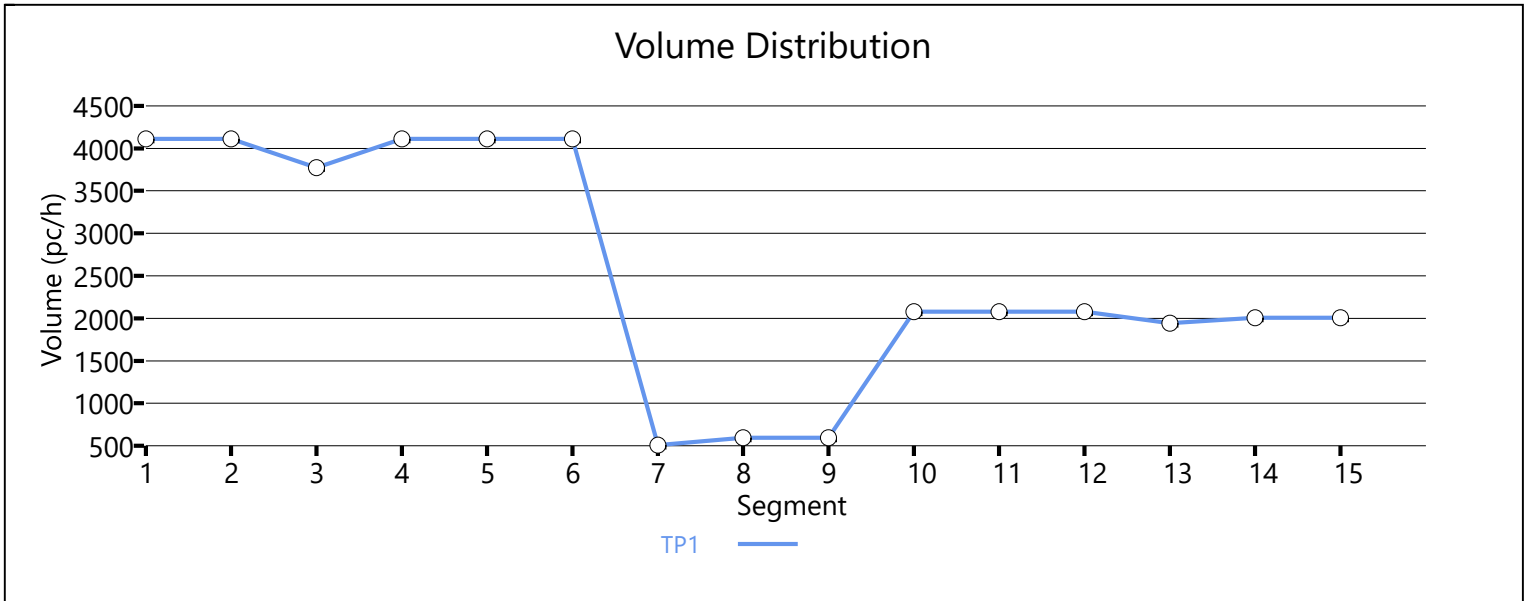
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.8	55.8	36.8	37.5	F

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3774		4473		1.18		34.3		55.0		F
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.0	55.0	37.4	32.2	F
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4110		4473		1.25		55.2		37.2		F
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.775	4110	3603	4413	3944	0.93	0.91	52.7	52.7	39.0	26.1	F
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.800		507		4473		0.45		68.0		3.7		A
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.855	596	89	4413	1878	0.14	0.05	62.1	62.1	4.8	2.4	A
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.800		596		4473		0.47		67.5		4.4		A
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.847	2077	1481	4413	1972	0.47	0.75	61.3	61.3	16.9	15.1	B
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2077		4473		0.80		68.2		15.2		B
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2077	134	4413	1878	0.47	0.07	56.1	56.1	18.5	19.6	B

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		1943		4473		0.77		67.7		14.2		B	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.820	0.833	2006	63	4413	1878	0.45	0.03	60.4	60.4	16.6	16.1	B	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2006		4473		0.78		68.1		14.7		B	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	56.1		23.5		18.7		11.40		F							
Facility Overall Results																
Space Mean Speed, mi/h					56.1					Density, veh/mi/ln					18.7	
Average Travel Time, min					11.40					Density, pc/mi/ln					23.5	
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 3					Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 4					Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 5					Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.											
WARNING 6					Ramp segment length is longer than 1500 feet for segment 6.											
Comments																



# HCS7 Freeway Facilities Report

## Project Information

Analyst		Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.07		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	290	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1010	2
5	Basic	Basic	Between US 176 and I-26	18465	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	690	2
7	Basic	Basic	Between I-26 Ramps	3645	2
8	Merge	Merge	I-95 On-ramp Loop from I-26 WB	1500	2
9	Basic	Basic	Between I-26 Ramps	950	2
10	Merge	Merge	I-95 On-Ramp from I-26 EB	2800	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	245	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1020	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3492		4473		0.78		62.4		28.0		D

### Segment 2: Diverge

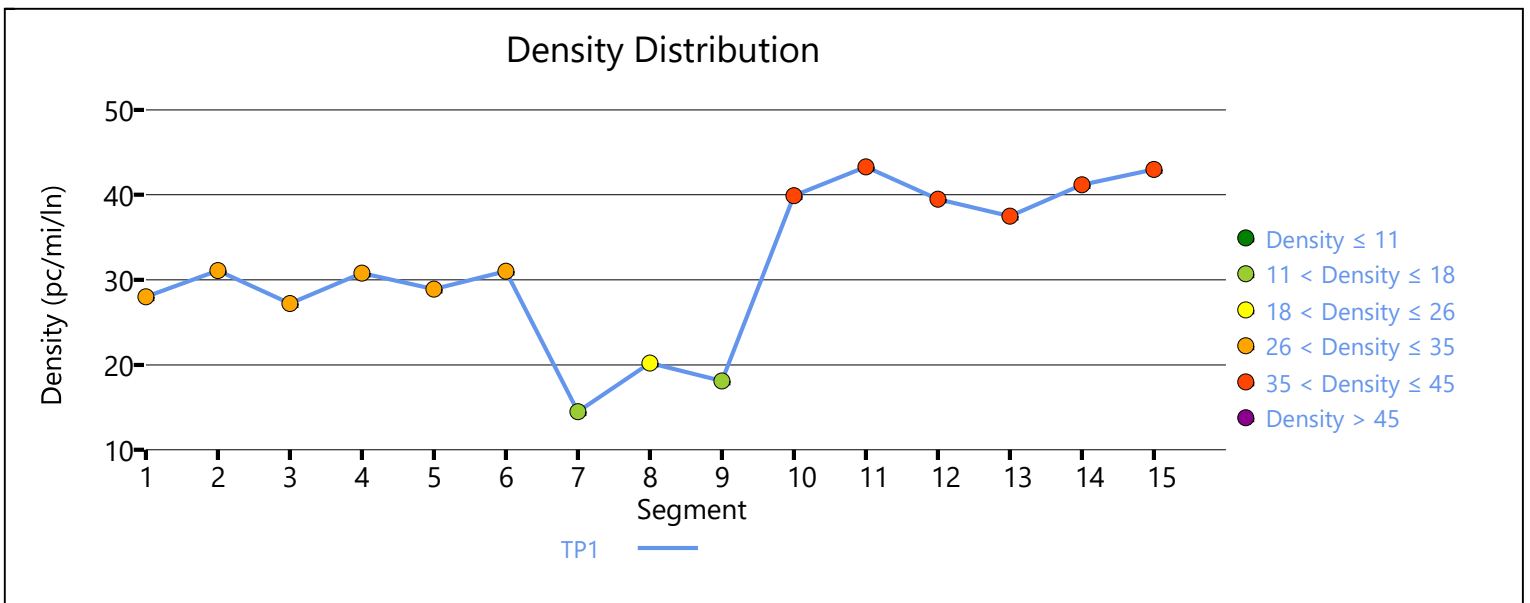
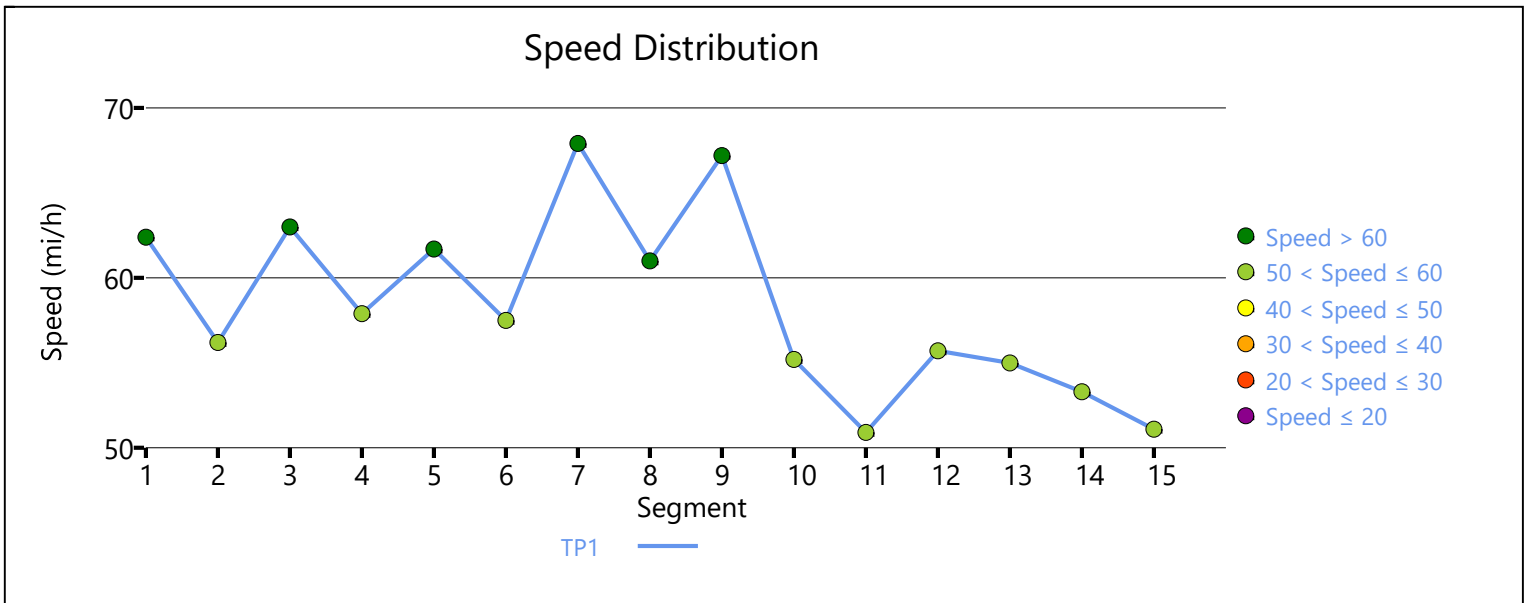
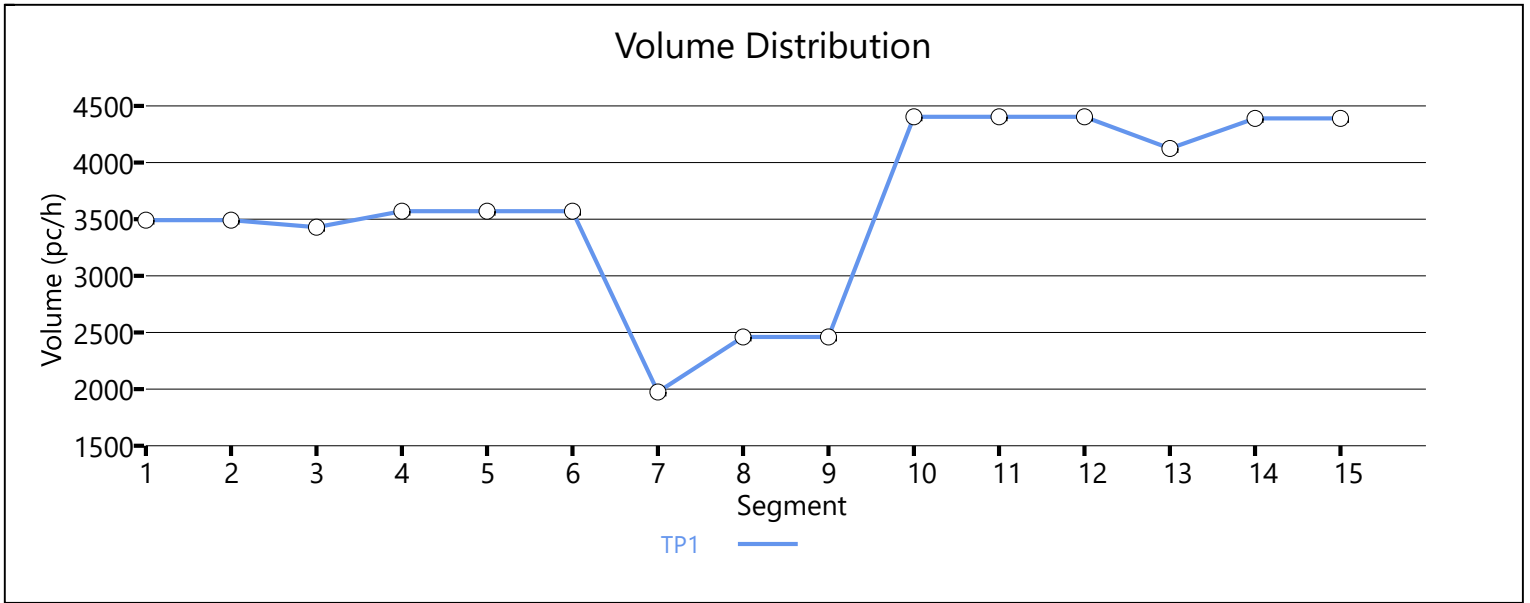
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.2	56.2	31.1	31.7	D

### Segment 3: Basic



AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3429		4473		0.77		63.0		27.2		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	57.9	57.9	30.8	27.0	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3570		4473		0.80		61.7		28.9		D
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3570	1595	4413	1972	0.81	0.81	57.5	57.5	31.0	31.4	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1975		4473		0.44		67.9		14.5		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2460	485	4413	1878	0.56	0.26	61.0	61.0	20.2	16.8	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2460		4473		0.55		67.2		18.1		C
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4403	2956	4413	3944	1.00	0.75	55.2	55.2	39.9	29.1	F
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4403		4473		1.21		50.9		43.3		F
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4403	279	4413	1878	1.00	0.15	55.7	55.7	39.5	39.9	F

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4124		4473		1.15		55.0		37.5		F	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.813	0.840	4390	266	4413	1878	0.99	0.14	53.3	53.3	41.2	33.3	F	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4390		4473		1.21		51.1		43.0		F	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	56.9		32.7		26.7		10.60		F							
Facility Overall Results																
Space Mean Speed, mi/h					56.9					Density, veh/mi/ln					26.7	
Average Travel Time, min					10.60					Density, pc/mi/ln					32.7	
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary segment 15. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 3					Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 4					Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 5					Ramp segment length is longer than 1500 feet for segment 10.											
Comments																



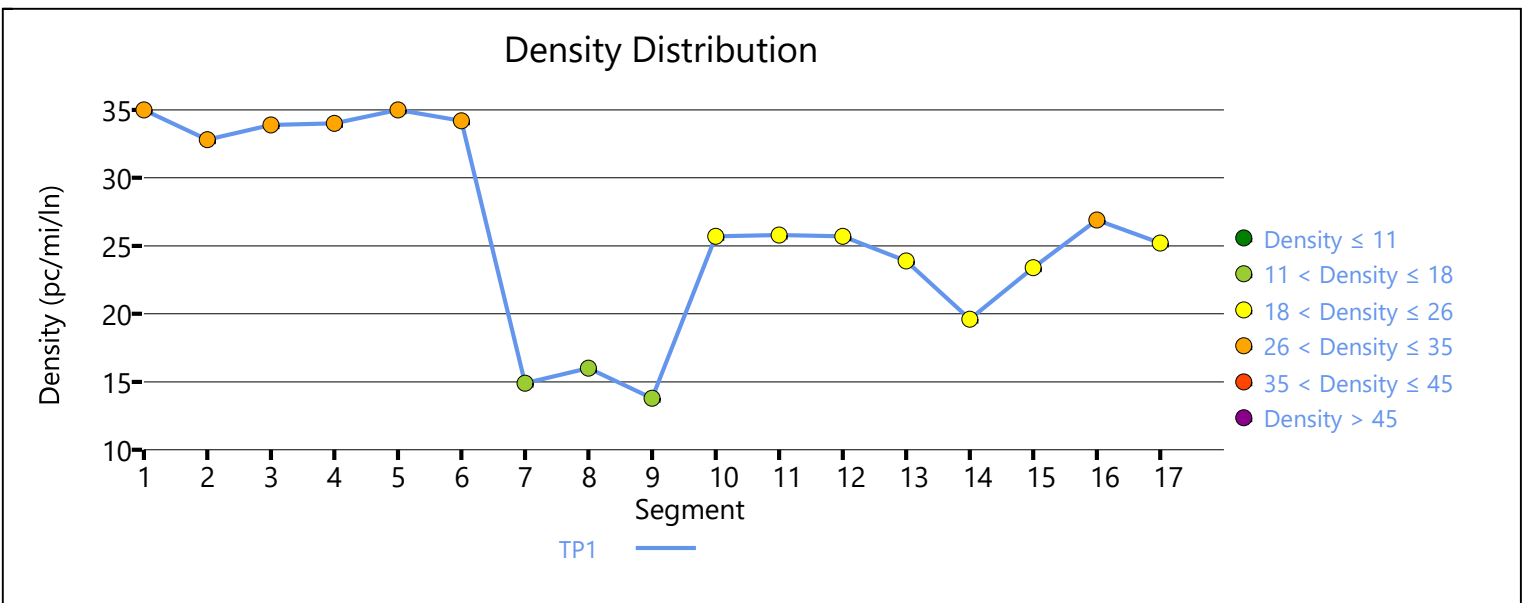
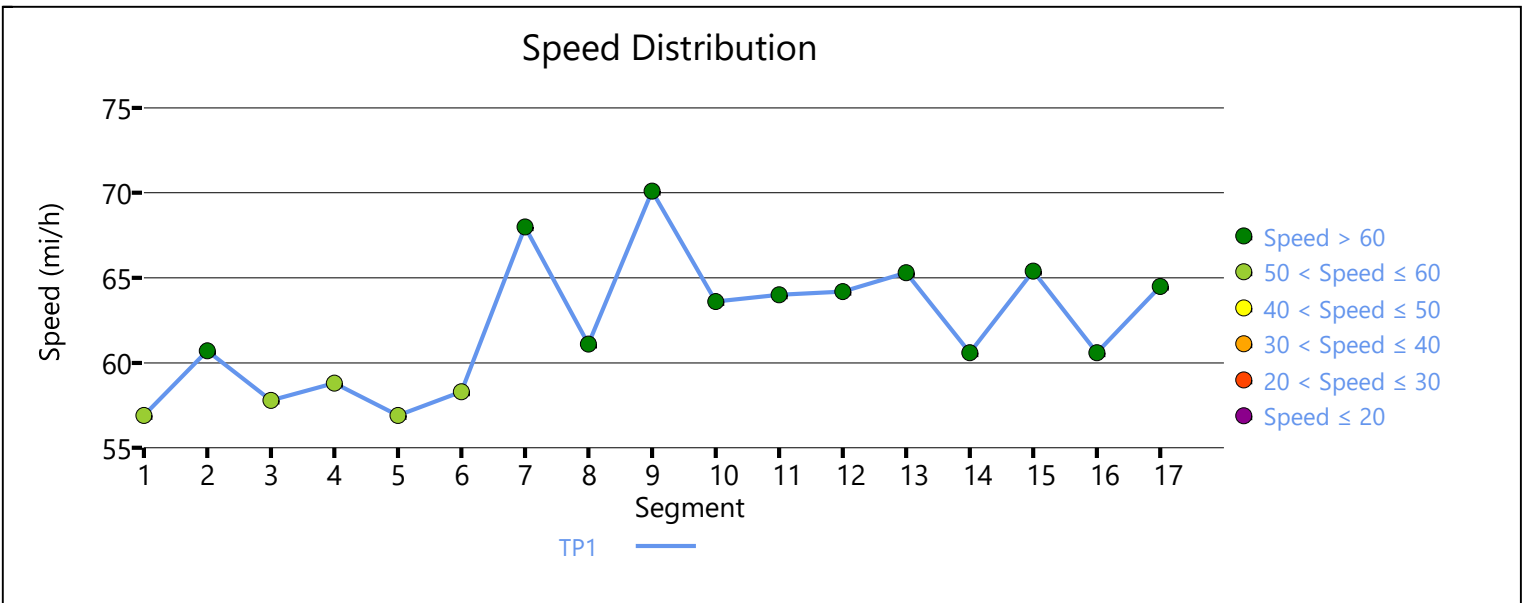
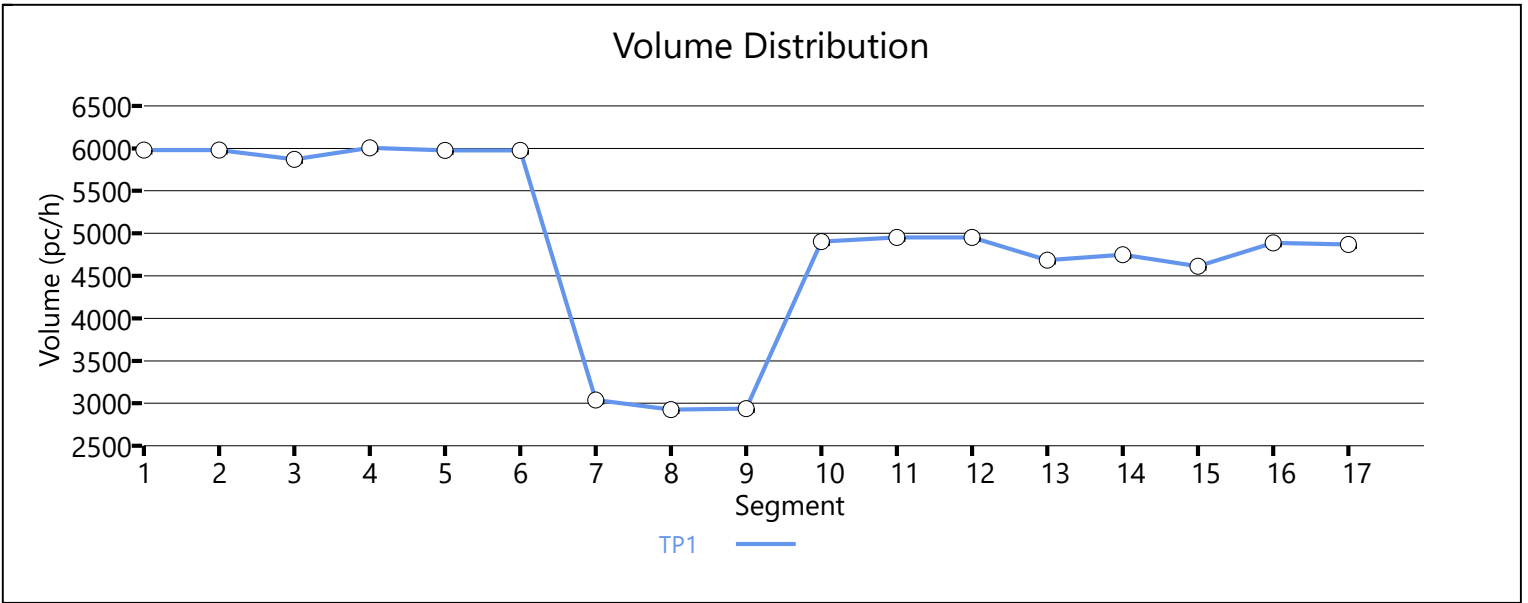
# 2050 BUILD ALTERNATIVE 2



1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.7	56.1	32.8	31.8	D
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.775		5871		6710		0.87		57.8		33.9		D
<b>Segment 4: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.775	0.877	6005	134	6620	1878	0.91	0.07	58.8	57.3	34.0	28.7	D
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		5976		6710		0.89		56.9		35.0		D
<b>Segment 6: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.806	5976	2956	6620	3944	0.90	0.75	58.3	54.3	34.2	27.9	C
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		3038		6710		0.45		68.0		14.9		B
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.855	2925	89	6620	1878	0.44	0.05	61.1	56.4	16.0	17.3	B
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		2937		6761		0.43		70.1		13.8		B
<b>Segment 10: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.94	0.752	0.826	4904	1967	6761	3944	0.73	0.50	63.6	61.9	25.7	23.7	C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4953		6710		0.74		64.0		25.8		C
<b>Segment 12: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.781	4953	270	6620	1972	0.75	0.14	64.2	60.6	25.7	28.3	D
<b>Segment 13: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.781	4683		6710		0.70	65.3		23.9		C		
<b>Segment 14: Weaving</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.781	4747		8192		0.58	60.6		19.6		B		
<b>Segment 15: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.781	4612		6710		0.69	65.4		23.4		C		
<b>Segment 16: Merge</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.833	4887	275	6620	1878	0.74	0.15	60.6	59.1	26.9	23.9	C
<b>Segment 17: Basic</b>															
AP	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.787	4869		6710		0.73	64.5		25.2		C		
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	60.2		28.7		22.3		8.30		D						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h				60.2				Density, veh/mi/ln				22.3			
Average Travel Time, min				8.30				Density, pc/mi/ln				28.7			
<b>Messages</b>															
WARNING 1				Ramp segment length is longer than 1500 feet for segment 6.											
WARNING 2				Ramp segment length is longer than 1500 feet for segment 10.											
WARNING 3				Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.											
<b>Comments</b>															

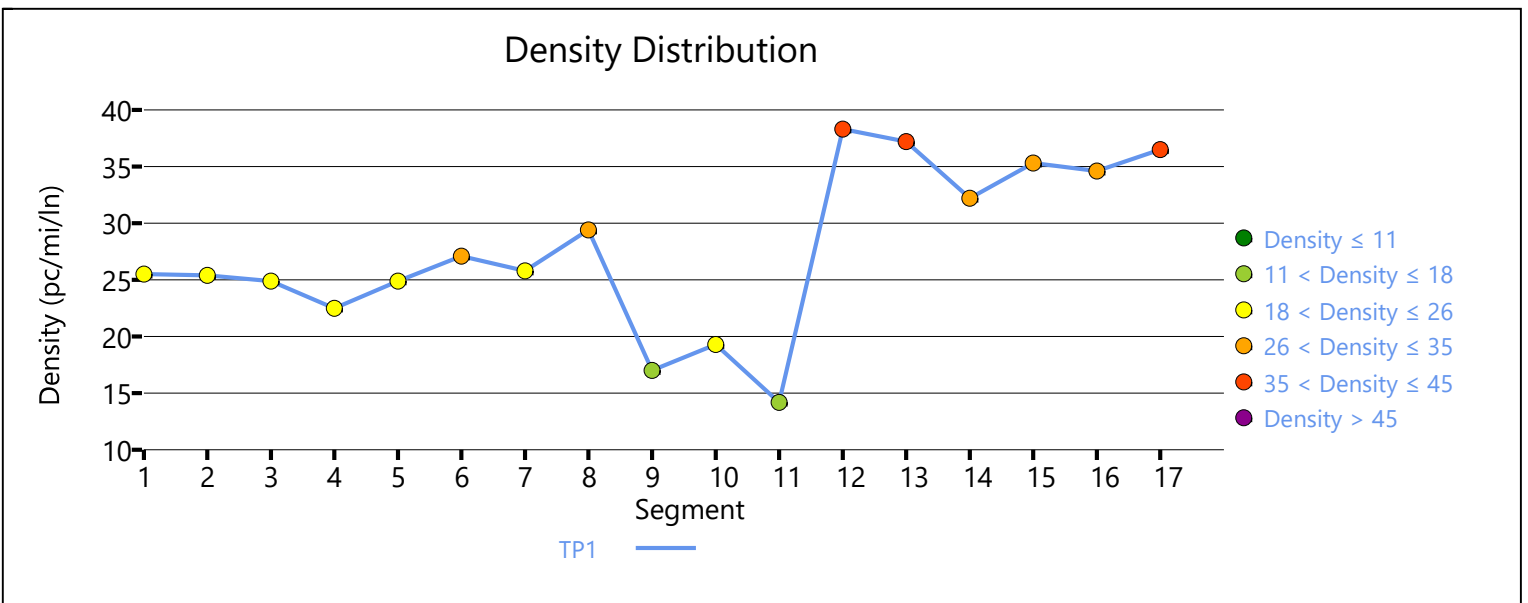
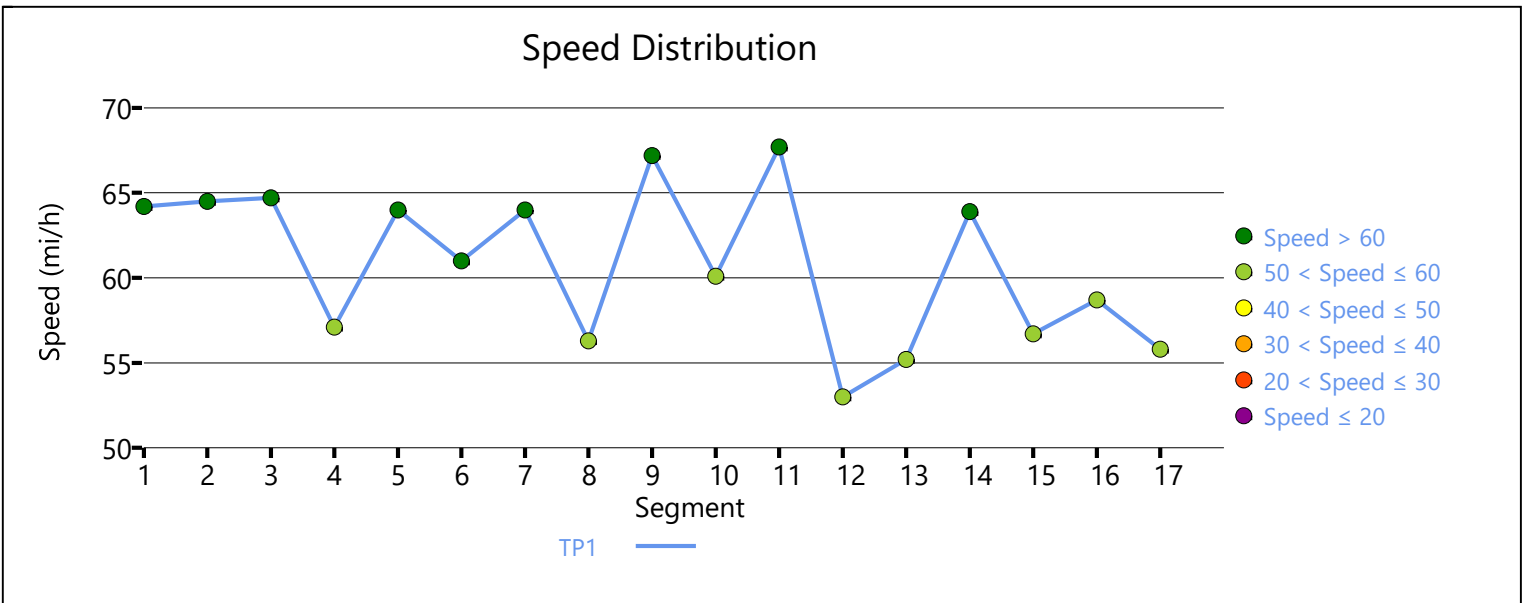
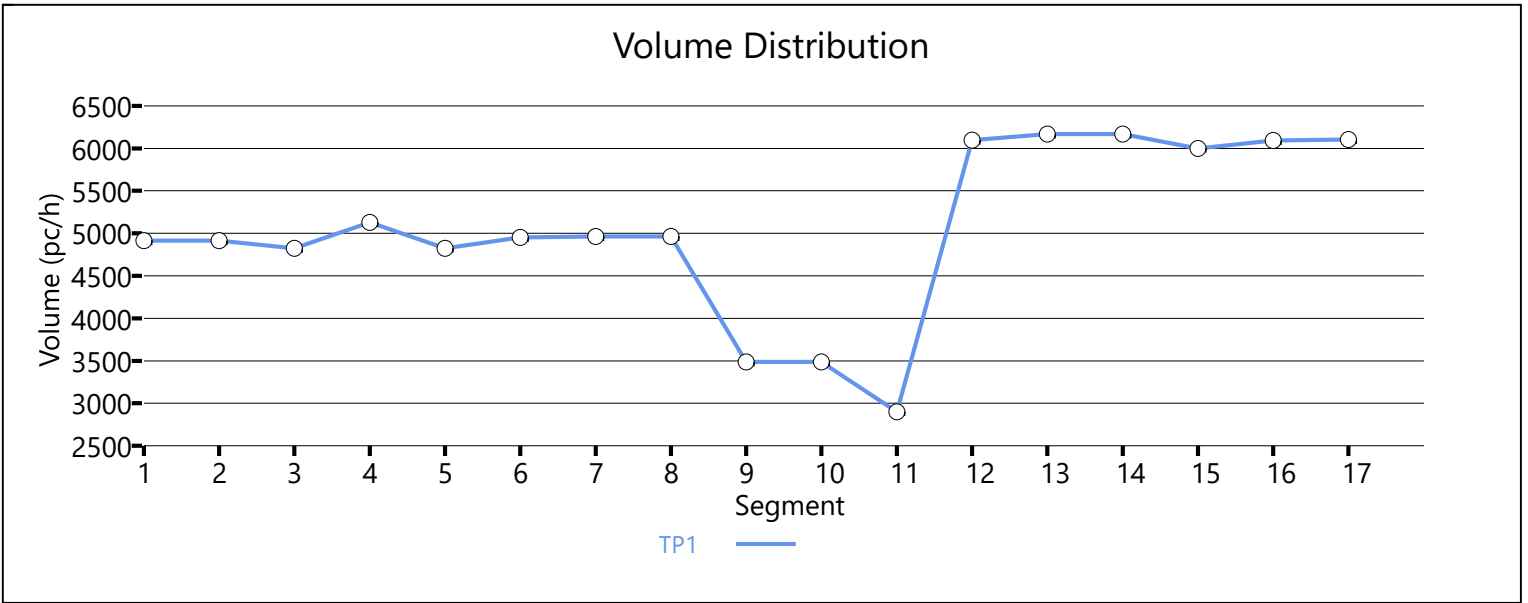






1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	64.5	61.0	25.4	27.1	C
<b>Segment 3: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.787		4823		6710		0.72		64.7		24.9		C
<b>Segment 4: Weaving</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		5129		8016		0.64		57.1		22.5		C
<b>Segment 5: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4824		6710		0.72		64.0		24.9		C
<b>Segment 6: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	61.0	59.7	27.1	23.9	C
<b>Segment 7: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.781		4963		6710		0.74		64.0		25.8		C
<b>Segment 8: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.781	0.847	4963	1481	6620	1784	0.75	0.83	56.3	51.3	29.4	30.5	D
<b>Segment 9: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.752		3486		6710		0.52		67.2		17.0		B
<b>Segment 10: Diverge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	
1	0.92	0.92	0.752	0.840	3486	485	6620	1878	0.53	0.26	60.1	55.4	19.3	20.8	C
<b>Segment 11: Basic</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
1	0.92		0.763		2902		6710		0.43		67.7		14.2		B
<b>Segment 12: Merge</b>															
<b>AP</b>	<b>PHF</b>		<b>fHV</b>		<b>Flow Rate (pc/h)</b>		<b>Capacity (pc/h)</b>		<b>d/c Ratio</b>		<b>Speed (mi/h)</b>		<b>Density (pc/mi/ln)</b>		<b>LOS</b>
	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	<b>Freeway</b>	<b>Ramp</b>	<b>F</b>	<b>R</b>	<b>F</b>	<b>R</b>	<b>Freeway</b>	<b>Ramp</b>	

1	0.92	0.92	0.758	0.775	6096	3175	6620	3944	0.92	0.81	53.0	50.5	38.3	32.5	D
<b>Segment 13: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6168		6710		0.92		55.2		37.2		E
<b>Segment 14: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.833	6168	153	6620	1972	0.93	0.08	63.9	60.9	32.2	32.5	D
<b>Segment 15: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6000		6710		0.89		56.7		35.3		E
<b>Segment 16: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	6093	93	6620	1878	0.92	0.05	58.7	57.2	34.6	28.9	D
<b>Segment 17: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6103		6710		0.91		55.8		36.5		E
<b>Facility Analysis Results</b>															
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	58.9		29.8		22.8		8.20		E						
<b>Facility Overall Results</b>															
Space Mean Speed, mi/h					58.9			Density, veh/mi/ln			22.8				
Average Travel Time, min					8.20			Density, pc/mi/ln			29.8				
<b>Messages</b>															
WARNING 1					Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
WARNING 2					Ramp segment length is longer than 1500 feet for segment 12.										
<b>Comments</b>															



# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.69		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	230	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	840	2
5	Basic	Basic	Between US 178 and I-26	12135	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	2500	2
7	Basic	Basic	Between I-26 Ramps	2700	2
8	Merge	Merge	Between I-26 Ramps	1500	2
9	Basic	Basic	Between I-26 Ramps	1145	2
10	Merge	Merge	I-95 On-Ramp from I-26	950	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	275	2
13	Basic	Basic	Between US 176 Ramps	3770	2
14	Merge	Merge	I-95 On-Ramp from US 176	855	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.787	4110	4473	1.24	36.2	56.8	F

### Segment 2: Diverge

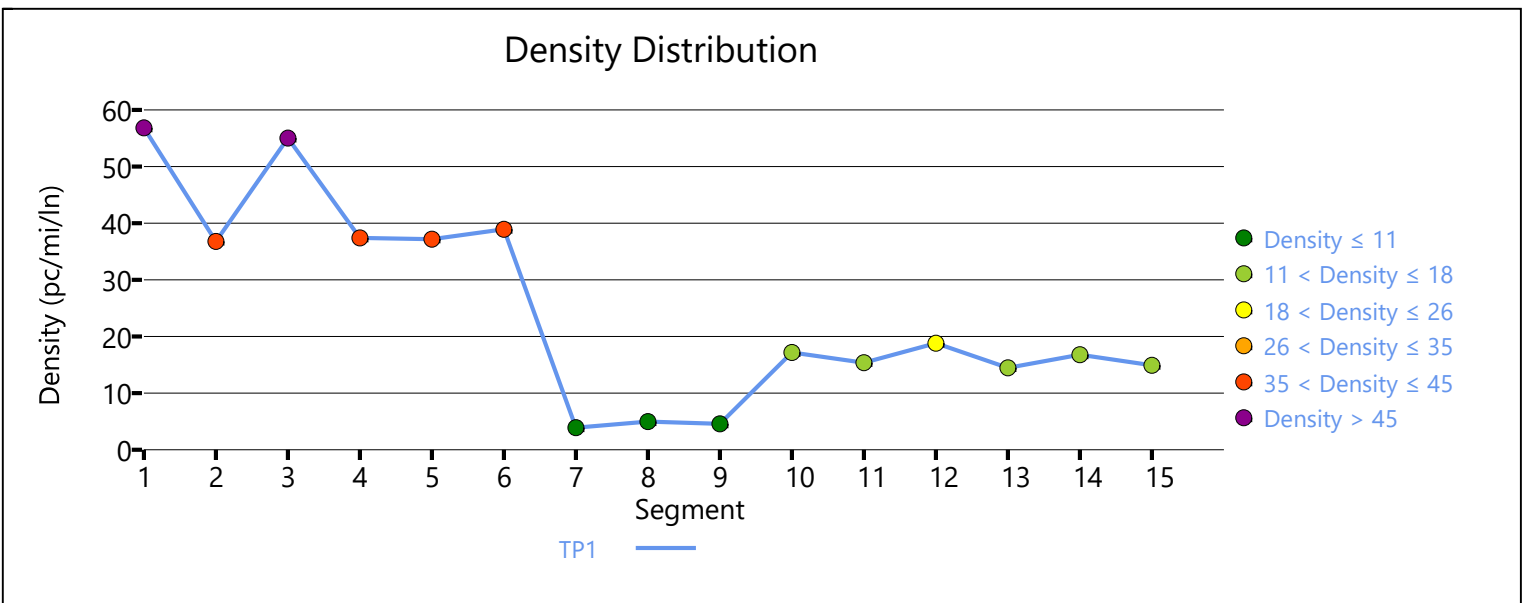
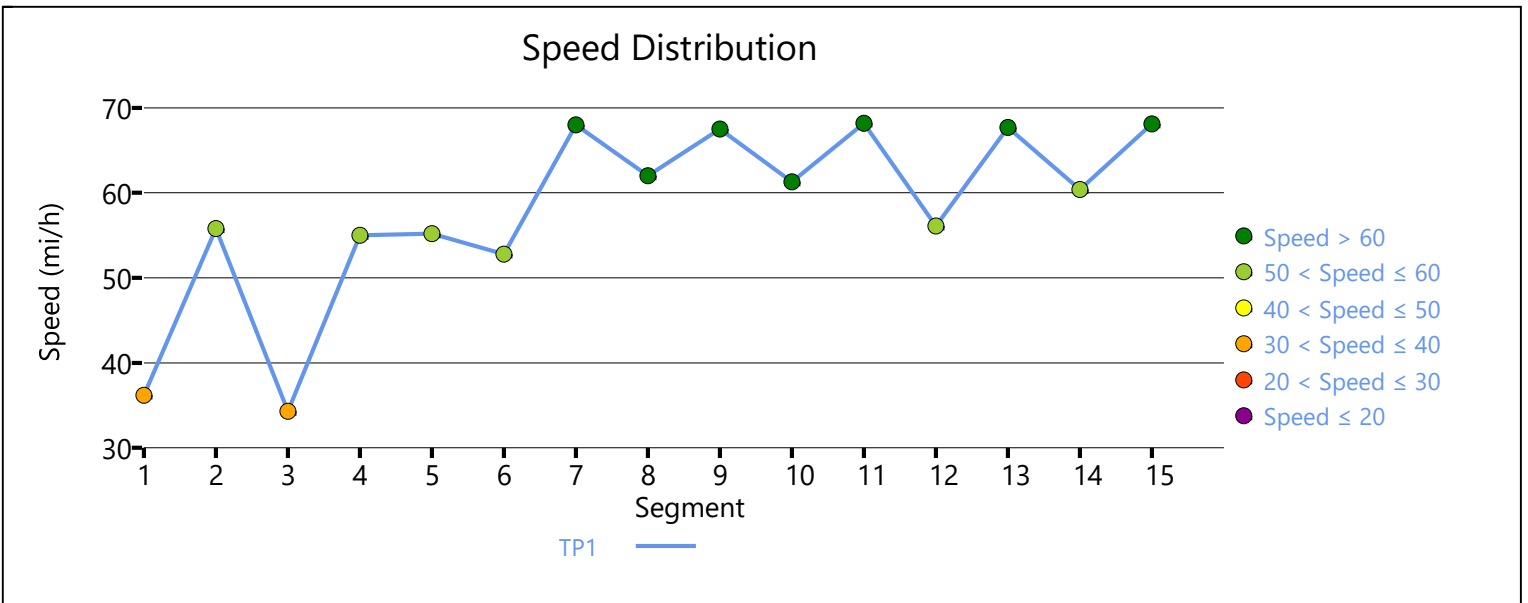
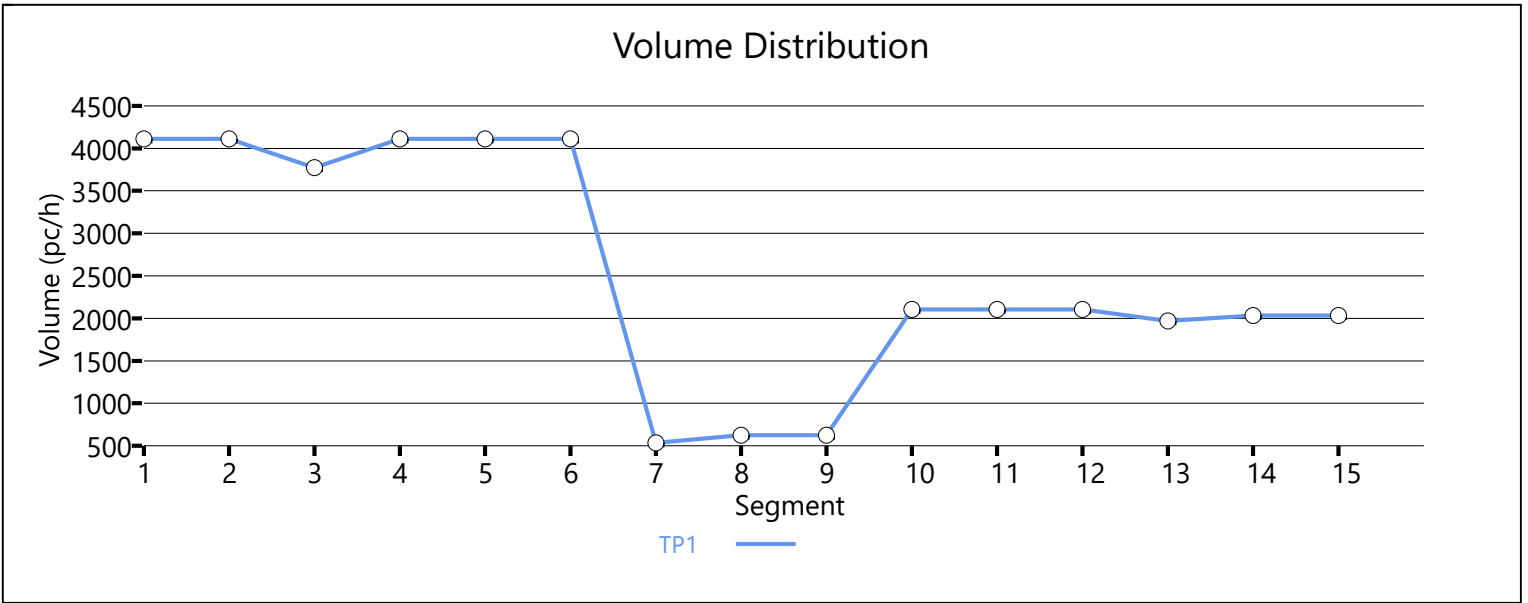
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.8	55.8	36.8	37.5	F

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3774		4473		1.18		34.3		55.0		F
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.0	55.0	37.4	32.2	F
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4110		4473		1.25		55.2		37.2		F
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4110	3575	4413	3944	0.93	0.91	52.8	52.8	38.9	26.1	F
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		535		4473		0.44		68.0		3.9		A
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	624	89	4413	1878	0.14	0.05	62.0	62.0	5.0	2.7	A
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		624		4473		0.47		67.5		4.6		A
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2105	1481	4413	1972	0.48	0.75	61.3	61.3	17.2	15.3	B
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2105		4473		0.80		68.2		15.4		B
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2105	134	4413	1878	0.48	0.07	56.1	56.1	18.8	19.9	B



Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		1971		4473		0.77		67.7		14.5		B	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.820	0.833	2034	63	4413	1878	0.46	0.03	60.4	60.4	16.8	16.4	B	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2034		4473		0.78		68.1		14.9		B	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	56.1		23.6		18.8		11.40		F							
Facility Overall Results																
Space Mean Speed, mi/h					56.1					Density, veh/mi/ln					18.8	
Average Travel Time, min					11.40					Density, pc/mi/ln					23.6	
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 3					Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 4					Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 5					Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.											
WARNING 6					Ramp segment length is longer than 1500 feet for segment 6.											
Comments																



# HCS7 Freeway Facilities Report

## Project Information

Analyst		Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.07		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	290	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1010	2
5	Basic	Basic	Between US 176 and I-26	18465	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	690	2
7	Basic	Basic	Between I-26 Ramps	3645	2
8	Merge	Merge	I-95 On-ramp Loop from I-26 WB	1500	2
9	Basic	Basic	Between I-26 Ramps	950	2
10	Merge	Merge	I-95 On-Ramp from I-26 EB	2800	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	245	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1020	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3492		4473		0.78		62.4		28.0		D

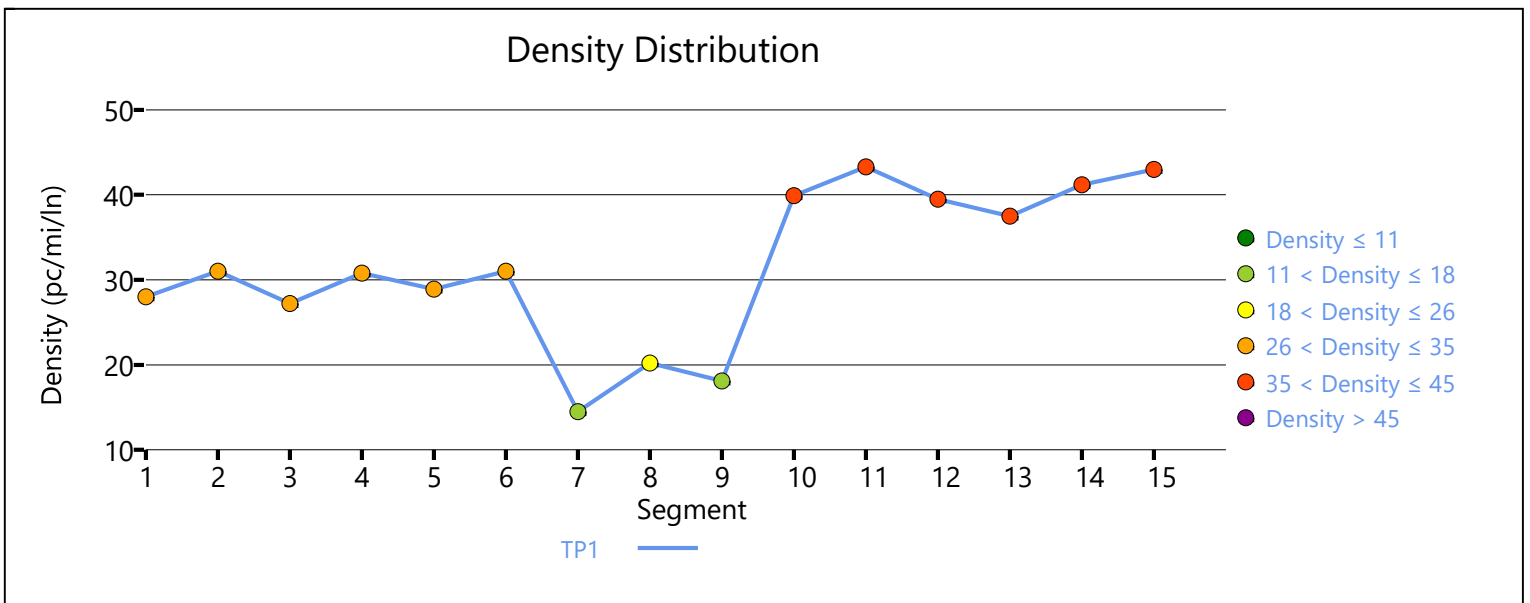
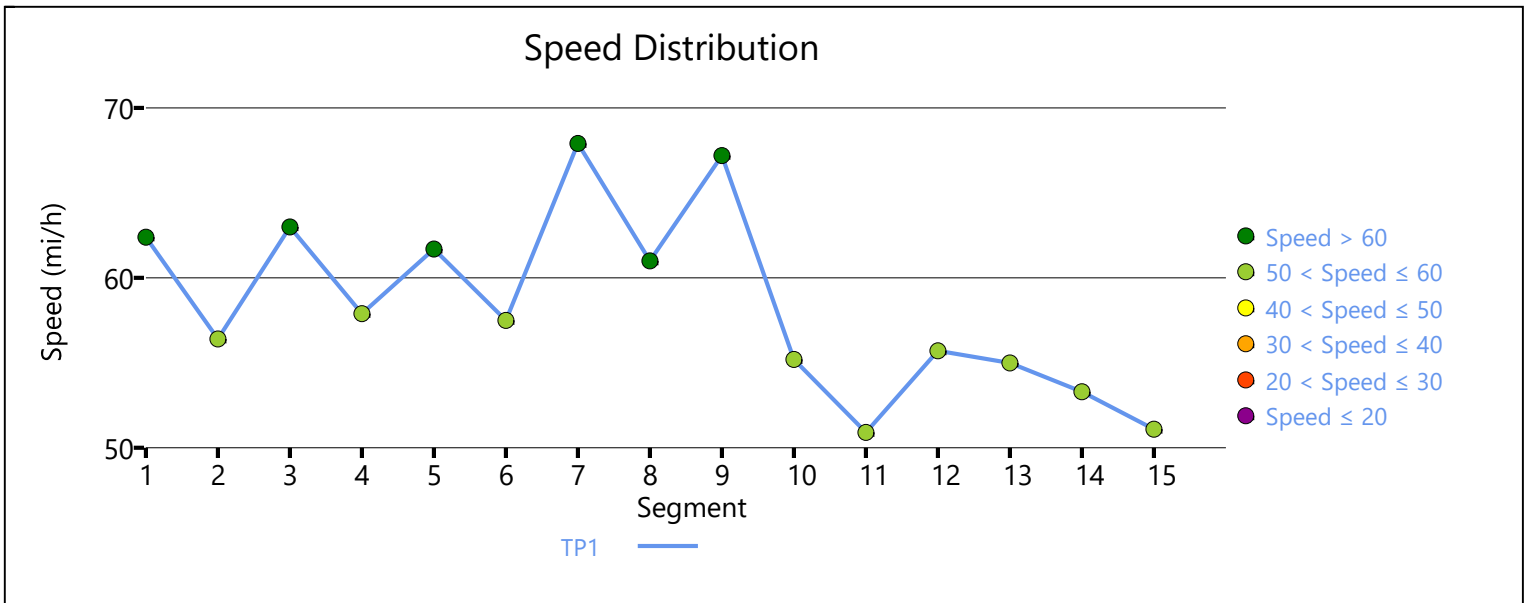
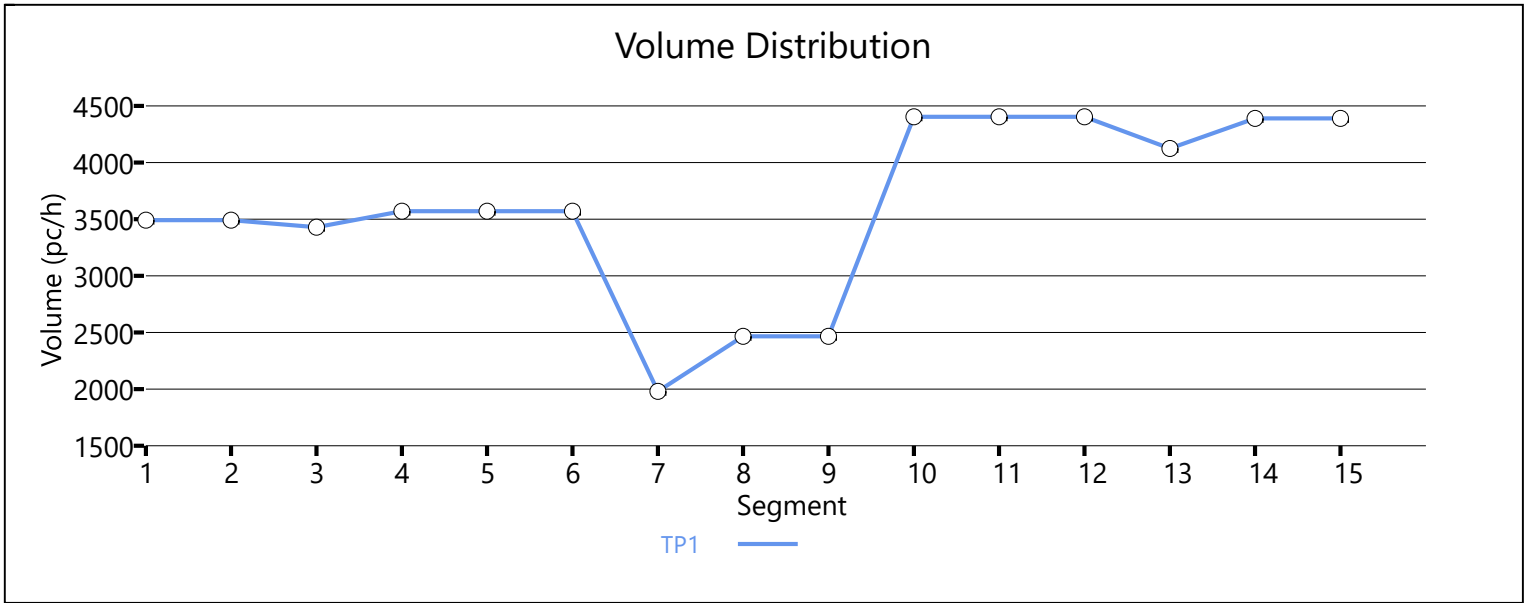
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.4	56.4	31.0	31.7	D

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3429		4473		0.77		63.0		27.2		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	57.9	57.9	30.8	27.0	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3570		4473		0.80		61.7		28.9		D
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	3570	1589	4413	1972	0.81	0.81	57.5	57.5	31.0	31.4	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1981		4473		0.44		67.9		14.5		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2466	485	4413	1878	0.56	0.26	61.0	61.0	20.2	16.8	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2466		4473		0.55		67.2		18.1		C
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4403	2956	4413	3944	1.00	0.75	55.2	55.2	39.9	29.1	F
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4403		4473		1.21		50.9		43.3		F
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4403	279	4413	1878	1.00	0.15	55.7	55.7	39.5	39.9	F

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4124		4473		1.15		55.0		37.5		F	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.813	0.840	4390	266	4413	1878	0.99	0.14	53.3	53.3	41.2	33.3	F	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4390		4473		1.21		51.1		43.0		F	
Facility Analysis Results																
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS	
1	56.9				32.7				26.7				10.60		F	
Facility Overall Results																
Space Mean Speed, mi/h					56.9					Density, veh/mi/ln					26.7	
Average Travel Time, min					10.60					Density, pc/mi/ln					32.7	
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary segment 15. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 3					Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 4					Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 5					Ramp segment length is longer than 1500 feet for segment 10.											
Comments																



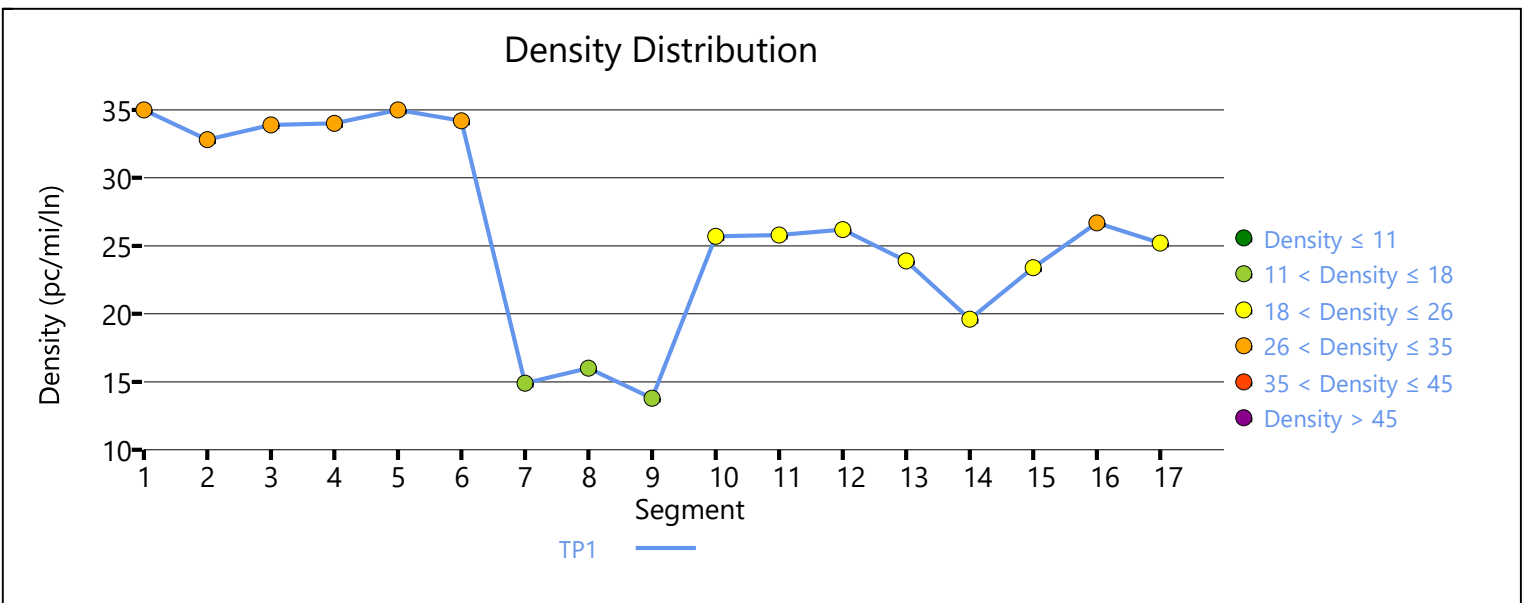
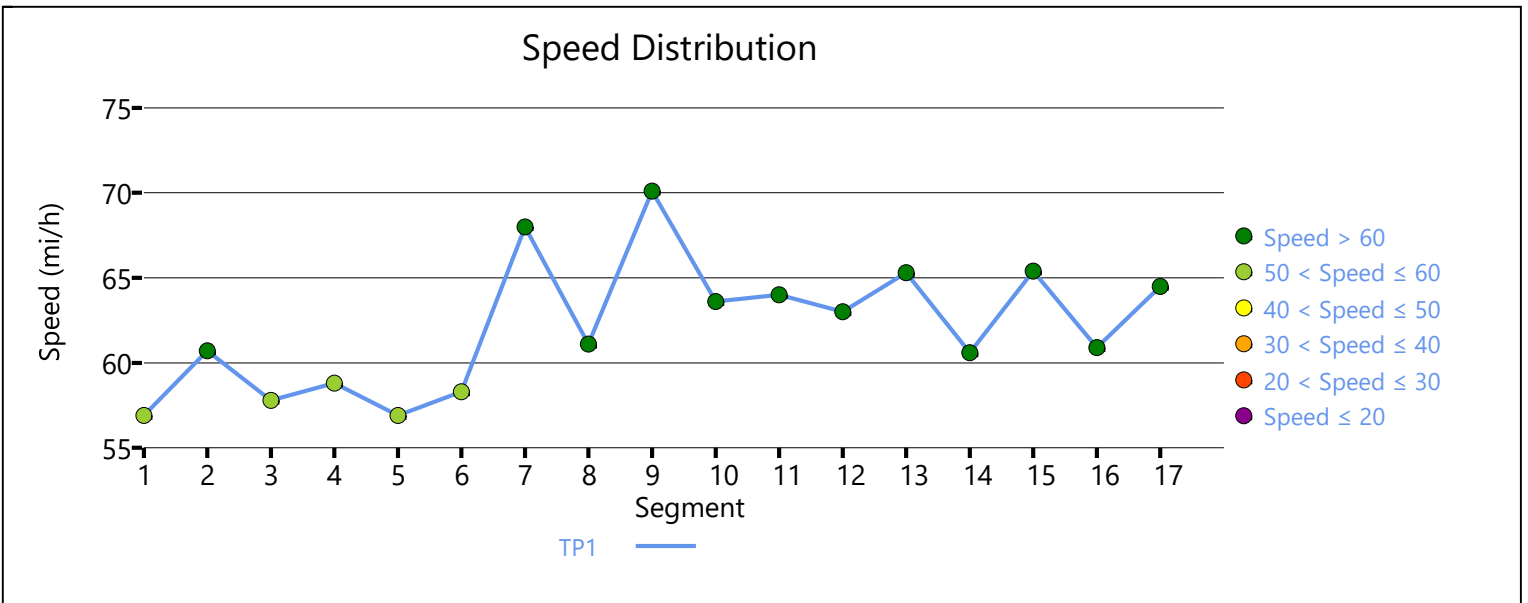
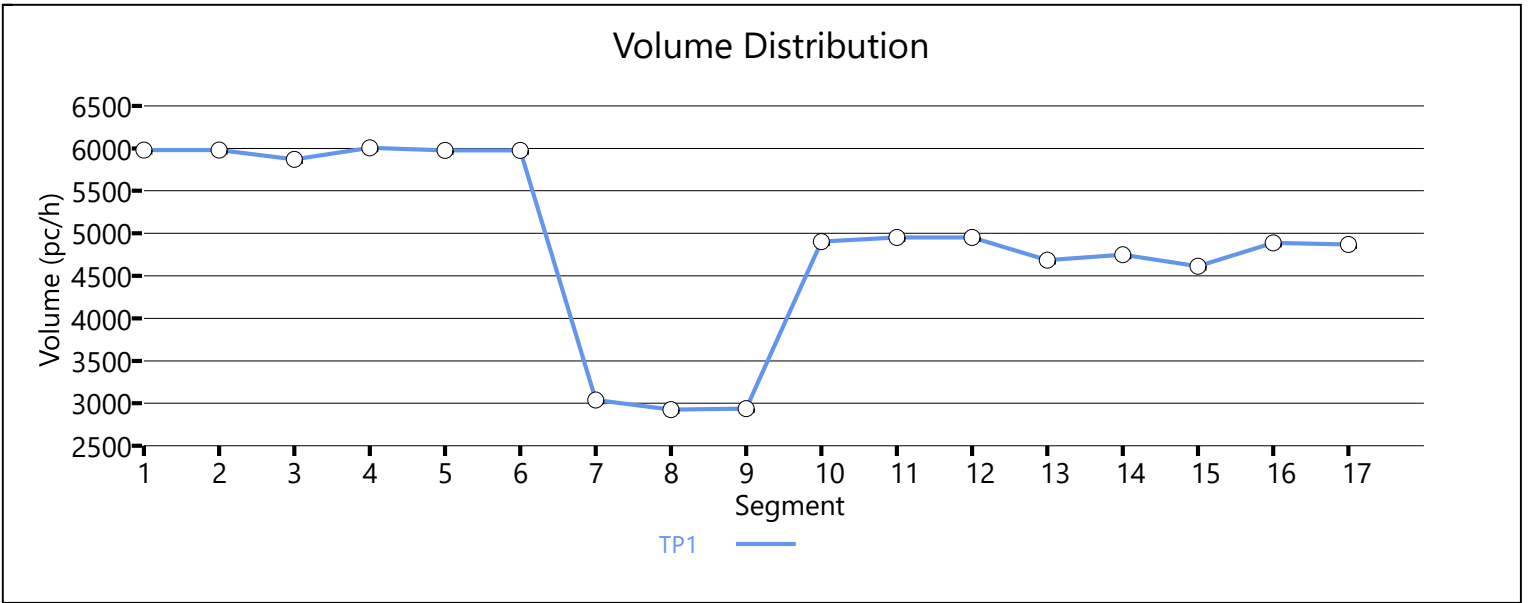
# 2050 BUILD ALTERNATIVE 3





1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.7	56.1	32.8	31.8	D
<b>Segment 3: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.775		5871		6710		0.87		57.8		33.9		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.775	0.877	6005	134	6620	1878	0.91	0.07	58.8	57.3	34.0	28.7	D
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		5976		6710		0.89		56.9		35.0		D
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.806	5976	2956	6620	3944	0.90	0.75	58.3	54.3	34.2	27.9	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.752		3038		6710		0.45		68.0		14.9		B
<b>Segment 8: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	2925	89	6620	1878	0.44	0.05	61.1	56.4	16.0	17.3	B
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.752		2937		6761		0.43		70.1		13.8		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.752	0.826	4904	1967	6761	3944	0.73	0.50	63.6	61.9	25.7	23.7	C
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4953		6710		0.74		64.0		25.8		C
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.781	4953	270	6620	1972	0.75	0.14	63.0	59.0	26.2	28.3	D
Segment 13: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4683		6710		0.70		65.3		23.9		C
Segment 14: Weaving															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4747		8195		0.58		60.6		19.6		B
Segment 15: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4612		6710		0.69		65.4		23.4		C
Segment 16: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.833	4887	275	6620	1972	0.74	0.14	60.9	59.5	26.7	23.9	C
Segment 17: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4869		6710		0.73		64.5		25.2		C
Facility Analysis Results															
AP	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS
1	60.2				28.7				22.3				8.30		D
Facility Overall Results															
Space Mean Speed, mi/h					60.2					Density, veh/mi/ln					22.3
Average Travel Time, min					8.30					Density, pc/mi/ln					28.7
Messages															
WARNING 1					Ramp segment length is longer than 1500 feet for segment 6.										
WARNING 2					Ramp segment length is longer than 1500 feet for segment 10.										
WARNING 3					Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
Comments															



# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-26 Westbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	7.98		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 15	1500	3
2	Diverge	Diverge	I-26 Off-Ramp to US 15	465	3
3	Basic	Basic	Between US 15 Ramps	815	3
4	Weaving	Weaving	Between US 15 Ramps	405	4
5	Basic	Basic	Between US 15 Ramps	800	3
6	Merge	Merge	I-26 On-Ramp from US 15	825	3
7	Basic	Basic	Between US 15 and I-95	10065	3
8	Diverge	Diverge	I-26 Off-Ramp to I-95	690	3
9	Basic	Basic	Between I-95 Ramps	6715	3
10	Merge	Merge	I-26 On-Ramp from I-95	2800	3
11	Basic	Basic	Between I-95 and SC 210	12000	3
12	Diverge	Diverge	I-26 Off-Ramp to SC 210	455	3
13	Basic	Basic	Between SC 210 Ramps	2245	3
14	Merge	Merge	I-26 On-Ramp from SC 210	875	3
15	Basic	Basic	West of SC 210	1500	3

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.787	4915	6710	0.73	64.2	25.5	C

### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	63.3	59.4	25.9	27.1	C

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4823		6710		0.72		64.7		24.9		C
<b>Segment 4: Weaving</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		5129		8016		0.64		57.1		22.5		C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4824		6710		0.72		64.0		24.9		C
<b>Segment 6: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	60.8	59.5	27.1	23.9	C
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.781		4963		6710		0.74		64.0		25.8		C
<b>Segment 8: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.847	4963	1962	6620	1972	0.75	1.00	59.1	55.0	28.0	31.7	D
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.741		2988		6710		0.45		68.2		14.6		B
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.741	0.775	6163	3175	6620	3944	0.93	0.81	52.6	50.0	39.1	32.8	D
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.758		6168		6710		0.92		55.2		37.2		E
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.833	6168	153	6620	1878	0.93	0.08	60.5	56.0	34.0	32.5	D
<b>Segment 13: Basic</b>															

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.758	6000	6710	0.89	56.7	35.3	E

### Segment 14: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	6093	93	6620	1878	0.92	0.05	58.7	57.2	34.6	28.9	D

### Segment 15: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.758	6103	6710	0.91	55.8	36.5	E

### Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	59.0	29.3	22.3	8.10	E

### Facility Overall Results

Space Mean Speed, mi/h	59.0	Density, veh/mi/ln	22.3
Average Travel Time, min	8.10	Density, pc/mi/ln	29.3

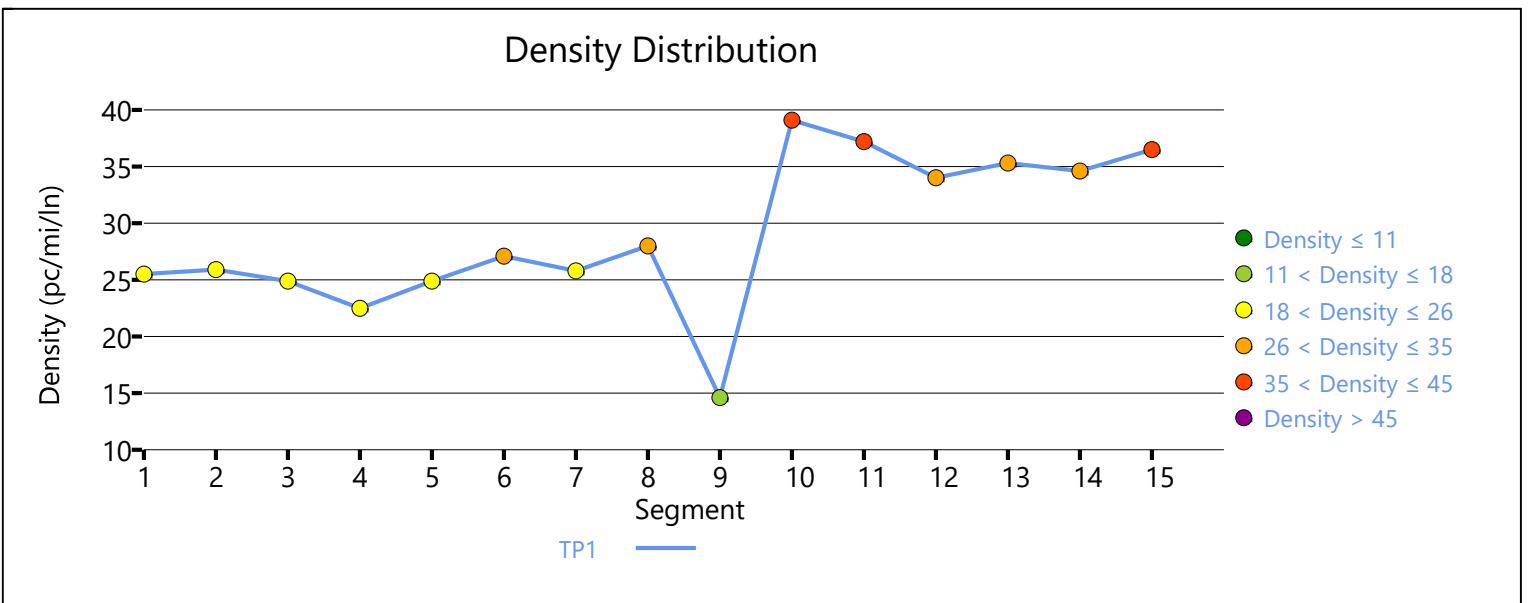
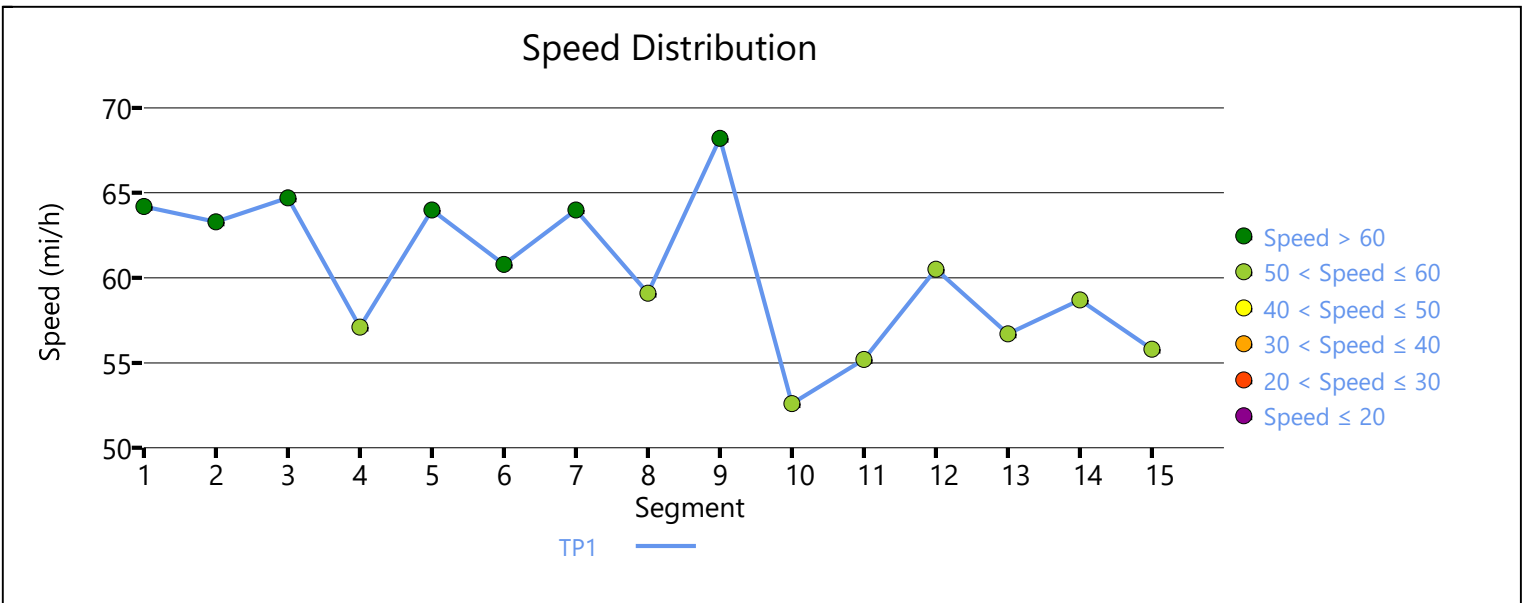
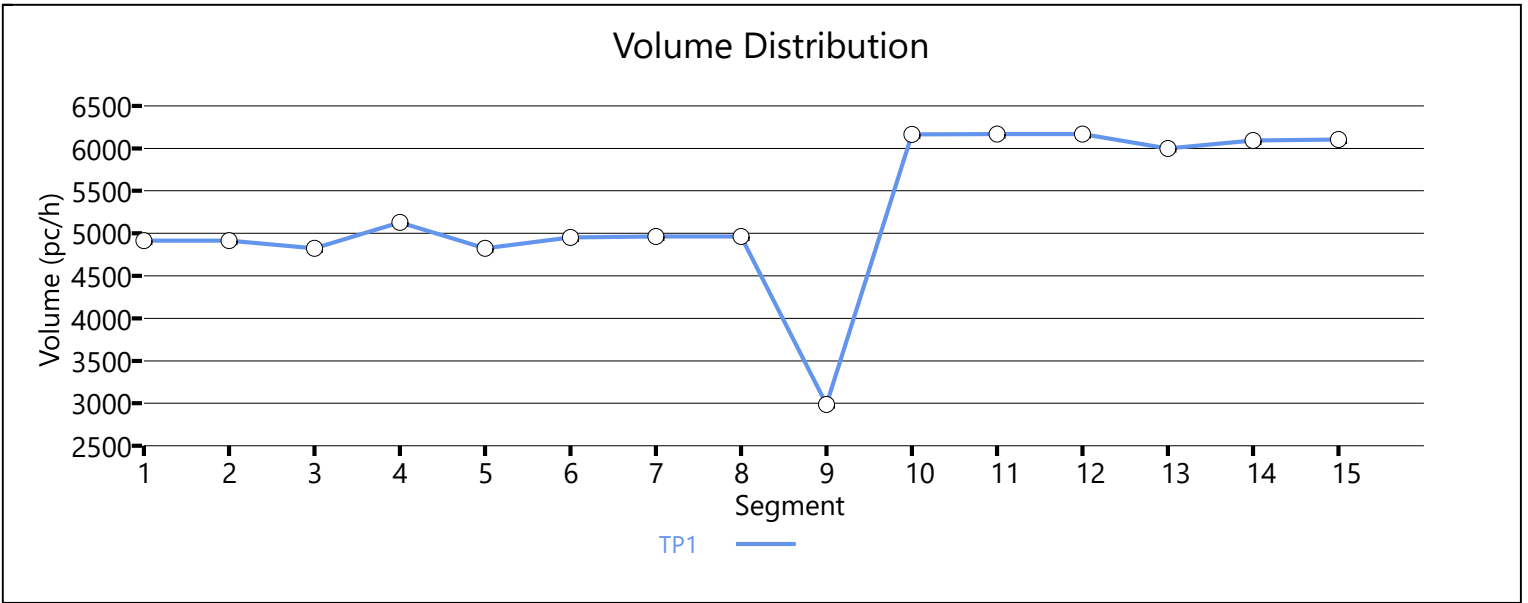
### Messages

WARNING 1	Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.
WARNING 2	Ramp segment length is longer than 1500 feet for segment 10.

### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	CDM Smith	Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Northbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.69		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of US 178	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 178	230	2
3	Basic	Basic	Between US 178 Ramps	2855	2
4	Merge	Merge	I-95 On-Ramp from from US 178	840	2
5	Basic	Basic	Between US 178 and I-26	12135	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	2500	2
7	Basic	Basic	Between I-26 Ramps	2700	2
8	Merge	Merge	Between I-26 Ramps	1500	2
9	Basic	Basic	Between I-26 Ramps	1145	2
10	Merge	Merge	I-95 On-Ramp from I-26	950	2
11	Basic	Basic	Between I-26 and US 176	19895	2
12	Diverge	Diverge	I-95 Off-Ramp to US 176	275	2
13	Basic	Basic	Between US 176 Ramps	3770	2
14	Merge	Merge	I-95 On-Ramp from US 176	855	2
15	Basic	Basic	North of US 176	5280	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.787	4110	4473	1.24	36.2	56.8	F

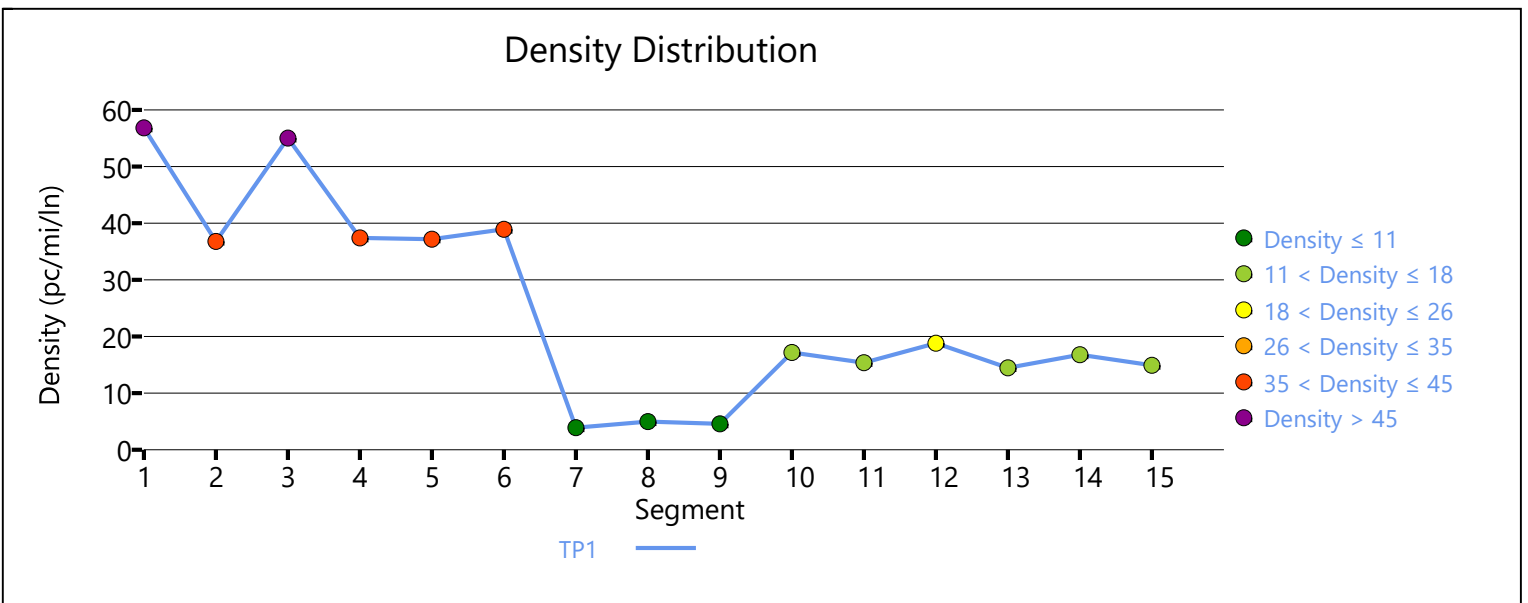
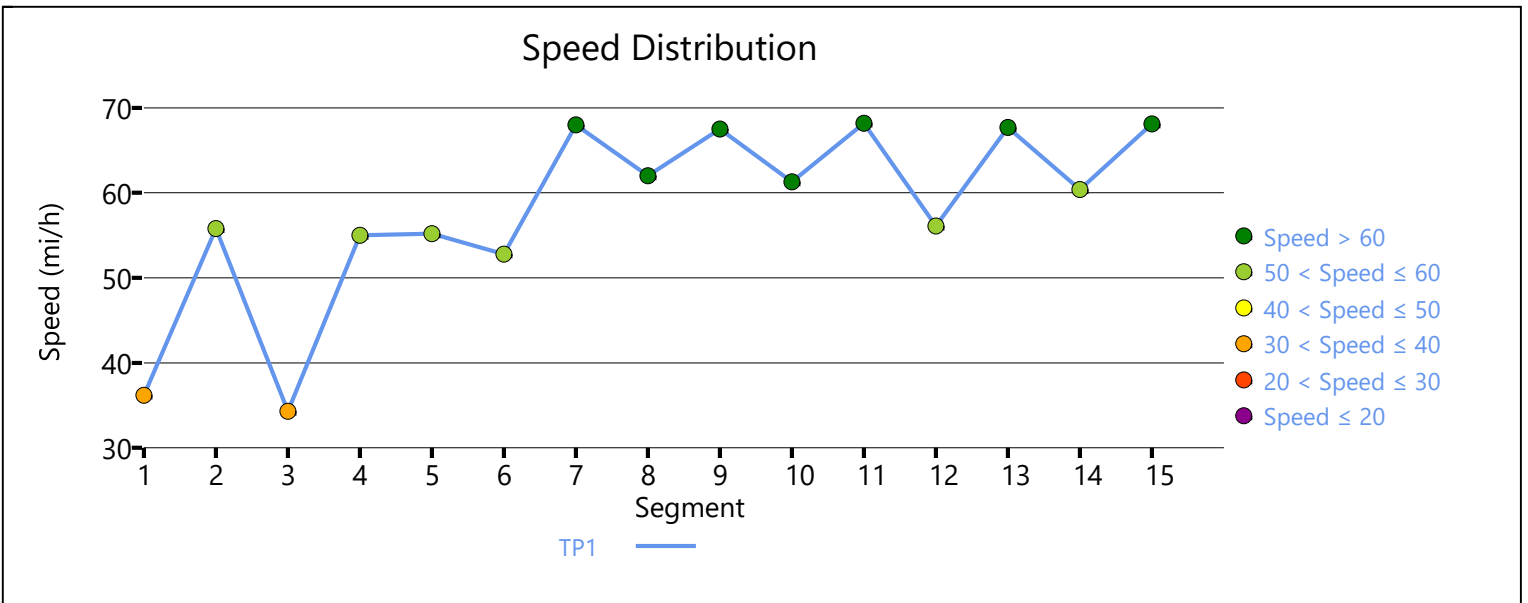
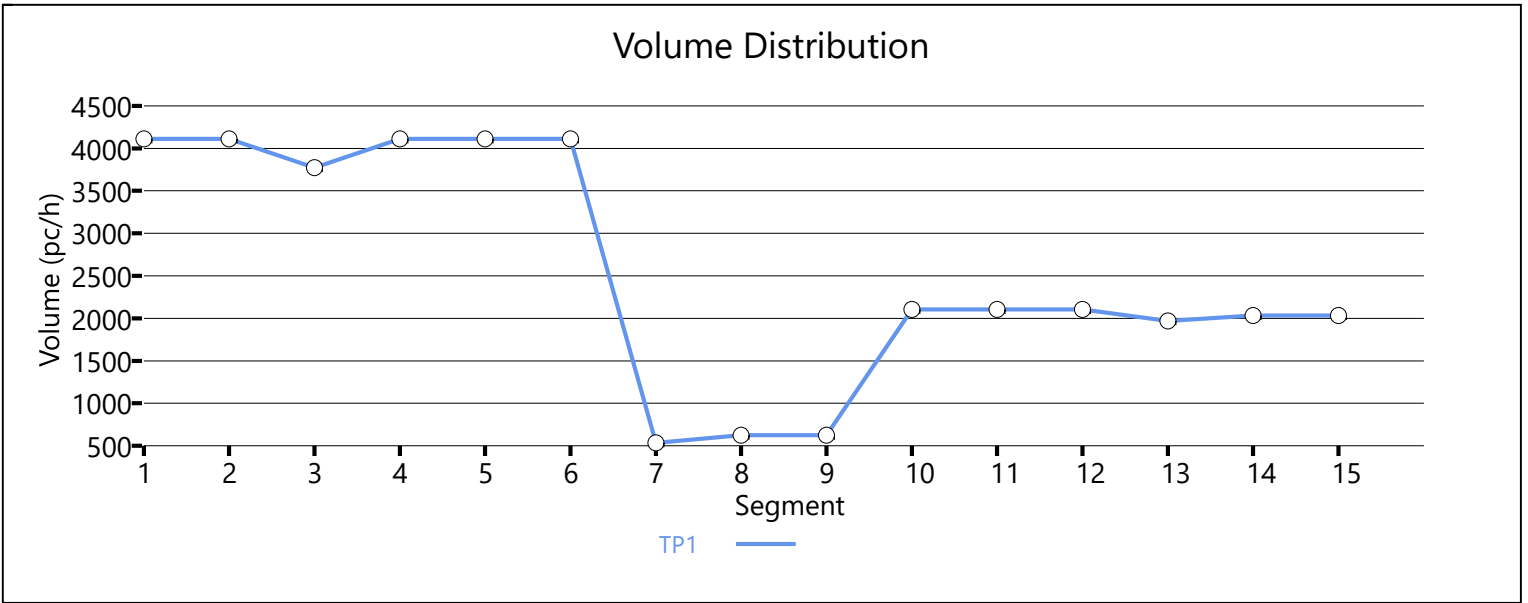
### Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.8	55.8	36.8	37.5	F

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		3774		4473		1.18		34.3		55.0		F
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.0	55.0	37.4	32.2	F
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.787		4110		4473		1.25		55.2		37.2		F
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4110	3575	4413	3944	0.93	0.91	52.8	52.8	38.9	26.1	F
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		535		4473		0.44		68.0		3.9		A
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	624	89	4413	1878	0.14	0.05	62.0	62.0	5.0	2.7	A
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		624		4473		0.47		67.5		4.6		A
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2105	1481	4413	1972	0.48	0.75	61.3	61.3	17.2	15.3	B
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		2105		4473		0.80		68.2		15.4		B
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2105	134	4413	1878	0.48	0.07	56.1	56.1	18.8	19.9	B

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		1971		4473		0.77		67.7		14.5		B	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.820	0.833	2034	63	4413	1878	0.46	0.03	60.4	60.4	16.8	16.4	B	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		2034		4473		0.78		68.1		14.9		B	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	56.1		23.6		18.8		11.40		F							
Facility Overall Results																
Space Mean Speed, mi/h					56.1			Density, veh/mi/ln			18.8					
Average Travel Time, min					11.40			Density, pc/mi/ln			23.6					
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 3					Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 4					Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 5					Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.											
WARNING 6					Ramp segment length is longer than 1500 feet for segment 6.											
Comments																



# HCS7 Freeway Facilities Report

## Project Information

Analyst		Date	9/9/2022
Agency	CDM Smith	Analysis Year	2050 Build
Jurisdiction	SCDOT	Time Analyzed	Peak Hour
Project Description	I-95 Southbound HCS Analysis	Units	U.S. Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	9.93		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of US 176	1500	2
2	Diverge	Diverge	I-95 Off-Ramp to US 176	290	2
3	Basic	Basic	Between US 176 Ramps	3615	2
4	Merge	Merge	I-95 On-Ramp from US 176	1010	2
5	Basic	Basic	Between US 176 and I-26	18465	2
6	Diverge	Diverge	I-95 Off-Ramp to I-26	690	2
7	Basic	Basic	Between I-26 Ramps	3900	2
8	Merge	Merge	I-95 On-Ramp from I-26 WB	880	2
9	Basic	Basic	Between I-26 Ramps	575	2
10	Merge	Merge	I-95 On-Ramp from I-26 EB	2800	2
11	Basic	Basic	Between I-26 and US 178	13330	2
12	Diverge	Diverge	I-95 Off-Ramp to US 178	245	2
13	Basic	Basic	Between US 176 Ramps	2610	2
14	Merge	Merge	I-95 On-Ramp from US 176	1020	2
15	Basic	Basic	South of US 178	1500	2

## Facility Segment Data

### Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.820	3492	4473	0.78	62.4	28.0	D

### Segment 2: Diverge

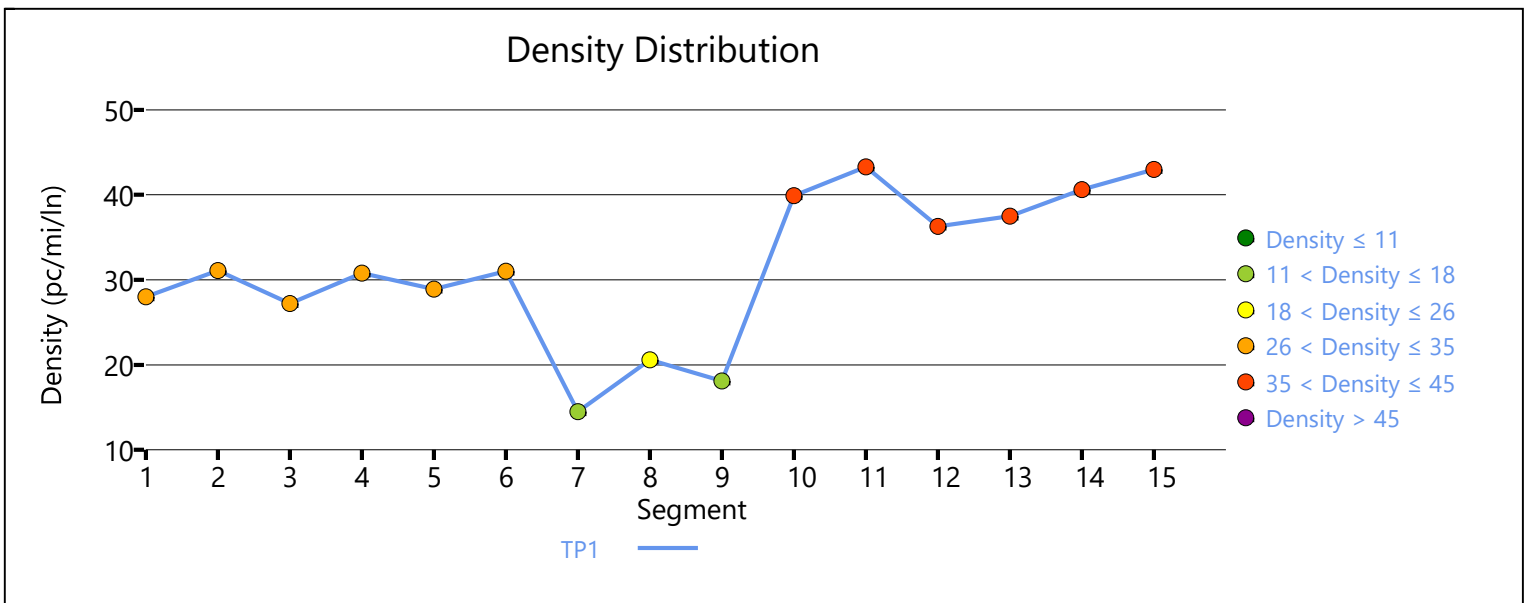
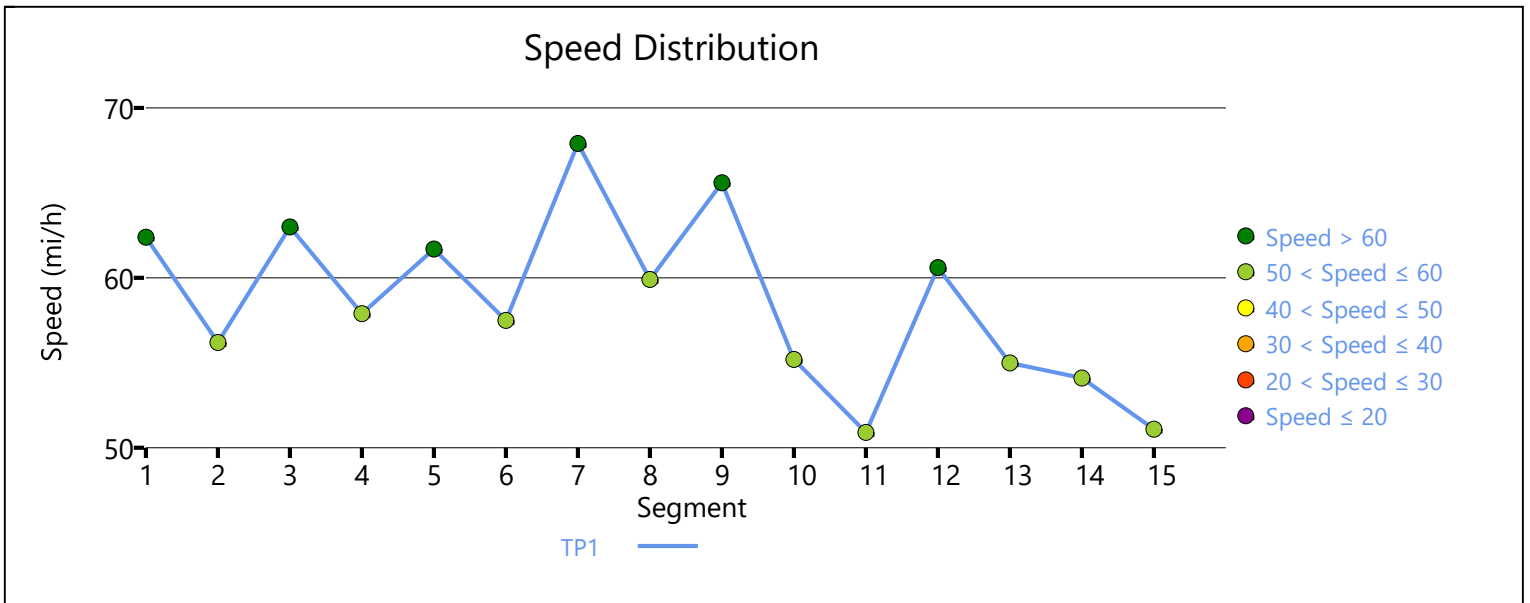
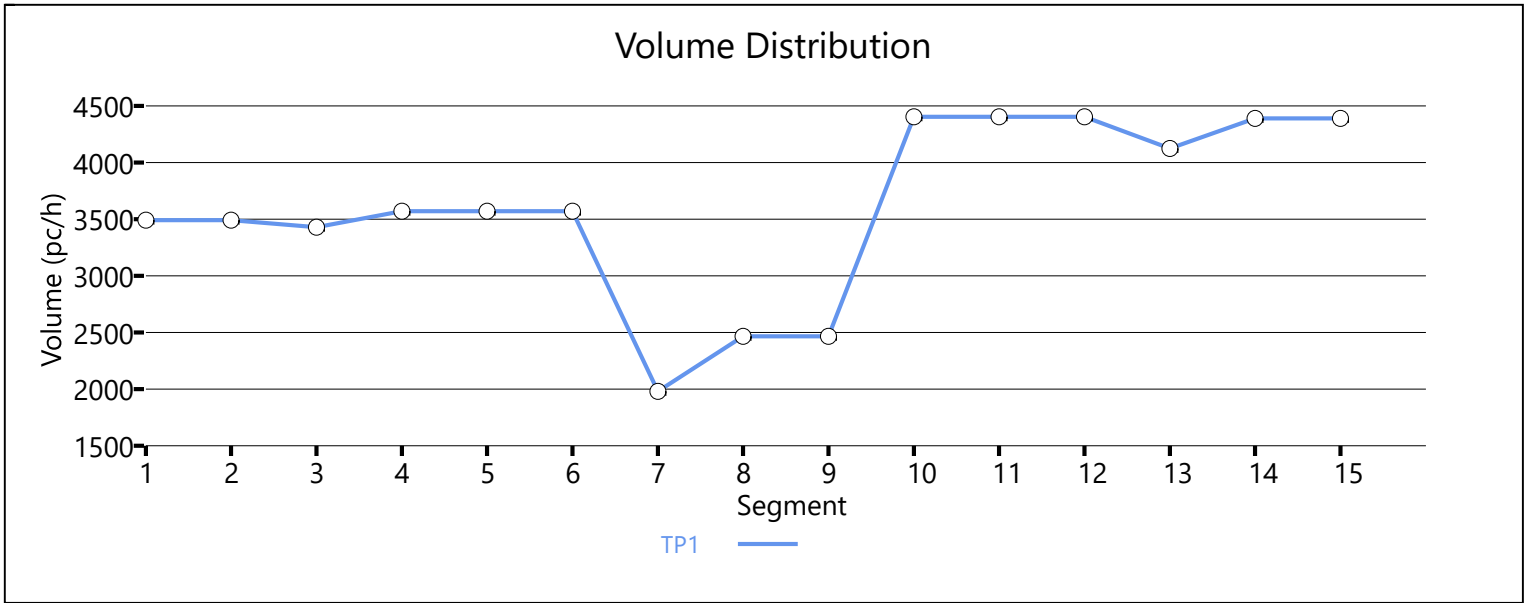
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.2	56.2	31.1	31.7	D

### Segment 3: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3429		4473		0.77		63.0		27.2		D
<b>Segment 4: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	57.9	57.9	30.8	27.0	C
<b>Segment 5: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.820		3570		4473		0.80		61.7		28.9		D
<b>Segment 6: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	3570	1589	4413	1972	0.81	0.81	57.5	57.5	31.0	31.4	D
<b>Segment 7: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.806		1981		4473		0.44		67.9		14.5		B
<b>Segment 8: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2466	485	4413	1878	0.56	0.26	59.9	59.9	20.6	20.9	C
<b>Segment 9: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		2466		4473		0.55		65.6		18.1		C
<b>Segment 10: Merge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4403	2956	4413	3944	1.00	0.75	55.2	55.2	39.9	29.1	F
<b>Segment 11: Basic</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.813		4403		4473		1.21		50.9		43.3		F
<b>Segment 12: Diverge</b>															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4403	279	4413	1972	1.00	0.14	60.6	60.6	36.3	39.9	F

Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4124		4473		1.15		55.0		37.5		F	
Segment 14: Merge																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.94	0.813	0.840	4390	266	4413	1972	0.99	0.13	54.1	54.1	40.6	33.3	F	
Segment 15: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.813		4390		4473		1.21		51.1		43.0		F	
Facility Analysis Results																
AP	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS							
1	56.9		32.9		26.8		10.50		F							
Facility Overall Results																
Space Mean Speed, mi/h					56.9					Density, veh/mi/ln					26.8	
Average Travel Time, min					10.50					Density, pc/mi/ln					32.9	
Messages																
WARNING 1					Oversaturated conditions currently exist in boundary segment 15. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 2					Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.											
WARNING 3					Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 4					Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.											
WARNING 5					Ramp segment length is longer than 1500 feet for segment 10.											
Comments																





**APPENDIX F.  
I-26 AT I-95 TRANSMODELER CALIBRATION  
MEMO**

I-26 at I-95 Interchange Improvement  
SCDOT Project P038677

Technical Memorandum  
TransModeler Calibration

Prepared by:



September 2022

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# 1.0 PROJECT BACKGROUND

The purpose of this memorandum is to present the 2022 existing conditions TransModeler calibration for the South Carolina Department of Transportation's (SCDOT) I-26 at I-95 Improvement Project Widening Project located in Orangeburg and Dorchester Counties (Exit 86 on I-95, Exit 169 on I-26). The following sections describe the calibration process, study area information, and data collected and used for calibration purposes.

## 1.1 INTRODUCTION

This memo documents the development process of the TransModeler traffic microsimulation existing calibration model. This model is intended to establish baseline traffic conditions, in the form of quantifiable performance measures for both the existing conditions and future no build conditions. Model calibration is the process of refining the model's operation, through the adjustment of network attributes, trip tables, and parameters to accurately match existing traffic conditions such as travel speeds and link flows. The process of model development and calibration for this project followed the resource guidance of *FHWA's Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*, published in July 2004.

## 1.2 STUDY AREA

The study area for this widening project is shown in **Figure 1**. The study area is focused on the I-26 at I-95 intersection and four adjacent interchanges including:

- US 176 (Old State Road) at I-95 to the north
- US 178 (Charleston Highway) at I-95 to the south
- SC 210 (Vance Road) at I-26 to the west
- US 15 at I-26 to the east

I-95 is a north-south Interstate on the east coast that extends from the United States – Canada border in the north to Miami, Florida in the south. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic along the east coast. In South Carolina, I-95 links Florence in the north to Savannah, Georgia in the south in addition to providing access to multiple municipalities.

I-26 is an east-west Interstate that extends from I-81 in Kingsport, Tennessee south to Charleston. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic. In South Carolina, I-26 links three major municipalities: Spartanburg in the Upstate, Columbia in the Midlands, and Charleston in the coastal area of the Lowcountry.

Figure 1: Study Area Location Map



Source: Google Earth Pro Image, 03/2022, Project Study Area

## 1.3 DATA COLLECTION

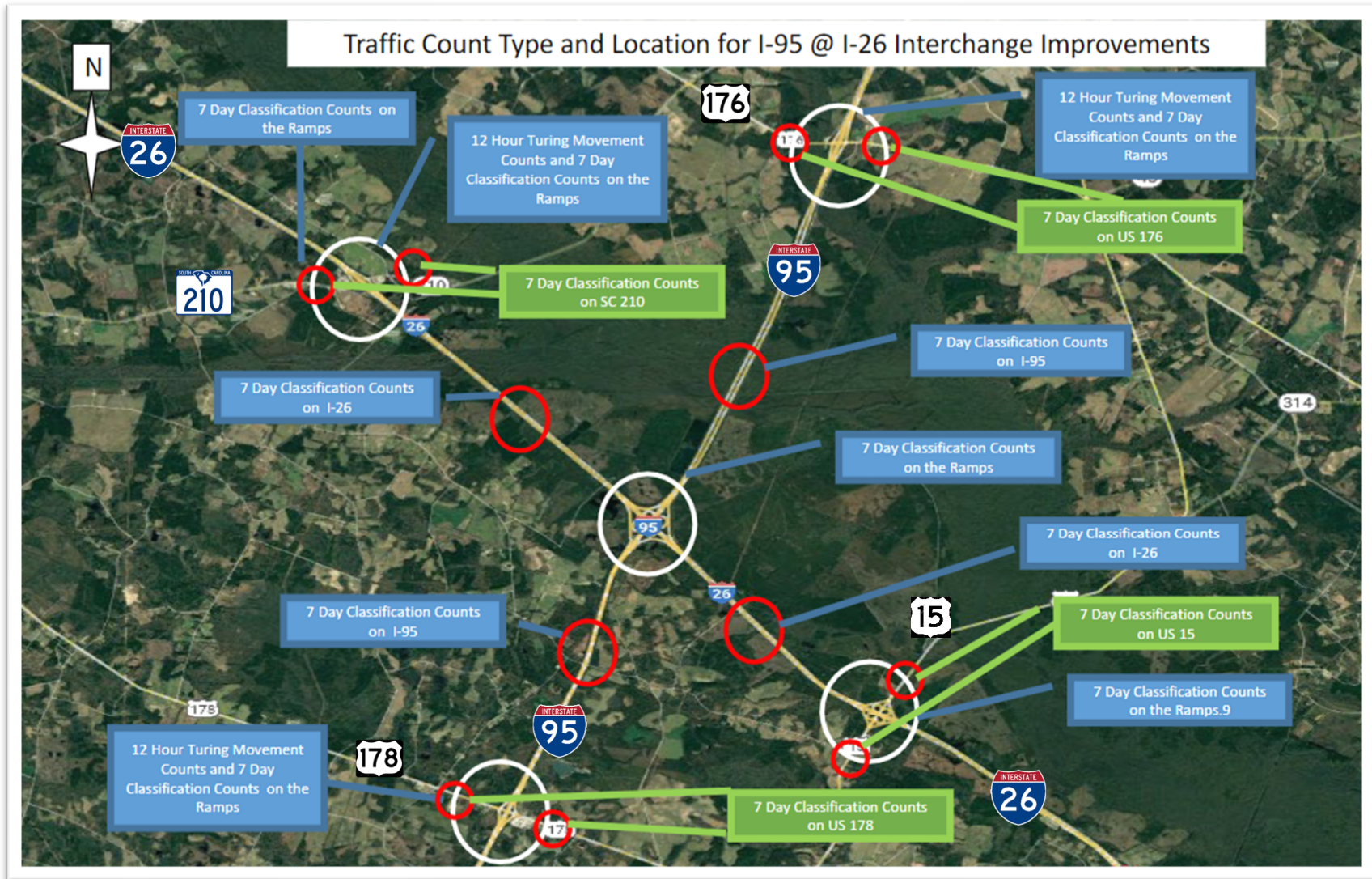
### 1.3.1 Traffic Counts

Interstate volumes from SCDOT's Traffic Monitoring Program were obtained via SCDOT's traffic counts website for two permanent ATR count stations: station #0056 on I-95 and station #0020 on I-26. In addition, historic AADT data were utilized for all approaches to the interchanges on I-95 and I-26 as well as the ramps for the I-26 at I-95 interchange and the four adjacent interchanges.

Bi-directional interstate classification counts were also collected by DAD N Associates from Friday, March 1 to Thursday, March 7, 2022, on I-95 and I-26, the four local roads at adjacent interchanges, and ramps at each of the five interchanges. These counts identified the percentages of different vehicle types in the traffic stream. In addition, speed profiles were collected and summarized to be used in calibration of a traffic simulation. As part of the field effort, Intersection turning movement counts were collected at the study intersections on Friday, March 1, 2022. The reports for these counts are provided in **Appendix A**. An illustration of the count locations is shown in **Figure 2**.



Figure 2: Count Locations for Project



Source: Google Earth Pro Image, 03/2022, Project Count Locations

## 1.3.2 Travel Speed

Travel speed data was obtained with the collected count data. March 2022 data was analyzed for the calibration of the existing conditions TransModeler model. **Table 1** provides the existing conditions travel speeds that were averaged for the week of data collection and used for the TransModeler model calibration purposes. The reports for these travel speeds are provided in **Appendix B**.

**Table 1: I-26 at I-95 Project Corridor Collected Travel Speeds**

Location	Average Speed (mph)
I-26 Eastbound	70
I-26 Westbound	70
I-95 Northbound	69
I-95 Southbound	70

# 2.0 STUDY METHODOLOGY

## 2.1 MODEL DEVELOPMENT

This section presents the key elements for building the 2022 Mid-Day (MD) peak period TransModeler model. Analysis was based on a 15-minute seeding period and one hour of simulation to capture operations during the peak period. The TransModeler version 6.1 Build 8570 was used for this study.

## 2.2 GEOMETRY

The study area network for the TransModeler model was created by importing the 2015 TransCAD subarea network from the SCSWMv4 directly into TransModeler. This was done after reviewing the 2015 network to make sure all network project improvements between 2015 and 2022 were captured in this study area network using google earth images to review the number of lanes attribute and scan for new construction projects which may have been built in the study area between 2015 and 2022.

Once the network was imported into TransModeler, a few adjustments were done including centroid connector relocation to accurately reflect the traffic loading from the OD trip table in TransModeler.

## 2.3 SPEED DISTRIBUTIONS AND FUNCTIONAL CLASS

The desired speeds along the study corridor and on surface streets were developed based on posted speed limits observed from Google Earth/Streetview. The functional class for each segment of the freeways and surface streets were based on the SCDOT Functional Class ArcGIS website.

<https://scdot.maps.arcgis.com/apps/MinimalGallery/index.html?appid=e8ace63de0e6423394d04c9c091e893b#viewer=093bfb899141463cbacd879fc271a8c9>

Posted speed limits and functional classes for the study corridor are as follows:

- I-95: 70 mph – Rural Principal Arterial - Interstate
- I-26: 70 mph – Rural Principal Arterial - Interstate
- S.C. 210: 45 mph – Rural Major Collector
- U.S. 15: 45 mph – Rural Major Collector
- U.S. 176: 45 mph – Rural Major Collector
- U.S. 178: 45 mph – Rural Major Collector

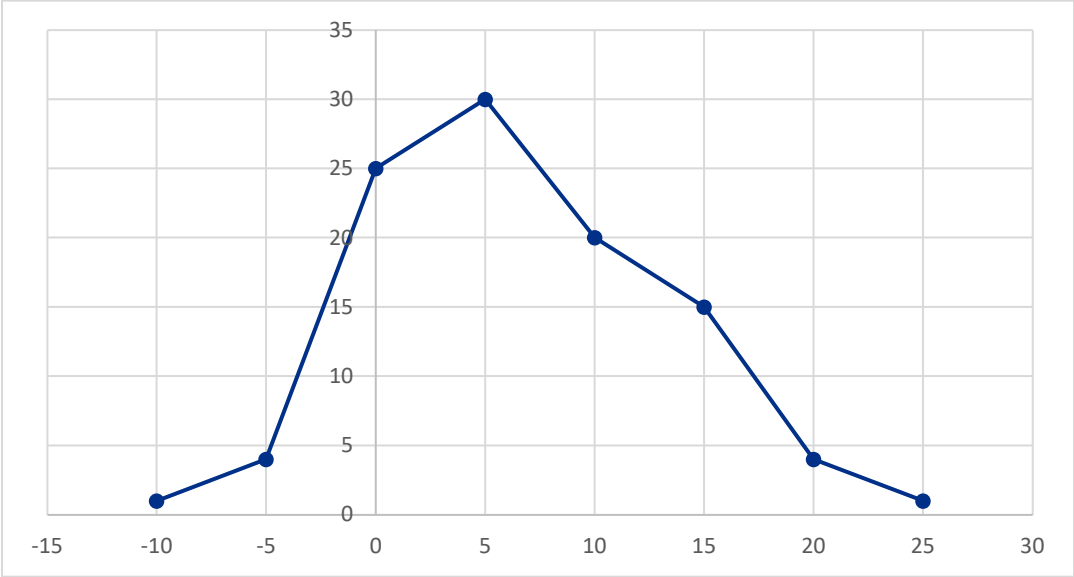
The freeway speed distribution used as a starting point for the analysis, before calibration, is provided in **Table 2** and **Figure 3**.

**Table 2: Default Distribution of Desired Speed on a Freeway**

Deviation from Speed Limit (mph)	Driver Population (%)
-10	1
-5	4
0	25
5	30

Deviation from Speed Limit (mph)	Driver Population (%)
10	20
15	15
20	4
25	1
-10	1
-5	4

Figure 3: Default Distribution of Desired Speed on a Freeway



## 2.4 VEHICLE CLASS DISTRIBUTION

The TransModeler relative flow default for a vehicle class distribution is 98% passenger car and 2% heavy vehicle. The traffic composition flows for vehicles entering different parts of the network were customized, based on the 2022 MD peak hour traffic count data. The existing conditions vehicle class distribution for all vehicles entering the model network is provided in **Table 3**.

Table 3: 2022 Existing Conditions TransModeler Vehicle Class Distribution

Roadway	Passenger Car	Heavy Vehicle
I-95	78%	22%
I-26	78%	22%
S.C. 210	78%	22%
U.S. 15	70%	30%
U.S. 176	87%	13%
U.S. 178	71%	29%



## 2.5 ORIGIN DESTINATION MATRIX DEVELOPMENT

The South Carolina Statewide Model version 4 (SCSWMv4) was used as the tool for developing the Origin-Destination (OD) trip table for the I-26 and I-95 Interchange study. The SCSWV4 was developed in 2018 and is the latest available version of the Statewide model. It is a four-step model with a base year of 2015 and a forecast year of 2045.

To develop the 2022 OD Trip Table from the SCSWV4, a sub-area extraction procedure was used to extract a 2015 and 2045 Subarea OD trip tables for the study area of the project. The study area of the project can be found in **Figure 4** and includes the following interchanges:

1. I-26 at I-95 System-to-System
2. I-26 at S.C. 210 (Vance Road)
3. I-26 at U.S. 15
4. I-95 at U.S. 176 (Old State Road)
5. I-95 at U.S. 178 (Charleston Highway)

**Figure 4: TransModeler Study Area**



Once the 2015 and the 2045 Subarea OD trip tables were extracted from the SCSWm4, the 2022 Study area OD trip table was developed using a Fratar growth rate procedure in TransCAD. The Fratar procedure uses the growth rates between the production and attraction trip ends of the 2015 and 2045 Subarea OD trips and applies them to the 2015 Subarea trip ends to grow them to 2022, and then adjusts the 2015 Subarea OD matrix so that the origin and destination demand between the zones in the study area match the 2022 production and attraction trip ends.

Once the 2022 subarea matrix was developed using the Fratar procedure, the matrix was adjusted using an Origin Destination Matrix Estimation (ODME) procedure to match the balanced 2022 peak hour traffic volumes. The 2022 ODME Adjusted Subarea matrix became the seed OD trip table which was calibrated and used in the TransModeler model for the project. Balanced 2022 MD peak hour traffic volumes are provided in **Appendix C** and the 2022 existing OD matrix is provided in **Appendix D**.

## 3.0 EXISTING MODEL CALIBRATION

This section presents the calibration criteria and process. Calibration of the 2022 Existing Conditions TransModeler microsimulation models was based on traffic volumes, travel times, and travel speeds. Raw TransModeler output can be found in **Appendix E**.

### 3.1 CALIBRATION CRITERIA

The 2022 MD peak period TransModeler models were calibrated in accordance with the FHWA targets found in the *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*.

#### 3.1.1 Volume Calibration Criteria

Volume during the peak hours was calibrated for all roadway segments based on the criteria presented in **Table 5**.

**Table 4: Volume Calibration Criteria**

Criteria and Measures	Calibration Acceptance Targets
1. Sum of all link volumes	< 5% overall
2. Within 15%, for 700 veh/h < Flow < 2700 veh/h	> 85% of cases
3. Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases
4. Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases
5. GEH Statistic < 5 for Individual Link Flows	> 85% of cases

Note: GEH Statistic is a statistical measure used to compare model output volume to observed volume and can be expressed as:  $((2*(M-C)^2)/(M+C))^{1/2}$ , where M is the simulation model output volume and C is the field counted volume.

#### 3.1.2 Travel Speed Calibration Criteria

Travel speeds were calibrated for I-95 northbound, I-95 southbound, I-26 eastbound, and I-26 westbound. FHWA guidance for calibration of travel speeds is to “analyst’s satisfaction.” Travel speeds were calibrated for to achieve travel speeds with a difference of 15% for greater than 85% of the cases.

### 3.2 CALIBRATION PROCESS

The calibration process was an iterative process where the freeway desired speed distribution was adjusted to achieve the acceptable calibration targets.

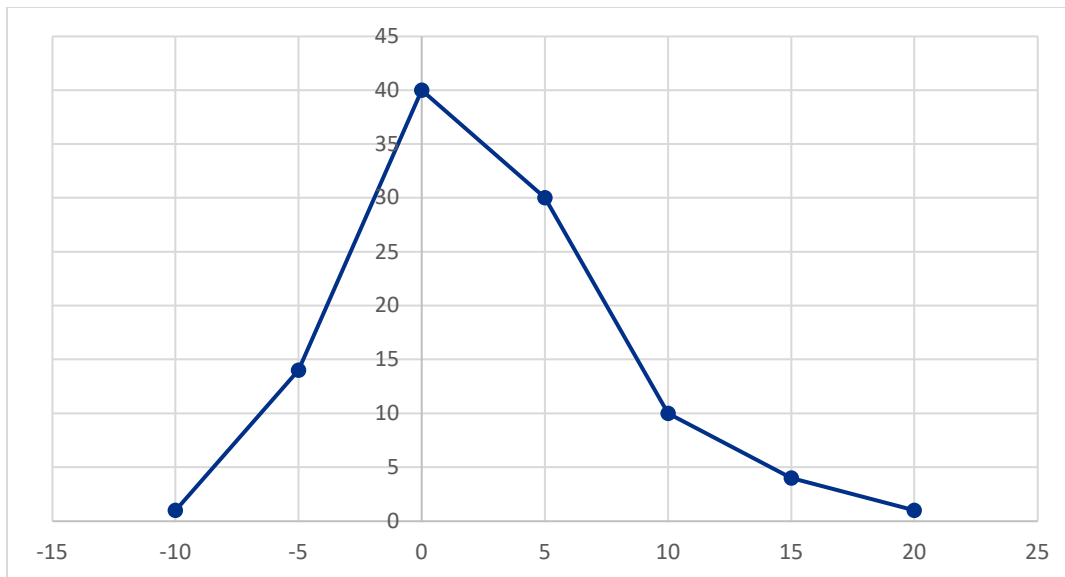
### 3.2.1 Desired Speed Distribution

The TransModeler default freeway desired speed distribution was used as a starting point for calibration and was iteratively adjusted to meet the travel speed calibration targets. When the default TransModeler desired speed distribution of 70 mph was applied to the model, this resulted in output of lower travel speeds along I-26 and I-95. The collected travel speed data suggests that drivers tend to drive closer to the posted speed limit, so to meet travel speed calibration targets a high-compliance distribution was applied. The Freeway desired speed distribution, for both directions of travel along I-26 and I-95, were adjusted based on the NCDOT high-compliance distribution for 70 mph. This distribution is found in the *NCDOT Congestion Management Simulation Guidelines – TransModeler, October 2016*. This high-compliance distribution achieved calibration for travel speeds along I-26 and I-95. The final freeway speed distribution, after calibration, is provided in **Table 5** and **Figure 5**. The NCDOT high-compliance desired speed distribution is referenced in **Appendix F**.

**Table 5: Adjusted Distribution of Desired Speed on a Freeway**

Deviation from Speed Limit (mph)	Driver Population (%)
-10	1
-5	14
0	40
5	30
10	10
15	4
20	1

**Figure 5: Adjusted Distribution of Desired Speed on a Freeway**



### 3.3 VOLUME CALIBRATION

The models were calibrated to meet the criteria regarding volume throughput previously outlined in **Table 4**. The simulation results for the 2022 MD peak hour are shown in **Table 6**. Ramps and surface street volumes were also calibrated, which can be found in the raw TransModeler output in **Appendix E**.

**Table 6: 2022 MD Peak Hour Volume Calibration Results**

Mainline	Location	TransModeler Volume	Count Volume	% Difference	GEH Value
I-26 EB	West of SC 210	2,602	2,582	(20)	0.4
	West of I-26/I-95 Interchange	2,601	2,607	6	0.1
	I-26/I-95 Weave	1,958	1,956	(2)	0.0
	East of I-26/I-95 Interchange	2,144	2,156	12	0.3
	East of US 15	2,158	2,139	(19)	0.4
I-26 WB	East of US 15	2,173	2,157	(16)	0.4
	East of I-26/I-95 Interchange	2,152	2,161	9	0.2
	I-26/I-95 Weave	2,779	2,812	33	0.6
	West of I-26/I-95 Interchange	2,609	2,612	3	0.1
	West of SC 210	2,591	2,574	(17)	0.3
I-26 NB	South of US 178	2,694	2,700	6	0.1
	South of I-26/I-95 Interchange	2,712	2,731	19	0.4
	North of I-26/I-95 Interchange	1,896	1,880	(16)	0.4
	North of US 176	1,816	1,827	11	0.2
I-95 SB	North of US 176	1,812	1,826	14	0.3
	North of I-26/I-95 Interchange	1,894	1,880	(14)	0.3
	South of I-26/I-95 Interchange	2,710	2,731	21	0.4
	South of US 178	2,733	2,740	7	0.1
<b>Total</b>		<b>42,034</b>	<b>42,071</b>		

Table 6 shows the volume throughput All five calibration criteria targets were met, shown in **Table 7**.

**Table 7: 2022 MD Peak Hour Calibration Criteria**

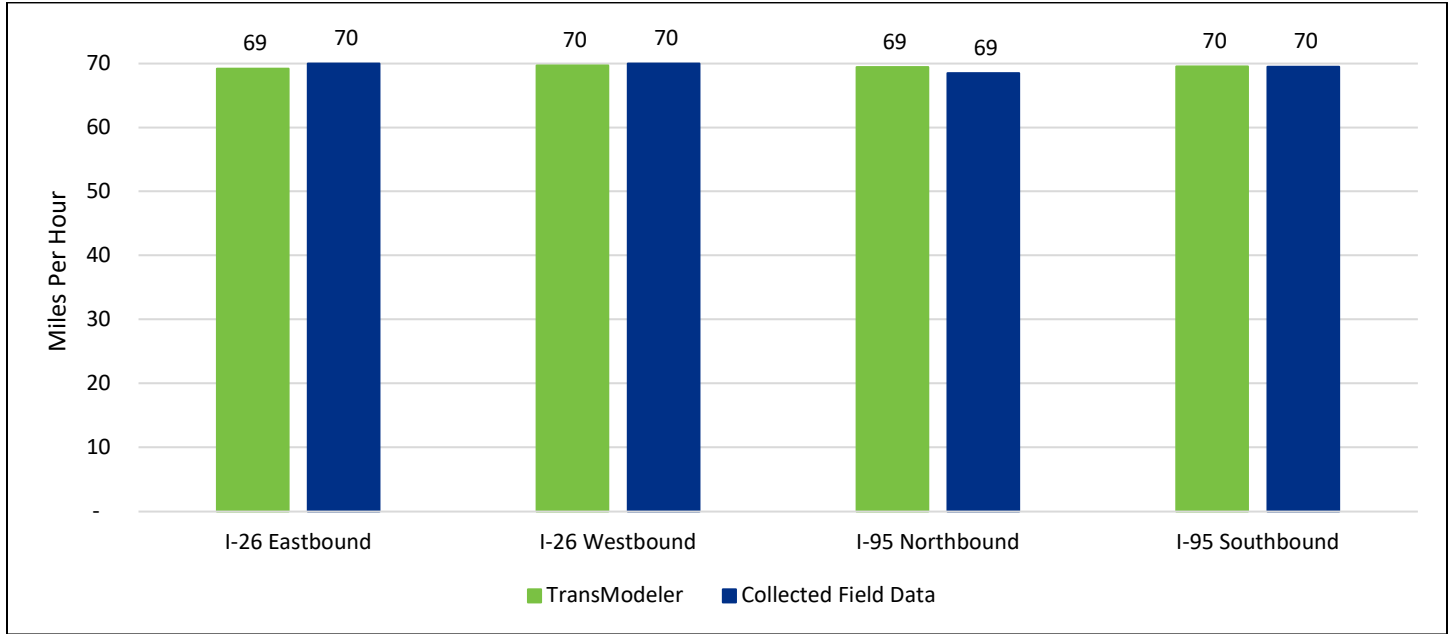
FHWA Calibration Criteria	Metric	Met?
Sum of all link flows	1%	Met
Within 15%, for 700 veh/h < Flow < 2700 veh/h	100%	Met
Within 100 veh/h, for Flow < 700 veh/h	100%	Met
Within 400 veh/h, for Flow > 2700 veh/h	100%	Met
GEH Statistic < 5 for Individual Link Flows	100%	Met



### 3.4 TRAVEL SPEED CALIBRATION

Travel speeds were calibrated along I-26 and I-95 using collected field data for both directions of both freeways. Per FHWA criteria, travel speeds were calibrated with a difference of 15% for greater than 85% of the cases. **Figure 6** provides a graphical comparison of the collected field data and TransModeler results for the average travel speeds along the I-26 and I-95 corridors.

**Figure 6: 2022 Mid-Day I-26 and I-95 Corridor Travel Speeds**



The travel speed simulation output for the 2022 TransModeler model met the calibration criteria.

# 4.0 2022 EXISTING TRAFFIC CONDITIONS

The following sections include the TransModeler simulation network and intersection results for the 2022 Existing Conditions Mid-Day peak hour.

## 4.1 FREEWAY NETWORK ANALYSIS

The level of service (LOS) for each freeway segment was determined using HCM methodology, based on the segment density generated in TransModeler. LOS C was used as the minimum LOS threshold for this analysis based on the design criteria for rural freeways presented in SCDOT’s 2021 Roadway Design Manual.

### 4.1.1 Freeway Level of Service Criteria

**Table 8** shows the HCM LOS criteria for basic freeway segments. LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density). The two are distinguished by color because a  $v/c > 1.0$  indicates flow breakdown.

**Table 8: Basic Segment LOS Criteria**

LOS	Density (pc/mi/ln)
A	< 11
B	> 11 - 18
C	> 18 - 26
D	> 26 - 35
E	> 35 - 45
F	> 45

**Table 9** shows the HCM LOS criteria for ramp merge and diverge segments.

**Table 9: Weave LOS Criteria**

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

Table 10 shows the HCM LOS criteria for weave segments.

**Table 10: Freeway Facility LOS Criteria (Rural)**

LOS	Density (pc/mi/ln)
A	< 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35 - 43
F	> 43

### 4.1.2 Freeway Level of Service Results

The following section presents the TransModeler corridor analysis for 2022 existing conditions. LOS C is again used as the minimum LOS threshold. **Table 11** and **Table 12** show a summary of the freeway capacity analysis for the I-26 corridor in the eastbound and westbound directions, respectively. **Table 13** and **Table 14** show a summary of the freeway capacity analysis for the I-26 corridor in the eastbound and westbound directions, respectively.

**Table 11: 2022 I-26 Freeway Segment Density Results: Eastbound**

Segment Description	Segment Type	Density (pcmpl)   LOS
West of SC 210	Basic	23.89   C
Off-Ramp to SC 210	Diverge	23.38   C
Between SC 210 Ramps	Basic	23.91   C
On-Ramp from SC 210	Merge	23.18   C
West of I-26/I-95 Interchange	Basic	24.63   C
Off-Ramp to I-95 SB	Diverge	36.72   E
Between Ramps	Basic	12.31   B
System-to-System Weave	Weave	11.94   B
Between Ramps	Basic	18.88   C
On-Ramp from I-95 NB	Merge	18.11   B
East of I-26/I-95 Interchange	Basic	19.70   C
Off-Ramp to US 15 SB	Diverge	18.84   B
Between Ramps	Basic	16.97   B
Weave to/from US 15	Weave	8.40   A
Between Ramps	Basic	20.44   C
On-Ramp from US 15 NB	Merge	18.95   B
East of US 15	Basic	19.78   C

**Table 12: 2022 I-26 Freeway Segment Density Results: Westbound**

Segment Description	Segment Type	Density (pcpmpl)   LOS	
East of US 15	Basic	19.59	C
Off-Ramp to US 15 NB	Diverge	13.02	B
Between Ramps	Basic	19.19	C
Weave to/from US 15	Weave	9.38	A
Between Ramps	Basic	19.39	C
On-Ramp from US 15 SB	Merge	19.33	B
East of I-26/I-95 Interchange	Basic	19.77	C
Off-Ramp to I-95 NB	Diverge	19.89	B
Between Ramps	Basic	14.14	B
System-to-System Weave	Weave	27.30	C
Between Ramps	Basic	28.99	D
On-Ramp from I-95 SB	Merge	24.34	C
West of I-26/I-95 Interchange	Basic	24.19	C
Off-Ramp to SC 210	Diverge	29.06	D
Between SC 210 Ramps	Basic	24.45	C
On-Ramp from SC 210	Merge	22.61	C
West of SC 210	Basic	23.94	C

**Table 13: 2022 I-95 Freeway Segment Density Results: Northbound**

Segment Description	Segment Type	Density (pcpmpl)   LOS	
South of US 178	Basic	24.71	C
Off-Ramp to US 178	Diverge	30.11	D
Between US 178 Ramps	Basic	23.39	C
On-Ramp from US 178	Merge	25.10	C
South of I-26/I-95 Interchange	Basic	25.28	C
Off-Ramp to I-26 EB	Diverge	26.00	C
Between Ramps	Basic	24.94	C
System-to-System Weave	Weave	27.41	C
Between Ramps	Basic	11.40	B
On-Ramp from I-26 WB	Merge	17.68	B
North of I-26/I-95 Interchange	Basic	17.41	B
Off-Ramp to US 176	Diverge	19.08	B
Between US 176 Ramps	Basic	16.33	B
On-Ramp from US 176	Merge	15.59	B
North of US 176	Basic	16.51	B

**Table 14: 2022 I-26 Freeway Segment Density Results: Southbound**

Segment Description	Segment Type	Density (pcpmpl)   LOS	
North of US 176	Basic	16.18	B
Off-Ramp to US 176	Diverge	17.66	B
Between US 176 Ramps	Basic	15.91	B
On-Ramp from US 176	Merge	16.39	B
North of I-26/I-95 Interchange	Basic	17.31	B
Off-Ramp to I-26 WB	Diverge	16.76	B
Between Ramps	Basic	17.31	B
System-to-System Weave	Weave	16.38	B
Between Ramps	Basic	14.08	B
On-Ramp from I-26 EB	Merge	23.66	C
South of I-26/I-95 Interchange	Basic	25.51	C
Off-Ramp to US 178	Diverge	25.91	C
Between U 178 Ramps	Basic	24.63	C
On-Ramp from US 178	Merge	25.29	C
South of US 178	Basic	25.38	C

## 4.2 INTERSECTION OPERATIONS

The level of service (LOS) for each intersection was determined using HCM methodology, based on the movement delay generated in TransModeler. An LOS C was used as the corridor and intersection LOS threshold for this analysis based on the design criteria for rural freeways presented in SCDOT’s 2021 Roadway Design Manual.

### 4.2.1 Unsignalized Intersection Level of Service Criteria

The LOS for unsignalized intersections is based on the average control delay per vehicle. **Table 15** shows the HCM LOS criteria for unsignalized intersections.

**Table 15: Unsignalized Intersection LOS Criteria**

LOS	Control Delay (s/veh)
A	< 10
B	>10 and <15
C	>15 and <25
D	>25 and <35
E	>35 and <50
F	> 50

### 4.2.2 Freeway Level of Service Results

**Table 16** summarizes the intersection operations at each interchange ramp termini.

**Table 16: 2022 MD Peak Hour Intersection LOS and Delay**

Intersection	LOS (Delay)
SC 210 (Vance Road) at I-26 EB Ramps	C (24.0)
SC 210 (Vance Road) at I-26 WB Ramps	C (21.4)
US 176 (Old State Road) at I-95 SB Ramps	C (18.8)
US 176 (Old State Road) at I-95 NB Ramps	B (17.6)
US 178 (Old State Road) at I-95 SB Ramps	C (17.0)
US 178 (Old State Road) at I-95 NB Ramps	C (17.6)

## 4.3 OPERATIONS SUMMARY

The above sections indicate acceptable free-flow operations along I-26 and I-95 with freeway segments operating at acceptable density and LOS, with a few exceptions. The I-26 eastbound diverge to I-95 southbound operates at LOS E. The I-26 westbound basic segment east of the I-26/I-95 weave and the diverge to S.C. 210 operates at LOS D. The I-95 northbound diverge segment to U.S. 178 operates at LOS D. Additionally, all project study intersections operate at acceptable LOS.

# **Appendix A 2022 EXISTING COLLECTED TRAFFIC COUNTS**







Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1256
WEEKEND ADT:	1642

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694208  
 Location: I-95 SB On Ramp from Charleston Hwy  
 RR Crossing No: 0

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	23	18	17	34	35	18	27	19	23
1:00 AM	0	0	0	0	0	0	0	0	0	14	13	18	22	31	16	21	22	22
2:00 AM	0	0	0	0	0	0	0	0	0	13	15	13	23	34	14	21	17	19
3:00 AM	0	0	0	0	0	0	0	0	0	12	10	23	28	26	17	25	12	19
4:00 AM	0	0	0	0	0	0	0	0	0	15	25	25	24	42	25	25	18	22
5:00 AM	0	0	0	0	0	0	0	0	0	23	38	36	34	53	37	38	19	29
6:00 AM	0	0	0	0	0	0	0	0	0	40	55	58	51	62	57	57	37	47
7:00 AM	0	0	0	0	0	0	0	0	0	44	82	82	76	105	82	57	57	57
8:00 AM	0	0	0	0	0	0	0	0	0	77	57	69	73	107	63	74	61	68
9:00 AM	0	0	0	0	0	0	0	0	0	69	58	55	71	83	57	130	90	110
10:00 AM	0	0	0	0	0	0	0	0	0	77	72	61	104	89	67	115	126	121
11:00 AM	0	0	0	0	0	0	0	0	0	88	66	77	249	115	72	109	164	137
12:00 PM	0	0	0	0	0	0	0	0	0	102	96	77	627	128	87	129	130	130
1:00 PM	0	0	0	0	0	0	0	0	0	115	85	110	625	127	98	107	133	120
2:00 PM	0	0	0	0	0	0	0	0	0	125	79	96	770	120	88	108	112	110
3:00 PM	0	0	0	0	0	0	0	0	0	116	79	106	811	138	93	106	110	108
4:00 PM	0	0	0	0	0	0	0	0	0	107	74	85	218	123	80	93	101	97
5:00 PM	0	0	0	0	0	0	0	0	0	68	69	67	86	101	68	83	155	119
6:00 PM	0	0	0	0	0	0	0	0	0	73	62	53	70	100	58	67	91	79
7:00 PM	0	0	0	0	0	0	0	0	0	59	47	55	52	72	51	46	62	54
8:00 PM	0	0	0	0	0	0	0	0	0	57	29	40	43	61	35	51	43	47
9:00 PM	0	0	0	0	0	0	0	0	0	31	27	35	44	46	31	46	46	46
10:00 PM	0	0	0	0	0	0	0	0	0	29	24	20	35	55	22	35	39	37
11:00 PM	0	0	0	0	0	0	0	0	0	17	21	32	26	43	27	27	23	25

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	84	90	632	1,545	2,039	2,709	1,590	334	52	6	0	1	0	0	9,082
Percent		1%	1%	7%	17%	22%	30%	18%	4%	1%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	3%	9%	11%	15%	9%	2%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	160	4,866	1,465	175	320	98	4	358	1,470	19	70	14	3	60	9,082
Percent		2%	54%	16%	2%	4%	1%	0%	4%	16%	0%	1%	0%	0%	1%	
Average Percent		1%	27%	8%	1%	2%	1%	0%	2%	8%	0%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1014
WEEKEND ADT:	933

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694209  
 Location: I-95 NB On Ramp from Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	10	20	14	7	14	14	12	8	10	0	0	0	0	0	0	0	0	0
1:00 AM	15	14	12	11	23	12	8	6	7	0	0	0	0	0	0	0	0	0
2:00 AM	7	9	9	22	22	13	17	10	14	0	0	0	0	0	0	0	0	0
3:00 AM	16	20	22	24	26	22	18	8	13	0	0	0	0	0	0	0	0	0
4:00 AM	34	32	38	44	30	38	28	5	17	0	0	0	0	0	0	0	0	0
5:00 AM	60	45	62	59	50	55	16	17	17	0	0	0	0	0	0	0	0	0
6:00 AM	63	53	63	70	66	62	50	22	36	0	0	0	0	0	0	0	0	0
7:00 AM	51	66	56	59	57	60	30	22	26	0	0	0	0	0	0	0	0	0
8:00 AM	47	60	39	78	58	59	46	34	40	0	0	0	0	0	0	0	0	0
9:00 AM	51	65	54	64	40	61	67	53	60	0	0	0	0	0	0	0	0	0
10:00 AM	36	52	64	52	76	56	49	61	55	0	0	0	0	0	0	0	0	0
11:00 AM	49	52	66	40	74	53	76	82	79	0	0	0	0	0	0	0	0	0
12:00 PM	88	66	65	64	75	65	62	81	72	0	0	0	0	0	0	0	0	0
1:00 PM	61	69	76	55	84	67	59	67	63	0	0	0	0	0	0	0	0	0
2:00 PM	85	82	61	53	74	65	61	65	63	0	0	0	0	0	0	0	0	0
3:00 PM	59	47	60	34	61	47	72	65	69	0	0	0	0	0	0	0	0	0
4:00 PM	81	65	58	68	87	64	43	74	59	0	0	0	0	0	0	0	0	0
5:00 PM	72	50	35	57	49	47	58	47	53	0	0	0	0	0	0	0	0	0
6:00 PM	62	48	28	44	36	40	38	75	57	0	0	0	0	0	0	0	0	0
7:00 PM	36	28	24	32	31	28	38	69	54	0	0	0	0	0	0	0	0	0
8:00 PM	33	31	26	33	24	30	32	31	32	0	0	0	0	0	0	0	0	0
9:00 PM	30	22	23	21	19	22	16	14	15	0	0	0	0	0	0	0	0	0
10:00 PM	13	9	16	17	21	14	16	17	17	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	19	26	15	19	10	10	10	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	62	88	211	700	1,408	1,448	1,722	1,106	281	56	14	0	1	0	7,097
Percent		1%	1%	3%	10%	20%	20%	24%	16%	4%	1%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	1%	1%	5%	10%	10%	12%	8%	2%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	51	3,211	1,005	186	270	58	7	254	1,840	24	85	18	16	72	7,097
Percent		1%	45%	14%	3%	4%	1%	0%	4%	26%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	23%	7%	1%	2%	0%	0%	2%	13%	0%	1%	0%	0%	1%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1095
WEEKEND ADT:	1450

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694210  
 Location: I-95 NB Exit Ramp to Charleston Hwy  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	8	25	14	21	19	20	12	12	12	0	0	0	0	0	0	0	0	0
1:00 AM	9	18	8	11	14	13	9	16	13	0	0	0	0	0	0	0	0	0
2:00 AM	5	17	12	19	14	15	15	11	13	0	0	0	0	0	0	0	0	0
3:00 AM	13	14	22	11	17	18	12	2	7	0	0	0	0	0	0	0	0	0
4:00 AM	24	21	26	33	18	24	10	8	9	0	0	0	0	0	0	0	0	0
5:00 AM	30	25	37	33	37	31	12	14	13	0	0	0	0	0	0	0	0	0
6:00 AM	36	31	45	50	46	38	28	10	19	0	0	0	0	0	0	0	0	0
7:00 AM	33	43	40	41	49	42	39	30	35	0	0	0	0	0	0	0	0	0
8:00 AM	49	42	25	50	53	34	41	34	38	0	0	0	0	0	0	0	0	0
9:00 AM	55	52	63	98	68	58	61	62	62	0	0	0	0	0	0	0	0	0
10:00 AM	45	61	64	367	74	63	80	75	78	0	0	0	0	0	0	0	0	0
11:00 AM	65	68	78	374	92	73	76	75	76	0	0	0	0	0	0	0	0	0
12:00 PM	111	101	86	317	95	94	62	92	77	0	0	0	0	0	0	0	0	0
1:00 PM	90	68	80	328	79	74	68	83	76	0	0	0	0	0	0	0	0	0
2:00 PM	86	70	76	286	80	73	64	81	73	0	0	0	0	0	0	0	0	0
3:00 PM	60	76	78	191	85	77	55	80	68	0	0	0	0	0	0	0	0	0
4:00 PM	99	88	62	317	82	75	64	291	178	0	0	0	0	0	0	0	0	0
5:00 PM	277	69	58	50	80	64	58	234	146	0	0	0	0	0	0	0	0	0
6:00 PM	195	64	47	40	48	56	58	296	177	0	0	0	0	0	0	0	0	0
7:00 PM	113	50	28	41	43	39	59	277	168	0	0	0	0	0	0	0	0	0
8:00 PM	71	47	28	35	34	38	34	94	64	0	0	0	0	0	0	0	0	0
9:00 PM	66	29	34	29	22	32	16	22	19	0	0	0	0	0	0	0	0	0
10:00 PM	24	18	31	26	27	25	30	20	25	0	0	0	0	0	0	0	0	0
11:00 PM	0	27	23	24	27	25	13	5	9	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	76	21	46	153	333	592	936	1,176	1,497	1,626	981	350	69	16	7,872
Percent		1%	0%	1%	2%	4%	8%	12%	15%	19%	21%	12%	4%	1%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	1%	2%	4%	6%	7%	10%	10%	6%	2%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	49	3,984	1,286	137	342	73	3	283	1,521	22	74	18	7	75	7,874
Percent		1%	51%	16%	2%	4%	1%	0%	4%	19%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	25%	8%	1%	2%	0%	0%	2%	10%	0%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	763
WEEKEND ADT:	993

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694211  
 Location: I-26 NB Exit Ramp to Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	3	7	4	3	6	5	7	8	8	0	0	0	0	0	0	0	0	0
1:00 AM	0	4	5	4	4	4	5	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	6	6	7	2	6	5	8	2	5	0	0	0	0	0	0	0	0	0
3:00 AM	8	5	10	8	5	8	5	5	5	0	0	0	0	0	0	0	0	0
4:00 AM	13	5	16	12	9	11	5	5	5	0	0	0	0	0	0	0	0	0
5:00 AM	13	11	15	23	17	16	17	6	12	0	0	0	0	0	0	0	0	0
6:00 AM	26	21	28	37	27	29	21	14	18	0	0	0	0	0	0	0	0	0
7:00 AM	38	27	36	54	39	39	31	21	26	0	0	0	0	0	0	0	0	0
8:00 AM	39	46	37	56	59	46	45	33	39	0	0	0	0	0	0	0	0	0
9:00 AM	32	37	44	39	46	40	47	38	43	0	0	0	0	0	0	0	0	0
10:00 AM	59	49	46	67	56	54	61	59	60	0	0	0	0	0	0	0	0	0
11:00 AM	74	65	44	68	56	59	65	63	64	0	0	0	0	0	0	0	0	0
12:00 PM	59	36	46	79	49	54	52	72	62	0	0	0	0	0	0	0	0	0
1:00 PM	67	55	55	73	68	61	38	61	50	0	0	0	0	0	0	0	0	0
2:00 PM	37	47	51	81	68	60	51	52	52	0	0	0	0	0	0	0	0	0
3:00 PM	57	62	57	57	78	59	36	105	71	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	59	53	58	60	41	473	257	0	0	0	0	0	0	0	0	0
5:00 PM	45	61	41	45	52	49	36	181	109	0	0	0	0	0	0	0	0	0
6:00 PM	27	42	19	34	28	32	31	30	31	0	0	0	0	0	0	0	0	0
7:00 PM	16	27	18	28	26	24	26	21	24	0	0	0	0	0	0	0	0	0
8:00 PM	10	19	12	31	28	21	12	21	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	12	10	11	11	11	19	16	18	0	0	0	0	0	0	0	0	0
10:00 PM	10	7	10	15	9	11	9	13	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	5	6	8	9	6	4	8	6	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	84	35	96	129	328	800	1,526	1,766	887	150	12	3	0	0	5,816
Percent		1%	1%	2%	2%	6%	14%	26%	30%	15%	3%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	3%	7%	13%	15%	8%	1%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	48	3,465	1,076	40	237	200	8	119	504	10	28	7	3	71	5,816
Percent		1%	60%	19%	1%	4%	3%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	0%	2%	2%	0%	1%	4%	0%	0%	0%	0%	1%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	368
WEEKEND ADT:	362

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694212  
 Location: I-26 SB Exit Ramp to Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	6	3	8	1	5	5	5	5
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	1	3	3	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	2	2	2	6	1	2	6	4	5
3:00 AM	0	0	0	0	0	0	0	0	0	3	2	3	5	6	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	7	10	7	7	7	9	2	5	4
5:00 AM	0	0	0	0	0	0	0	0	0	16	10	7	11	8	9	11	5	8
6:00 AM	0	0	0	0	0	0	0	0	0	9	18	15	13	8	17	4	5	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	21	23	32	13	22	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	11	25	13	19	21	19	22	10	16
9:00 AM	0	0	0	0	0	0	0	0	0	23	27	28	25	26	28	33	22	28
10:00 AM	0	0	0	0	0	0	0	0	0	22	28	22	22	31	25	30	21	26
11:00 AM	0	0	0	0	0	0	0	0	0	39	16	19	113	38	18	22	22	22
12:00 PM	0	0	0	0	0	0	0	0	0	27	26	26	69	28	26	32	28	30
1:00 PM	0	0	0	0	0	0	0	0	0	25	21	30	25	29	26	27	22	25
2:00 PM	0	0	0	0	0	0	0	0	0	30	27	23	119	47	25	26	30	28
3:00 PM	0	0	0	0	0	0	0	0	0	15	19	25	230	34	22	30	34	32
4:00 PM	0	0	0	0	0	0	0	0	0	34	27	28	31	37	28	30	22	26
5:00 PM	0	0	0	0	0	0	0	0	0	23	29	23	26	34	26	18	34	26
6:00 PM	0	0	0	0	0	0	0	0	0	18	20	20	18	19	20	18	22	20
7:00 PM	0	0	0	0	0	0	0	0	0	16	16	14	11	15	15	14	18	16
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	12	11	7	5	10	8
9:00 PM	0	0	0	0	0	0	0	0	0	8	1	5	7	17	3	9	10	10
10:00 PM	0	0	0	0	0	0	0	0	0	4	11	7	11	11	9	7	6	7
11:00 PM	0	0	0	0	0	0	0	0	0	6	5	6	9	12	6	12	3	8

SPEED																
	DIRECTION	1.1-15.99	16.0-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	103	45	68	124	253	427	669	709	494	169	44	14	4	0	3,123
Percent	SB	3%	1%	2%	4%	8%	14%	21%	23%	16%	5%	1%	0%	0%	0%	0%
Average Percent		2%	1%	1%	2%	4%	7%	11%	11%	8%	3%	1%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	30	1,605	595	29	180	37	1	108	406	12	52	11	1	56	3,123
Percent	SB	1%	51%	19%	1%	6%	1%	0%	3%	13%	0%	2%	0%	0%	2%	0%
Average Percent		0%	26%	10%	0%	3%	1%	0%	2%	7%	0%	1%	0%	0%	1%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	659
WEEKEND ADT:	593

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694213  
 Location: I-26 SB On Ramp from Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	4	6	1	7	3	4	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0	4	4	3	4	5	4	3	10	7
2:00 AM	0	0	0	0	0	0	0	0	0	2	5	2	7	0	4	10	1	6
3:00 AM	0	0	0	0	0	0	0	0	0	3	9	7	8	9	8	6	6	6
4:00 AM	0	0	0	0	0	0	0	0	0	13	22	27	28	24	25	4	7	6
5:00 AM	0	0	0	0	0	0	0	0	0	40	46	43	37	34	45	19	16	18
6:00 AM	0	0	0	0	0	0	0	0	0	34	61	47	59	52	54	18	6	12
7:00 AM	0	0	0	0	0	0	0	0	0	58	44	47	58	45	46	17	7	12
8:00 AM	0	0	0	0	0	0	0	0	0	42	49	48	63	47	49	27	11	19
9:00 AM	0	0	0	0	0	0	0	0	0	37	43	39	46	52	41	31	25	28
10:00 AM	0	0	0	0	0	0	0	0	0	54	47	38	50	37	43	41	31	36
11:00 AM	0	0	0	0	0	0	0	0	0	49	43	44	53	61	44	35	29	32
12:00 PM	0	0	0	0	0	0	0	0	0	40	50	41	119	51	46	50	39	45
1:00 PM	0	0	0	0	0	0	0	0	0	43	41	41	794	54	41	54	38	46
2:00 PM	0	0	0	0	0	0	0	0	0	42	37	39	405	50	38	58	37	48
3:00 PM	0	0	0	0	0	0	0	0	0	48	34	37	134	56	36	36	43	40
4:00 PM	0	0	0	0	0	0	0	0	0	51	43	31	82	62	37	40	50	45
5:00 PM	0	0	0	0	0	0	0	0	0	24	37	31	32	53	34	46	91	69
6:00 PM	0	0	0	0	0	0	0	0	0	30	21	23	36	31	22	32	49	41
7:00 PM	0	0	0	0	0	0	0	0	0	14	8	17	17	26	13	24	35	30
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	10	18	19	8	11	13	12
9:00 PM	0	0	0	0	0	0	0	0	0	8	9	10	10	23	10	20	21	21
10:00 PM	0	0	0	0	0	0	0	0	0	10	9	9	17	12	9	13	5	9
11:00 PM	0	0	0	0	0	0	0	0	0	5	5	5	12	10	5	6	4	5

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	112	45	52	128	471	1,053	1,633	455	34	3	0	0	0	0	3,986
Percent	SB	3%	1%	1%	3%	12%	26%	41%	11%	1%	0%	0%	0%	0%	0%	0%
Average Percent		1%	1%	1%	2%	6%	13%	20%	6%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	54	2,287	687	50	126	65	2	96	476	18	34	7	3	77	3,982
Percent	SB	1%	57%	17%	1%	3%	2%	0%	2%	12%	0%	1%	0%	0%	2%	0%
Average Percent		1%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	1%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	388
WEEKEND ADT:	504

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694214  
 Location: I-26 NB On Ramp from Vance Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	4	5	2	3	5	8	3	6	0	0	0	0	0	0	0	0	0
1:00 AM	2	4	7	1	1	6	4	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	2	2	2	2	10	2	6	3	5	0	0	0	0	0	0	0	0	0
3:00 AM	11	1	7	8	3	4	9	5	7	0	0	0	0	0	0	0	0	0
4:00 AM	8	5	7	10	12	6	4	7	6	0	0	0	0	0	0	0	0	0
5:00 AM	12	8	23	14	15	16	5	4	5	0	0	0	0	0	0	0	0	0
6:00 AM	26	15	18	24	23	17	13	4	9	0	0	0	0	0	0	0	0	0
7:00 AM	23	18	25	21	24	22	13	17	15	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	23	34	41	25	21	27	24	0	0	0	0	0	0	0	0	0
9:00 AM	21	19	22	22	20	21	29	28	29	0	0	0	0	0	0	0	0	0
10:00 AM	37	45	27	35	40	36	33	43	38	0	0	0	0	0	0	0	0	0
11:00 AM	47	35	20	35	40	28	32	41	37	0	0	0	0	0	0	0	0	0
12:00 PM	26	34	24	46	28	29	39	60	50	0	0	0	0	0	0	0	0	0
1:00 PM	38	27	24	53	35	26	33	58	46	0	0	0	0	0	0	0	0	0
2:00 PM	27	24	31	58	34	28	42	53	48	0	0	0	0	0	0	0	0	0
3:00 PM	20	26	23	25	40	25	26	59	43	0	0	0	0	0	0	0	0	0
4:00 PM	36	30	28	27	36	29	34	36	35	0	0	0	0	0	0	0	0	0
5:00 PM	24	26	17	18	38	22	24	20	22	0	0	0	0	0	0	0	0	0
6:00 PM	19	16	10	27	14	13	19	35	27	0	0	0	0	0	0	0	0	0
7:00 PM	6	9	10	17	15	10	11	15	13	0	0	0	0	0	0	0	0	0
8:00 PM	14	11	5	16	24	8	14	16	15	0	0	0	0	0	0	0	0	0
9:00 PM	6	6	9	11	11	8	8	13	11	0	0	0	0	0	0	0	0	0
10:00 PM	14	3	7	10	4	5	6	11	9	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	2	3	6	4	7	2	5	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	159	23	36	68	245	518	927	631	129	11	4	1	1	0	2,753
Percent		6%	1%	1%	2%	9%	19%	34%	23%	5%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	0%	1%	1%	4%	9%	17%	11%	2%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	22	1,542	540	45	148	36	1	56	193	7	23	7	1	134	2,755
Percent		1%	56%	20%	2%	5%	1%	0%	2%	7%	0%	1%	0%	0%	5%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	10%	1%	3%	1%	0%	1%	4%	0%	0%	0%	0%	2%	





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	168
WEEKEND ADT:	164

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694215  
 Location: I-95 SB Exit Ramp to Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	4	2	0	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	4	0	1	1	5	3
2:00 AM	0	0	0	0	0	0	0	0	0	4	0	1	1	2	1	4	3	4
3:00 AM	0	0	0	0	0	0	0	0	0	1	2	6	3	1	4	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	4	5	3	3	1	2
5:00 AM	0	0	0	0	0	0	0	0	0	5	5	3	6	1	4	1	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	3	4	5	8	13	5	7	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	2	13	6	6	9	10	9	3	6
8:00 AM	0	0	0	0	0	0	0	0	0	12	8	11	18	6	10	9	5	7
9:00 AM	0	0	0	0	0	0	0	0	0	10	9	16	9	9	13	11	1	6
10:00 AM	0	0	0	0	0	0	0	0	0	13	14	3	13	5	9	9	6	8
11:00 AM	0	0	0	0	0	0	0	0	0	15	8	18	69	14	13	8	14	11
12:00 PM	0	0	0	0	0	0	0	0	0	15	14	12	232	7	13	15	6	11
1:00 PM	0	0	0	0	0	0	0	0	0	13	6	12	330	19	9	12	13	13
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	17	366	16	14	11	4	8
3:00 PM	0	0	0	0	0	0	0	0	0	10	13	9	259	16	11	11	14	13
4:00 PM	0	0	0	0	0	0	0	0	0	16	10	9	48	8	10	5	16	11
5:00 PM	0	0	0	0	0	0	0	0	0	1	10	12	11	13	11	11	19	15
6:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	4	14	11	9	13	11
7:00 PM	0	0	0	0	0	0	0	0	0	13	3	6	7	6	5	10	12	11
8:00 PM	0	0	0	0	0	0	0	0	0	1	7	8	3	8	8	5	7	6
9:00 PM	0	0	0	0	0	0	0	0	0	3	1	4	7	2	3	6	5	6
10:00 PM	0	0	0	0	0	0	0	0	0	2	2	3	5	4	3	6	2	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	1	3	1	3	2	6	1	4

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	10	11	21	54	123	239	276	183	69	13	3	1	0	0	1,003
Percent		1%	1%	2%	5%	12%	24%	28%	18%	7%	1%	0%	0%	0%	0%	0%
Average Percent		0%	1%	1%	3%	6%	12%	14%	9%	3%	1%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	23	447	238	4	60	28	0	30	164	3	1	0	0	5	1,003
Percent		2%	45%	24%	0%	6%	3%	0%	3%	16%	0%	0%	0%	0%	0%	
Average Percent		1%	22%	12%	0%	3%	1%	0%	1%	8%	0%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	560
WEEKEND ADT:	975

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694216  
 Location: I-95 NB Exit Ramp to Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	12	3	4	7	6	6	8	7	0	0	0	0	0	0	0	0	0
1:00 AM	2	6	0	2	3	3	2	3	3	0	0	0	0	0	0	0	0	0
2:00 AM	6	8	6	5	5	6	9	4	7	0	0	0	0	0	0	0	0	0
3:00 AM	10	5	8	5	4	6	6	6	6	0	0	0	0	0	0	0	0	0
4:00 AM	10	9	8	13	13	10	5	6	6	0	0	0	0	0	0	0	0	0
5:00 AM	22	10	21	25	20	19	15	9	12	0	0	0	0	0	0	0	0	0
6:00 AM	19	22	24	19	21	22	19	17	18	0	0	0	0	0	0	0	0	0
7:00 AM	19	24	23	29	42	25	21	15	18	0	0	0	0	0	0	0	0	0
8:00 AM	35	29	36	33	37	33	44	38	41	0	0	0	0	0	0	0	0	0
9:00 AM	40	38	27	30	46	32	52	35	44	0	0	0	0	0	0	0	0	0
10:00 AM	43	34	26	22	43	27	43	41	42	0	0	0	0	0	0	0	0	0
11:00 AM	35	32	38	27	46	32	34	44	39	0	0	0	0	0	0	0	0	0
12:00 PM	42	37	41	23	56	34	53	45	49	0	0	0	0	0	0	0	0	0
1:00 PM	56	40	36	35	65	37	54	40	47	0	0	0	0	0	0	0	0	0
2:00 PM	53	30	41	36	61	36	52	47	50	0	0	0	0	0	0	0	0	0
3:00 PM	59	49	66	57	64	57	43	79	61	0	0	0	0	0	0	0	0	0
4:00 PM	58	41	54	37	71	44	51	546	299	0	0	0	0	0	0	0	0	0
5:00 PM	28	59	31	39	51	43	37	242	140	0	0	0	0	0	0	0	0	0
6:00 PM	32	33	17	25	32	25	17	28	23	0	0	0	0	0	0	0	0	0
7:00 PM	17	37	12	15	29	21	18	18	18	0	0	0	0	0	0	0	0	0
8:00 PM	7	17	14	20	17	17	18	15	17	0	0	0	0	0	0	0	0	0
9:00 PM	10	15	6	13	22	11	14	14	14	0	0	0	0	0	0	0	0	0
10:00 PM	13	8	6	10	24	8	10	11	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	4	7	10	6	8	7	8	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	93	33	33	40	56	71	187	413	788	1,258	1,196	618	203	39		5,028
Percent		2%	1%	1%	1%	1%	1%	4%	8%	16%	25%	24%	12%	4%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	0%	0%	0%	1%	1%	2%	4%	8%	12%	12%	6%	2%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	23	2,993	1,054	65	255	40	5	161	362	5	4	1	2	74		5,044
Percent		0%	59%	21%	1%	5%	1%	0%	3%	7%	0%	0%	0%	0%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	30%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%		



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	312
WEEKEND ADT:	311

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694217  
 Location: I-95 NB On Ramp from Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	3	2	3	5	3	2	2	2	0	0	0	0	0	0	0	0	0
1:00 AM	2	2	1	1	0	1	0	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	2	1	3	6	2	3	4	0	2	0	0	0	0	0	0	0	0	0
3:00 AM	7	5	5	7	1	6	3	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	7	3	5	5	3	4	3	4	4	0	0	0	0	0	0	0	0	0
5:00 AM	7	3	10	11	10	8	4	4	4	0	0	0	0	0	0	0	0	0
6:00 AM	9	11	14	15	11	13	9	7	8	0	0	0	0	0	0	0	0	0
7:00 AM	15	20	16	16	28	17	11	10	11	0	0	0	0	0	0	0	0	0
8:00 AM	11	15	19	20	16	18	16	20	18	0	0	0	0	0	0	0	0	0
9:00 AM	15	22	22	22	15	22	15	19	17	0	0	0	0	0	0	0	0	0
10:00 AM	16	17	14	31	24	21	22	23	23	0	0	0	0	0	0	0	0	0
11:00 AM	14	18	18	17	23	18	13	18	16	0	0	0	0	0	0	0	0	0
12:00 PM	15	19	21	22	24	21	24	29	27	0	0	0	0	0	0	0	0	0
1:00 PM	29	16	21	42	26	26	21	17	19	0	0	0	0	0	0	0	0	0
2:00 PM	25	19	8	40	26	22	22	18	20	0	0	0	0	0	0	0	0	0
3:00 PM	20	15	36	25	28	25	27	35	31	0	0	0	0	0	0	0	0	0
4:00 PM	16	28	25	32	19	28	24	42	33	0	0	0	0	0	0	0	0	0
5:00 PM	14	22	16	16	22	18	20	29	25	0	0	0	0	0	0	0	0	0
6:00 PM	15	14	16	13	11	14	10	17	14	0	0	0	0	0	0	0	0	0
7:00 PM	13	10	7	7	7	8	7	19	13	0	0	0	0	0	0	0	0	0
8:00 PM	5	7	8	5	5	7	6	9	8	0	0	0	0	0	0	0	0	0
9:00 PM	3	3	3	1	3	2	2	5	4	0	0	0	0	0	0	0	0	0
10:00 PM	3	5	1	4	7	3	4	7	6	0	0	0	0	0	0	0	0	0
11:00 PM	0	3	2	2	3	2	4	10	7	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	61	19	61	172	287	623	647	233	38	5	0	0	0	0		2,146
Percent	NB	3%	1%	3%	8%	13%	29%	30%	11%	2%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	0%	1%	4%	7%	15%	15%	5%	1%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	33	1,462	449	25	123	46	0	75	222	4	1	0	1	44		2,485
Percent	NB	1%	59%	18%	1%	5%	2%	0%	3%	9%	0%	0%	0%	0%	2%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	29%	9%	1%	2%	1%	0%	2%	4%	0%	0%	0%	0%	1%		



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB On Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	427
WEEKEND ADT:	442

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694218  
 Location: I-95 SB On Ramp from Old State Rd  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	3	3	2	7	3	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0	1	3	2	0	4	3	4	6	5
2:00 AM	0	0	0	0	0	0	0	0	0	2	4	4	2	3	4	3	5	4
3:00 AM	0	0	0	0	0	0	0	0	0	1	7	5	8	9	6	3	2	3
4:00 AM	0	0	0	0	0	0	0	0	0	13	18	17	16	8	18	8	2	5
5:00 AM	0	0	0	0	0	0	0	0	0	17	29	28	26	25	29	10	4	7
6:00 AM	0	0	0	0	0	0	0	0	0	33	35	39	42	42	37	12	6	9
7:00 AM	0	0	0	0	0	0	0	0	0	34	39	28	32	37	34	13	9	11
8:00 AM	0	0	0	0	0	0	0	0	0	29	18	24	32	36	21	24	12	18
9:00 AM	0	0	0	0	0	0	0	0	0	31	24	26	38	36	25	30	15	23
10:00 AM	0	0	0	0	0	0	0	0	0	29	22	18	26	31	20	29	18	24
11:00 AM	0	0	0	0	0	0	0	0	0	29	26	31	27	28	29	33	23	28
12:00 PM	0	0	0	0	0	0	0	0	0	20	27	14	26	32	21	34	15	25
1:00 PM	0	0	0	0	0	0	0	0	0	17	23	25	31	47	24	24	23	24
2:00 PM	0	0	0	0	0	0	0	0	0	30	28	21	40	34	25	23	30	27
3:00 PM	0	0	0	0	0	0	0	0	0	25	24	22	50	25	23	26	35	31
4:00 PM	0	0	0	0	0	0	0	0	0	39	20	26	30	30	23	25	24	25
5:00 PM	0	0	0	0	0	0	0	0	0	22	16	28	20	18	22	18	142	80
6:00 PM	0	0	0	0	0	0	0	0	0	13	17	24	26	20	21	25	29	27
7:00 PM	0	0	0	0	0	0	0	0	0	24	8	14	24	25	11	23	26	25
8:00 PM	0	0	0	0	0	0	0	0	0	14	12	7	12	15	10	12	13	13
9:00 PM	0	0	0	0	0	0	0	0	0	8	15	10	15	10	13	17	7	12
10:00 PM	0	0	0	0	0	0	0	0	0	9	6	10	9	10	8	11	10	11
11:00 PM	0	0	0	0	0	0	0	0	0	6	2	2	5	8	2	8	3	6

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	32	37	150	505	1,073	762	154	11	2	0	0	0	0	0	2,726
Percent	SB	1%	1%	6%	19%	39%	28%	6%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		1%	1%	3%	9%	20%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	14	1,567	569	28	110	46	5	70	288	4	4	1	2	18	2,726
Percent	SB	1%	57%	21%	1%	4%	2%	0%	3%	11%	0%	0%	0%	0%	1%	0%
Average Percent		0%	29%	10%	1%	2%	1%	0%	1%	5%	0%	0%	0%	0%	0%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	169
WEEKEND ADT:	169

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694219  
 Location: I-95 SB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	3	3	2	2	3	7	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	2	2
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	2	1	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	3	2	2	2	3	2	4	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	8	6	8	5	3	6	2	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	8	3	5	5	2	4	2	3	3
7:00 AM	0	0	0	0	0	0	0	0	0	4	6	4	10	4	7	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	10	9	10	7	11	4	8
9:00 AM	0	0	0	0	0	0	0	0	0	12	7	10	14	14	10	9	8	9
10:00 AM	0	0	0	0	0	0	0	0	0	1	11	10	10	17	10	12	7	10
11:00 AM	0	0	0	0	0	0	0	0	0	13	12	12	17	17	14	13	11	12
12:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	23	7	12	18	3	11
1:00 PM	0	0	0	0	0	0	0	0	0	4	12	12	25	17	16	8	13	11
2:00 PM	0	0	0	0	0	0	0	0	0	26	14	9	13	9	12	11	14	13
3:00 PM	0	0	0	0	0	0	0	0	0	14	14	4	24	14	14	17	15	16
4:00 PM	0	0	0	0	0	0	0	0	0	19	6	10	11	10	9	9	17	13
5:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	9	11	7	10	13	12
6:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	11	6	8	6	12	9
7:00 PM	0	0	0	0	0	0	0	0	0	13	6	7	9	8	7	15	4	10
8:00 PM	0	0	0	0	0	0	0	0	0	7	6	3	4	9	4	7	7	7
9:00 PM	0	0	0	0	0	0	0	0	0	5	3	2	1	1	2	6	3	5
10:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	5	3	6	7	4	6
11:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	7	3	3	3	2	3

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	12	3	2	0	0	9	23	51	118	212	270	183	73	14	970
Percent	SB	1%	0%	0%	0%	0%	1%	2%	5%	12%	22%	28%	19%	7%	1%	
Average Percent		1%	0%	0%	0%	0%	0%	1%	3%	6%	11%	14%	9%	4%	1%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	13	632	189	28	49	15	1	38	212	2	2	0	1	13	1,195
Percent	SB	1%	53%	16%	2%	4%	1%	0%	3%	18%	0%	0%	0%	0%	1%	
Average Percent		1%	26%	8%	1%	2%	1%	0%	2%	9%	0%	0%	0%	0%	1%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	915
WEEKEND ADT:	828

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694220  
 Location: I-95 NB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	14	7	10	9	12	9	13	14	14	0	0	0	0	0	0	0	0	0
1:00 AM	4	5	8	2	9	5	9	9	9	0	0	0	0	0	0	0	0	0
2:00 AM	7	5	12	9	5	9	5	9	7	0	0	0	0	0	0	0	0	0
3:00 AM	20	8	24	21	13	18	13	6	10	0	0	0	0	0	0	0	0	0
4:00 AM	35	19	47	47	55	38	20	12	16	0	0	0	0	0	0	0	0	0
5:00 AM	92	49	78	77	68	68	23	13	18	0	0	0	0	0	0	0	0	0
6:00 AM	70	72	41	65	67	59	27	14	21	0	0	0	0	0	0	0	0	0
7:00 AM	55	67	62	45	59	58	30	15	23	0	0	0	0	0	0	0	0	0
8:00 AM	54	57	36	49	57	47	42	33	38	0	0	0	0	0	0	0	0	0
9:00 AM	57	73	68	41	69	61	47	46	47	0	0	0	0	0	0	0	0	0
10:00 AM	44	66	68	24	72	53	51	51	51	0	0	0	0	0	0	0	0	0
11:00 AM	61	65	67	16	65	49	48	50	49	0	0	0	0	0	0	0	0	0
12:00 PM	75	63	73	17	79	51	47	64	56	0	0	0	0	0	0	0	0	0
1:00 PM	88	61	54	26	76	47	62	56	59	0	0	0	0	0	0	0	0	0
2:00 PM	77	83	75	22	78	60	67	57	62	0	0	0	0	0	0	0	0	0
3:00 PM	69	65	55	29	92	50	81	74	78	0	0	0	0	0	0	0	0	0
4:00 PM	67	62	70	24	97	52	52	66	59	0	0	0	0	0	0	0	0	0
5:00 PM	13	65	52	31	66	49	62	48	55	0	0	0	0	0	0	0	0	0
6:00 PM	17	53	32	14	57	33	68	20	44	0	0	0	0	0	0	0	0	0
7:00 PM	14	35	23	22	37	27	43	6	25	0	0	0	0	0	0	0	0	0
8:00 PM	18	29	24	29	44	27	33	18	26	0	0	0	0	0	0	0	0	0
9:00 PM	10	18	15	10	21	14	26	23	25	0	0	0	0	0	0	0	0	0
10:00 PM	11	20	20	17	24	19	22	30	26	0	0	0	0	0	0	0	0	0
11:00 PM	0	14	10	13	6	12	11	19	15	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	36	1	5	2	11	24	86	288	651	1,288	1,560	1,184	585	179	5,900
Percent	NB	1%	0%	0%	0%	0%	0%	1%	5%	11%	22%	26%	20%	10%	3%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	11%	13%	10%	5%	2%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	33	2,690	1,283	124	475	74	1	193	996	16	17	5	4	46	5,957
Percent	NB	1%	45%	22%	2%	8%	1%	0%	3%	17%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Average Percent		0%	23%	11%	1%	4%	1%	0%	2%	8%	0%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	4591
WEEKEND ADT:	4776

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694221  
 Location: I-95 SB Exit Ramp to I-26 SB - SB Speed  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	71	33	34	47	63	34	61	31	46
1:00 AM	0	0	0	0	0	0	0	0	0	32	49	36	34	42	43	40	39	40
2:00 AM	0	0	0	0	0	0	0	0	0	45	38	40	53	54	39	37	13	25
3:00 AM	0	0	0	0	0	0	0	0	0	38	72	81	60	61	77	43	17	30
4:00 AM	0	0	0	0	0	0	0	0	0	62	146	152	171	123	149	66	40	53
5:00 AM	0	0	0	0	0	0	0	0	0	125	266	229	243	231	248	95	54	75
6:00 AM	0	0	0	0	0	0	0	0	0	230	277	288	292	290	283	108	66	87
7:00 AM	0	0	0	0	0	0	0	0	0	320	237	245	231	235	241	132	66	99
8:00 AM	0	0	0	0	0	0	0	0	0	273	246	294	279	273	270	183	123	153
9:00 AM	0	0	0	0	0	0	0	0	0	271	281	292	244	266	287	262	169	216
10:00 AM	0	0	0	0	0	0	0	0	0	337	245	281	232	319	263	290	208	249
11:00 AM	0	0	0	0	0	0	0	0	0	341	252	264	107	327	258	340	269	305
12:00 PM	0	0	0	0	0	0	0	0	0	329	302	264	101	325	283	328	329	329
1:00 PM	0	0	0	0	0	0	0	0	0	276	275	291	143	350	283	347	355	351
2:00 PM	0	0	0	0	0	0	0	0	0	315	229	294	69	462	262	371	420	396
3:00 PM	0	0	0	0	0	0	0	0	0	326	269	288	214	460	279	392	472	432
4:00 PM	0	0	0	0	0	0	0	0	0	321	318	268	332	464	293	386	437	412
5:00 PM	0	0	0	0	0	0	0	0	0	315	258	265	296	386	262	333	434	384
6:00 PM	0	0	0	0	0	0	0	0	0	264	223	230	225	373	227	269	338	304
7:00 PM	0	0	0	0	0	0	0	0	0	223	140	172	194	343	156	212	280	246
8:00 PM	0	0	0	0	0	0	0	0	0	152	99	140	203	261	120	155	269	212
9:00 PM	0	0	0	0	0	0	0	0	0	116	109	100	143	236	105	115	173	144
10:00 PM	0	0	0	0	0	0	0	0	0	92	78	81	107	148	80	111	123	117
11:00 PM	0	0	0	0	0	0	0	0	0	65	53	57	70	98	55	80	71	76

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	2,141	25	142	1,247	4,437	10,539	9,510	1,730	73	1	0	0	0	0	29,845
Percent	SB	7%	0%	0%	4%	15%	35%	32%	6%	0%	0%	0%	0%	0%	0%	0%
Average Percent		4%	0%	0%	2%	7%	18%	16%	3%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	368	15,645	5,585	563	3,258	108	1	1,890	534	7	41	13	11	1,821	29,845
Percent	SB	1%	52%	19%	2%	11%	0%	0%	6%	2%	0%	0%	0%	0%	6%	0%
Average Percent		1%	26%	9%	1%	5%	0%	0%	3%	1%	0%	0%	0%	0%	3%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-95 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	8442
WEEKEND ADT:	11304

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694222  
 Location: I-95 NB Exit Ramp to I-26 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	102	177	116	113	123	135	106	83	95	0	0	0	0	0	0	0	0	0
1:00 AM	101	122	109	110	124	114	115	77	96	0	0	0	0	0	0	0	0	0
2:00 AM	87	113	112	133	139	119	109	82	96	0	0	0	0	0	0	0	0	0
3:00 AM	140	118	158	140	143	139	134	93	114	0	0	0	0	0	0	0	0	0
4:00 AM	181	153	187	201	220	180	150	90	120	0	0	0	0	0	0	0	0	0
5:00 AM	255	166	239	256	264	220	236	150	193	0	0	0	0	0	0	0	0	0
6:00 AM	355	265	345	331	362	314	351	257	304	0	0	0	0	0	0	0	0	0
7:00 AM	492	321	433	422	503	392	477	433	455	0	0	0	0	0	0	0	0	0
8:00 AM	629	473	426	508	567	469	634	635	635	0	0	0	0	0	0	0	0	0
9:00 AM	690	567	528	470	711	522	713	863	788	0	0	0	0	0	0	0	0	0
10:00 AM	451	659	601	445	723	568	862	1,134	998	0	0	0	0	0	0	0	0	0
11:00 AM	674	659	600	357	742	539	776	1,179	978	0	0	0	0	0	0	0	0	0
12:00 PM	1,023	649	610	357	844	539	784	1,137	961	0	0	0	0	0	0	0	0	0
1:00 PM	1,057	721	627	340	819	563	775	998	887	0	0	0	0	0	0	0	0	0
2:00 PM	936	681	607	339	769	542	842	1,110	976	0	0	0	0	0	0	0	0	0
3:00 PM	806	655	548	448	691	550	715	1,069	892	0	0	0	0	0	0	0	0	0
4:00 PM	705	620	488	553	698	554	629	625	627	0	0	0	0	0	0	0	0	0
5:00 PM	343	532	446	417	633	465	518	486	502	0	0	0	0	0	0	0	0	0
6:00 PM	357	447	331	360	547	379	445	403	424	0	0	0	0	0	0	0	0	0
7:00 PM	325	291	289	318	403	299	336	278	307	0	0	0	0	0	0	0	0	0
8:00 PM	335	305	259	282	334	282	253	351	302	0	0	0	0	0	0	0	0	0
9:00 PM	282	240	196	249	251	228	246	317	282	0	0	0	0	0	0	0	0	0
10:00 PM	198	203	141	203	206	182	142	198	170	0	0	0	0	0	0	0	0	0
11:00 PM	0	157	118	165	154	147	87	124	106	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	164	393	2,489	13,584	21,767	18,748	4,725	214	5	0	0	0	0	0	0	62,089
Percent		0%	1%	4%	22%	35%	30%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	2%	11%	18%	15%	4%	0%	0%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	185	31,492	8,447	1,247	2,231	578	14	3,277	10,562	754	691	379	660	1,572	62,089
Percent		0%	51%	14%	2%	4%	1%	0%	5%	17%	1%	1%	1%	1%	3%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	25%	7%	1%	2%	0%	0%	3%	9%	1%	1%	0%	1%	1%	

Division: N/A

Speed Limit: N/A

Contractor: DAD N ASSOCIATES LLC





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	4834
WEEKEND ADT:	5026

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694223  
 Location: 15694223 - I-26 NB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	31	36	22	32	20	30	25	26	26	0	0	0	0	0	0	0	0	0
1:00 AM	35	30	29	25	23	28	34	19	27	0	0	0	0	0	0	0	0	0
2:00 AM	37	28	42	27	37	32	30	27	29	0	0	0	0	0	0	0	0	0
3:00 AM	73	27	58	65	61	50	36	27	32	0	0	0	0	0	0	0	0	0
4:00 AM	109	63	96	94	107	84	97	52	75	0	0	0	0	0	0	0	0	0
5:00 AM	218	99	169	196	196	155	157	127	142	0	0	0	0	0	0	0	0	0
6:00 AM	278	180	258	228	238	222	220	167	194	0	0	0	0	0	0	0	0	0
7:00 AM	309	258	268	242	297	256	277	261	269	0	0	0	0	0	0	0	0	0
8:00 AM	359	254	267	296	338	272	335	314	325	0	0	0	0	0	0	0	0	0
9:00 AM	349	310	283	319	394	304	334	473	404	0	0	0	0	0	0	0	0	0
10:00 AM	312	268	267	359	383	298	343	408	376	0	0	0	0	0	0	0	0	0
11:00 AM	291	296	305	474	390	358	303	450	377	0	0	0	0	0	0	0	0	0
12:00 PM	283	280	299	434	406	338	268	392	330	0	0	0	0	0	0	0	0	0
1:00 PM	310	282	317	553	452	384	256	444	350	0	0	0	0	0	0	0	0	0
2:00 PM	345	320	376	531	505	409	258	381	320	0	0	0	0	0	0	0	0	0
3:00 PM	355	306	375	501	476	394	238	414	326	0	0	0	0	0	0	0	0	0
4:00 PM	315	364	316	452	446	377	262	642	452	0	0	0	0	0	0	0	0	0
5:00 PM	284	300	228	272	340	267	202	318	260	0	0	0	0	0	0	0	0	0
6:00 PM	262	231	159	191	255	194	152	308	230	0	0	0	0	0	0	0	0	0
7:00 PM	151	147	105	142	164	131	151	284	218	0	0	0	0	0	0	0	0	0
8:00 PM	84	102	74	96	114	91	109	109	109	0	0	0	0	0	0	0	0	0
9:00 PM	53	63	57	50	90	57	87	74	81	0	0	0	0	0	0	0	0	0
10:00 PM	41	76	67	50	89	64	60	32	46	0	0	0	0	0	0	0	0	0
11:00 PM	0	53	31	31	55	38	41	27	34	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	164	1	2	6	27	64	339	1,126	2,842	5,633	8,122	6,944	3,164	983	29,690
Percent	NB	1%	0%	0%	0%	0%	0%	1%	4%	10%	19%	27%	23%	11%	3%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	9%	14%	12%	5%	2%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	55	17,683	5,417	448	2,047	277	7	716	2,734	79	33	34	9	151	29,690
Percent	NB	0%	60%	18%	2%	7%	1%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	1%	3%	0%	0%	1%	5%	0%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1047
WEEKEND ADT:	1002

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694223  
 Location: I-26 NB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	8	7	12	11	9	10	11	11	0	0	0	0	0	0	0	0	0
1:00 AM	14	8	9	7	13	8	6	9	8	0	0	0	0	0	0	0	0	0
2:00 AM	9	11	7	9	11	9	16	9	13	0	0	0	0	0	0	0	0	0
3:00 AM	23	14	13	17	21	15	16	9	13	0	0	0	0	0	0	0	0	0
4:00 AM	25	14	19	20	20	18	22	10	16	0	0	0	0	0	0	0	0	0
5:00 AM	49	16	36	34	33	29	29	32	31	0	0	0	0	0	0	0	0	0
6:00 AM	72	36	50	56	69	47	55	31	43	0	0	0	0	0	0	0	0	0
7:00 AM	74	57	59	60	81	59	55	50	53	0	0	0	0	0	0	0	0	0
8:00 AM	104	69	67	73	91	70	67	69	68	0	0	0	0	0	0	0	0	0
9:00 AM	87	50	67	55	104	57	76	69	73	0	0	0	0	0	0	0	0	0
10:00 AM	63	66	65	64	106	65	93	65	79	0	0	0	0	0	0	0	0	0
11:00 AM	76	55	52	84	96	64	100	75	88	0	0	0	0	0	0	0	0	0
12:00 PM	93	48	65	55	99	56	51	70	61	0	0	0	0	0	0	0	0	0
1:00 PM	55	69	65	79	100	71	50	69	60	0	0	0	0	0	0	0	0	0
2:00 PM	60	58	64	136	90	86	61	100	81	0	0	0	0	0	0	0	0	0
3:00 PM	75	67	66	97	100	77	42	81	62	0	0	0	0	0	0	0	0	0
4:00 PM	63	70	84	112	96	89	53	59	56	0	0	0	0	0	0	0	0	0
5:00 PM	59	79	67	60	82	69	50	47	49	0	0	0	0	0	0	0	0	0
6:00 PM	42	55	40	48	58	48	40	33	37	0	0	0	0	0	0	0	0	0
7:00 PM	31	30	30	20	41	27	31	36	34	0	0	0	0	0	0	0	0	0
8:00 PM	17	30	22	36	34	29	28	23	26	0	0	0	0	0	0	0	0	0
9:00 PM	18	16	16	36	32	23	21	18	20	0	0	0	0	0	0	0	0	0
10:00 PM	10	13	7	23	15	14	24	13	19	0	0	0	0	0	0	0	0	0
11:00 PM	0	11	11	10	5	11	13	7	10	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	24	13	181	1,120	2,633	2,290	220	5	0	0	0	0	0	0		6,486
Percent		0%	0%	3%	17%	41%	35%	3%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	1%	9%	20%	18%	2%	0%	0%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	23	3,740	1,193	115	281	95	3	184	775	19	18	7	13	20		6,486
Percent		0%	58%	18%	2%	4%	1%	0%	3%	12%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%		



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	235
WEEKEND ADT:	307

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694225  
 Location: I-26 SB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	2	3	1	3	2	3	8	6
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	2	1	3	2	3	7	5
2:00 AM	0	0	0	0	0	0	0	0	0	5	1	0	5	2	2	3	3	3
3:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	3	5	3	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	4	3	1	2	6	2	5	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	3	3	3	5	6	4	6	5	6
6:00 AM	0	0	0	0	0	0	0	0	0	5	5	7	7	2	6	6	10	8
7:00 AM	0	0	0	0	0	0	0	0	0	8	8	6	12	11	9	11	9	10
8:00 AM	0	0	0	0	0	0	0	0	0	17	9	8	22	11	13	15	14	15
9:00 AM	0	0	0	0	0	0	0	0	0	15	17	17	19	25	18	24	24	24
10:00 AM	0	0	0	0	0	0	0	0	0	20	16	13	11	31	13	25	19	22
11:00 AM	0	0	0	0	0	0	0	0	0	21	13	14	17	32	15	33	20	27
12:00 PM	0	0	0	0	0	0	0	0	0	25	13	14	18	26	15	38	21	30
1:00 PM	0	0	0	0	0	0	0	0	0	23	15	12	16	25	14	12	27	20
2:00 PM	0	0	0	0	0	0	0	0	0	22	10	19	19	37	16	18	27	23
3:00 PM	0	0	0	0	0	0	0	0	0	17	23	20	10	27	18	16	21	19
4:00 PM	0	0	0	0	0	0	0	0	0	20	12	11	13	21	12	13	12	13
5:00 PM	0	0	0	0	0	0	0	0	0	16	19	20	22	18	20	16	20	18
6:00 PM	0	0	0	0	0	0	0	0	0	8	13	13	12	19	13	8	24	16
7:00 PM	0	0	0	0	0	0	0	0	0	12	6	11	16	16	11	11	13	12
8:00 PM	0	0	0	0	0	0	0	0	0	14	2	10	10	10	7	7	9	8
9:00 PM	0	0	0	0	0	0	0	0	0	11	2	9	12	8	8	10	6	8
10:00 PM	0	0	0	0	0	0	0	0	0	3	3	2	18	14	8	5	6	6
11:00 PM	0	0	0	0	0	0	0	0	0	7	2	2	11	4	5	5	1	3

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	15	1	27	242	666	816	185	10	1	0	0	0	0	0	1,963
Percent	SB	1%	0%	1%	12%	34%	42%	9%	1%	0%	0%	0%	0%	0%	0%	0%
Average Percent		0%	0%	1%	6%	17%	21%	5%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	6	1,249	352	29	68	17	1	58	162	3	1	0	2	15	1,963
Percent	SB	0%	64%	18%	1%	3%	1%	0%	3%	8%	0%	0%	0%	0%	1%	0%
Average Percent		0%	32%	9%	1%	2%	0%	0%	1%	4%	0%	0%	0%	0%	0%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	560
WEEKEND ADT:	479

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694225  
 Location: I-26 SB Exit Ramp to I-95 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	9	3	4	3	5	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	4	6	4	4	4	4	4
2:00 AM	0	0	0	0	0	0	0	0	0	2	4	3	3	5	3	5	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	4	9	4	9	6	7	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	7	7	9	15	5	10	5	0	3
5:00 AM	0	0	0	0	0	0	0	0	0	10	18	21	20	15	20	15	5	10
6:00 AM	0	0	0	0	0	0	0	0	0	16	20	27	23	18	23	18	4	11
7:00 AM	0	0	0	0	0	0	0	0	0	24	34	26	37	31	32	31	4	18
8:00 AM	0	0	0	0	0	0	0	0	0	33	29	26	29	38	28	38	12	25
9:00 AM	0	0	0	0	0	0	0	0	0	32	27	39	30	31	32	31	19	25
10:00 AM	0	0	0	0	0	0	0	0	0	34	35	37	42	21	38	21	28	25
11:00 AM	0	0	0	0	0	0	0	0	0	48	38	32	61	40	44	40	33	37
12:00 PM	0	0	0	0	0	0	0	0	0	42	41	34	63	35	46	35	34	35
1:00 PM	0	0	0	0	0	0	0	0	0	36	31	29	41	41	34	41	31	36
2:00 PM	0	0	0	0	0	0	0	0	0	39	35	38	46	40	40	40	24	32
3:00 PM	0	0	0	0	0	0	0	0	0	41	36	37	41	47	38	47	31	39
4:00 PM	0	0	0	0	0	0	0	0	0	23	24	25	54	26	34	26	37	32
5:00 PM	0	0	0	0	0	0	0	0	0	38	38	39	34	51	37	51	25	38
6:00 PM	0	0	0	0	0	0	0	0	0	42	18	24	12	34	18	34	23	29
7:00 PM	0	0	0	0	0	0	0	0	0	17	23	17	12	18	17	18	23	21
8:00 PM	0	0	0	0	0	0	0	0	0	19	22	9	21	18	17	18	15	17
9:00 PM	0	0	0	0	0	0	0	0	0	12	11	8	16	28	12	28	7	18
10:00 PM	0	0	0	0	0	0	0	0	0	14	13	13	6	9	11	9	9	9
11:00 PM	0	0	0	0	0	0	0	0	0	8	16	6	5	3	9	13	3	8

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	78	14	17	33	115	377	676	843	643	263	60	8	1	0	3,128
Percent	SB	2%	0%	1%	1%	4%	12%	22%	27%	21%	8%	2%	0%	0%	0%	0%
Average Percent		1%	0%	0%	1%	2%	6%	11%	13%	10%	4%	1%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	17	1,455	452	48	93	35	14	69	742	25	4	1	3	64	3,022
Percent	SB	1%	48%	15%	2%	3%	1%	0%	2%	25%	1%	0%	0%	0%	2%	0%
Average Percent		0%	24%	7%	1%	2%	1%	0%	1%	12%	0%	0%	0%	0%	1%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	259
WEEKEND ADT:	246

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694228  
 Location: I-26 SB Exit Ramp to US 15 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	2	8	4	4	5	8	7	8
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	2	5	2	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	1	1	4	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	5	3	3	4	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	5	3	3	0	3	2	2	2	2
5:00 AM	0	0	0	0	0	0	0	0	0	4	6	8	11	7	8	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	2	10	11	11	14	11	2	7	5
7:00 AM	0	0	0	0	0	0	0	0	0	10	24	19	15	7	19	2	6	4
8:00 AM	0	0	0	0	0	0	0	0	0	20	10	16	17	11	14	8	6	7
9:00 AM	0	0	0	0	0	0	0	0	0	23	16	14	10	12	13	12	19	16
10:00 AM	0	0	0	0	0	0	0	0	0	18	19	26	20	16	22	13	18	16
11:00 AM	0	0	0	0	0	0	0	0	0	20	15	14	11	20	13	14	18	16
12:00 PM	0	0	0	0	0	0	0	0	0	10	18	18	10	19	15	17	18	18
1:00 PM	0	0	0	0	0	0	0	0	0	20	17	14	6	20	12	12	15	14
2:00 PM	0	0	0	0	0	0	0	0	0	29	18	17	10	24	15	25	17	21
3:00 PM	0	0	0	0	0	0	0	0	0	16	18	21	14	20	18	18	15	17
4:00 PM	0	0	0	0	0	0	0	0	0	16	15	18	13	20	15	13	18	16
5:00 PM	0	0	0	0	0	0	0	0	0	18	21	20	13	23	18	23	13	18
6:00 PM	0	0	0	0	0	0	0	0	0	20	9	15	15	24	13	13	8	11
7:00 PM	0	0	0	0	0	0	0	0	0	11	8	9	8	13	8	17	9	13
8:00 PM	0	0	0	0	0	0	0	0	0	8	10	12	5	14	9	17	11	14
9:00 PM	0	0	0	0	0	0	0	0	0	5	5	9	13	13	9	13	3	8
10:00 PM	0	0	0	0	0	0	0	0	0	8	4	7	6	11	6	8	7	8
11:00 PM	0	0	0	0	0	0	0	0	0	5	3	4	7	6	5	10	2	6

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	28	14	54	348	899	474	41	0	0	0	0	0	0	0	1,858
Percent	SB	2%	1%	3%	19%	48%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Average Percent		1%	0%	1%	9%	24%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	5	1,064	373	42	117	11	4	57	155	1	0	1	0	28	1,858
Percent	SB	0%	57%	20%	2%	6%	1%	0%	3%	8%	0%	0%	0%	0%	2%	0%
Average Percent		0%	29%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%	0%



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	659
WEEKEND ADT:	424

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694229  
 Location: I-26 NB Exit Ramp to US 15 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	6	3	7	1	5	6	9	8	0	0	0	0	0	0	0	0	0
1:00 AM	5	2	4	3	4	3	1	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	5	6	9	7	4	7	1	2	2	0	0	0	0	0	0	0	0	0
3:00 AM	9	7	7	6	8	7	3	3	3	0	0	0	0	0	0	0	0	0
4:00 AM	12	7	15	8	7	10	2	2	2	0	0	0	0	0	0	0	0	0
5:00 AM	20	15	18	16	17	16	9	1	5	0	0	0	0	0	0	0	0	0
6:00 AM	22	13	27	25	19	22	15	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	23	20	29	24	21	24	25	8	17	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	27	27	27	27	17	23	20	0	0	0	0	0	0	0	0	0
9:00 AM	21	30	16	27	32	24	26	18	22	0	0	0	0	0	0	0	0	0
10:00 AM	33	37	39	41	35	39	25	23	24	0	0	0	0	0	0	0	0	0
11:00 AM	38	37	35	34	36	35	24	31	28	0	0	0	0	0	0	0	0	0
12:00 PM	38	38	39	46	48	41	31	35	33	0	0	0	0	0	0	0	0	0
1:00 PM	41	33	40	48	35	40	27	39	33	0	0	0	0	0	0	0	0	0
2:00 PM	49	50	57	57	56	55	34	26	30	0	0	0	0	0	0	0	0	0
3:00 PM	77	50	63	72	65	62	34	36	35	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	61	75	69	68	27	45	36	0	0	0	0	0	0	0	0	0
5:00 PM	47	76	47	41	44	55	19	30	25	0	0	0	0	0	0	0	0	0
6:00 PM	26	52	32	33	33	39	27	26	27	0	0	0	0	0	0	0	0	0
7:00 PM	26	37	16	36	22	30	25	13	19	0	0	0	0	0	0	0	0	0
8:00 PM	15	23	15	9	25	16	20	12	16	0	0	0	0	0	0	0	0	0
9:00 PM	11	13	13	14	16	13	18	11	15	0	0	0	0	0	0	0	0	0
10:00 PM	10	11	9	7	11	9	13	9	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	16	7	13	7	12	4	4	4	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	20	30	308	1,143	2,000	555	44	4	0	0	0	0	0	0		4,104
Percent	NB	0%	1%	8%	28%	49%	14%	1%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	4%	14%	24%	7%	1%	0%	0%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	8	2,260	869	44	168	88	0	58	546	29	2	2	8	22		4,104
Percent	NB	0%	55%	21%	1%	4%	2%	0%	1%	13%	1%	0%	0%	0%	1%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	7%	0%	0%	0%	0%	0%		



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	236
WEEKEND ADT:	238

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694230  
 Location: I-26 NB Exit Ramp to US 15 NB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	2	3	2	2	1	2	3	1	2	0	0	0	0	0	0	0	0	0
1:00 AM	1	2	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	2	1	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	6	4	6	3	3	2	3	0	0	0	0	0	0	0	0	0
6:00 AM	7	3	8	6	8	6	5	3	4	0	0	0	0	0	0	0	0	0
7:00 AM	8	7	8	7	11	7	15	1	8	0	0	0	0	0	0	0	0	0
8:00 AM	18	9	13	11	8	11	15	14	15	0	0	0	0	0	0	0	0	0
9:00 AM	15	5	17	5	22	9	16	13	15	0	0	0	0	0	0	0	0	0
10:00 AM	16	13	10	16	17	13	17	9	13	0	0	0	0	0	0	0	0	0
11:00 AM	13	17	10	18	16	15	15	22	19	0	0	0	0	0	0	0	0	0
12:00 PM	12	12	17	25	33	18	26	20	23	0	0	0	0	0	0	0	0	0
1:00 PM	14	14	13	23	21	17	13	29	21	0	0	0	0	0	0	0	0	0
2:00 PM	21	22	24	16	20	21	15	16	16	0	0	0	0	0	0	0	0	0
3:00 PM	16	14	26	18	28	19	26	22	24	0	0	0	0	0	0	0	0	0
4:00 PM	30	35	25	35	30	32	18	24	21	0	0	0	0	0	0	0	0	0
5:00 PM	18	27	17	16	13	20	16	12	14	0	0	0	0	0	0	0	0	0
6:00 PM	10	14	15	11	10	13	17	6	12	0	0	0	0	0	0	0	0	0
7:00 PM	7	16	10	9	8	12	13	5	9	0	0	0	0	0	0	0	0	0
8:00 PM	6	3	6	5	6	5	9	5	7	0	0	0	0	0	0	0	0	0
9:00 PM	1	2	1	3	5	2	8	8	8	0	0	0	0	0	0	0	0	0
10:00 PM	7	6	4	2	3	4	3	0	2	0	0	0	0	0	0	0	0	0
11:00 PM	0	7	1	2	2	3	2	1	2	0	0	0	0	0	0	0	0	0

SPEED																
	DIRECTION	0-0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	14	8	11	9	21	63	151	379	524	364	112	21	4	0	1,681
Percent	NB	1%	0%	1%	1%	1%	4%	9%	23%	31%	22%	7%	1%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	1%	2%	4%	11%	16%	11%	3%	1%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	9	1,081	389	10	106	10	3	18	43	3	0	0	0	9	1,681
Percent	NB	1%	64%	23%	1%	6%	1%	0%	1%	3%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	32%	12%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 NB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1452
WEEKEND ADT:	523

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694232  
 Location: US 15 NB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	6	3	4	2	9	2	3	3	0	0	0	0	0	0	0	0	0
1:00 AM	4	2	2	5	4	4	3	4	4	0	0	0	0	0	0	0	0	0
2:00 AM	15	1	6	10	7	7	1	3	2	0	0	0	0	0	0	0	0	0
3:00 AM	21	7	26	34	26	33	10	2	6	0	0	0	0	0	0	0	0	0
4:00 AM	42	36	57	63	47	93	19	10	15	0	0	0	0	0	0	0	0	0
5:00 AM	78	44	79	75	74	123	21	7	14	0	0	0	0	0	0	0	0	0
6:00 AM	57	74	76	56	58	150	16	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	49	59	49	43	49	108	34	11	23	0	0	0	0	0	0	0	0	0
8:00 AM	42	38	53	44	46	91	39	20	30	0	0	0	0	0	0	0	0	0
9:00 AM	40	40	36	44	35	76	36	33	35	0	0	0	0	0	0	0	0	0
10:00 AM	36	41	44	48	26	85	36	38	37	0	0	0	0	0	0	0	0	0
11:00 AM	49	41	42	75	51	83	42	42	42	0	0	0	0	0	0	0	0	0
12:00 PM	42	58	28	95	47	86	30	34	32	0	0	0	0	0	0	0	0	0
1:00 PM	37	38	29	116	45	67	38	27	33	0	0	0	0	0	0	0	0	0
2:00 PM	26	36	33	235	56	69	36	37	37	0	0	0	0	0	0	0	0	0
3:00 PM	29	33	35	60	39	68	35	46	41	0	0	0	0	0	0	0	0	0
4:00 PM	40	35	41	46	41	76	32	40	36	0	0	0	0	0	0	0	0	0
5:00 PM	41	32	30	23	31	62	30	37	34	0	0	0	0	0	0	0	0	0
6:00 PM	25	32	19	22	28	51	25	36	31	0	0	0	0	0	0	0	0	0
7:00 PM	26	22	6	18	17	28	8	41	25	0	0	0	0	0	0	0	0	0
8:00 PM	7	11	13	14	16	24	10	23	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	15	12	8	10	27	10	9	10	0	0	0	0	0	0	0	0	0
10:00 PM	8	4	9	6	11	13	4	5	5	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	6	5	4	19	10	4	7	0	0	0	0	0	0	0	0	0

SPEED																	
	DIRECTION	0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL
Total	NB	15	10	3	17	111	373	728	1,260	1,063	350	58	9	1	0		3,998
Percent	NB	0%	0%	0%	0%	3%	9%	18%	32%	27%	9%	1%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	0%	0%	1%	5%	9%	16%	13%	4%	1%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total
Total	NB	12	2,259	898	51	173	59	0	59	455	16	4	0	1	11		3,998
Percent	NB	0%	57%	22%	1%	4%	1%	0%	1%	11%	0%	0%	0%	0%	0%		
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%		





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 SB Exit Ramp  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	168
WEEKEND ADT:	136

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694233  
 Location: US 15 SB Exit Ramp to I-26 SB  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	3	4	2	3	4	1	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	2	5	4	2	3	5	1	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	11	12	11	9	12	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	13	18	25	22	22	22	8	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	18	16	15	10	17	7	3	5
8:00 AM	0	0	0	0	0	0	0	0	0	15	13	10	16	9	12	6	5	6
9:00 AM	0	0	0	0	0	0	0	0	0	10	12	14	8	11	13	10	10	10
10:00 AM	0	0	0	0	0	0	0	0	0	8	8	7	7	9	8	12	3	8
11:00 AM	0	0	0	0	0	0	0	0	0	9	3	7	95	8	5	7	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	4	5	8	178	9	7	11	12	12
1:00 PM	0	0	0	0	0	0	0	0	0	8	12	9	258	10	11	10	6	8
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	8	245	11	10	9	8	9
3:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	282	9	11	7	8	8
4:00 PM	0	0	0	0	0	0	0	0	0	8	6	7	81	8	7	14	10	12
5:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	7	4	6	8	9	9
6:00 PM	0	0	0	0	0	0	0	0	0	4	4	8	6	11	6	9	12	11
7:00 PM	0	0	0	0	0	0	0	0	0	4	1	10	5	5	6	5	5	5
8:00 PM	0	0	0	0	0	0	0	0	0	1	5	2	4	6	4	4	8	6
9:00 PM	0	0	0	0	0	0	0	0	0	4	2	2	2	6	2	7	4	6
10:00 PM	0	0	0	0	0	0	0	0	0	1	2	1	3	3	2	4	4	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	2	4	0	0	3	7	0	4

SPEED																
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	SB	38	1	5	57	365	371	60	6	0	0	0	0	0	0	903
Percent		4%	0%	1%	6%	40%	41%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Average Percent		2%	0%	0%	3%	20%	21%	3%	0%	0%	0%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	SB	2	572	194	4	59	7	0	11	16	0	0	0	0	38	903
Percent		0%	63%	21%	0%	7%	1%	0%	1%	2%	0%	0%	0%	0%	4%	
Average Percent		0%	32%	11%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 N of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	45496
WEEKEND ADT:	57378

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694235  
 Location: I-26 N of I-95 Interchange  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB										SB							
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	183	305	205	208	224	239	215	205	210	379	245	291	306	372	268	413	336	375
1:00 AM	210	216	202	195	209	204	209	150	180	262	206	199	303	333	203	349	264	307
2:00 AM	203	206	248	250	294	235	178	131	155	232	195	217	280	293	206	274	202	238
3:00 AM	328	239	330	333	326	301	210	147	179	230	306	300	331	390	303	316	149	233
4:00 AM	486	340	441	433	506	405	328	196	262	261	404	430	446	510	417	317	172	245
5:00 AM	818	461	692	728	696	627	545	284	415	427	606	594	618	666	600	476	208	342
6:00 AM	1,095	726	1,053	1,056	1,077	945	911	526	719	685	965	975	1,061	962	970	623	335	479
7:00 AM	1,392	1,113	1,319	1,320	1,397	1251	1,332	963	1148	1,109	1,033	1,044	1,111	1,177	1039	850	542	696
8:00 AM	1,586	1,386	1,296	1,421	1,565	1368	1,821	1,486	1654	1,150	1,183	1,228	1,237	1,422	1206	1,307	846	1077
9:00 AM	1,797	1,390	1,480	1,094	1,905	1321	2,039	2,174	2107	1,352	1,401	1,389	1,586	1,790	1395	1,787	1,382	1585
10:00 AM	1,551	1,610	1,554	1,165	2,091	1443	2,127	2,642	2385	1,695	1,503	1,419	1,242	1,888	1461	2,338	1,822	2080
11:00 AM	1,573	1,674	1,589	1,429	2,128	1564	1,951	2,706	2329	1,748	1,517	1,416	1,162	2,239	1467	2,499	2,277	2388
12:00 PM	1,857	1,667	1,592	1,651	2,368	1637	1,913	2,726	2320	2,048	1,472	1,565	1,370	2,276	1519	2,485	2,346	2416
1:00 PM	1,942	1,697	1,659	1,676	2,575	1677	1,718	2,603	2161	1,892	1,486	1,522	1,049	2,619	1504	2,372	2,602	2487
2:00 PM	1,981	1,717	1,697	1,720	2,504	1711	1,866	2,469	2168	1,808	1,498	1,677	1,626	2,595	1588	2,238	2,679	2459
3:00 PM	1,720	1,746	1,633	1,697	2,472	1692	1,760	2,758	2259	1,705	1,563	1,494	1,691	2,876	1529	2,024	2,476	2250
4:00 PM	1,616	1,706	1,466	1,607	2,424	1593	1,658	1,902	1780	1,599	1,531	1,655	2,029	2,700	1593	1,917	2,297	2107
5:00 PM	1,200	1,487	1,145	1,458	1,969	1363	1,049	1,254	1152	1,412	1,303	1,501	1,689	2,595	1402	1,654	1,791	1723
6:00 PM	991	1,189	870	1,073	1,447	1044	1,156	1,383	1270	1,363	944	1,086	1,314	2,206	1015	1,054	2,054	1554
7:00 PM	841	776	623	838	1,015	746	982	1,110	1046	982	739	841	1,108	1,837	790	1,213	1,464	1339
8:00 PM	650	727	581	628	734	645	742	809	776	770	272	684	975	1,615	478	988	1,306	1147
9:00 PM	494	549	402	435	558	462	569	585	577	639	598	709	899	1,167	654	778	1,004	891
10:00 PM	365	396	308	379	435	361	393	414	404	507	434	451	821	922	443	678	596	637
11:00 PM	0	311	236	301	311	283	245	266	256	392	303	365	554	693	334	470	379	425

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	3	3	3	5	7	17	85	441	2,112	9,038	27,466	40,683	47,715	53,946	181,524
Percent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	8%	11%	13%	15%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	132,491	0	0	9,243	0	0	0	36,152	0	0	0	3,638	0	181,524
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	7%	17%	20%	22%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	9%	10%	11%	15%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Vance Rd W of I-26 SB Ramps  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	2048
WEEKEND ADT:	2013

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694239  
 Location: Vance Rd W of I-26 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	1	2	2	3	2	6	10	8	3	5	2	13	8	4	11	8	10
1:00 AM	4	3	4	5	1	4	9	2	6	5	3	4	6	2	4	7	11	9
2:00 AM	8	5	10	9	8	8	6	3	5	6	9	6	7	5	8	8	3	6
3:00 AM	35	9	26	24	21	20	5	7	6	1	6	13	3	3	10	7	1	4
4:00 AM	44	21	47	41	44	36	17	16	17	6	5	5	7	8	5	3	5	4
5:00 AM	71	41	64	84	62	63	20	8	14	15	13	11	12	14	12	7	8	8
6:00 AM	75	77	78	90	73	82	26	11	19	13	29	21	32	18	25	19	9	14
7:00 AM	58	60	56	74	65	63	38	25	32	30	35	46	60	39	41	28	10	19
8:00 AM	56	54	49	59	66	54	54	45	50	41	48	33	60	56	41	46	23	35
9:00 AM	48	52	44	65	54	54	55	52	54	46	41	43	54	59	42	95	42	69
10:00 AM	56	63	60	74	85	66	63	44	54	47	51	43	53	61	47	77	45	61
11:00 AM	64	54	49	118	66	74	72	75	74	54	43	56	158	82	50	77	55	66
12:00 PM	69	45	55	346	69	149	103	74	89	68	43	55	121	69	49	68	78	73
1:00 PM	55	53	63	268	73	128	103	75	89	62	55	64	118	62	60	72	72	72
2:00 PM	65	52	68	139	80	86	69	98	84	72	62	88	255	96	75	65	78	72
3:00 PM	51	47	56	87	112	63	67	84	76	62	73	71	399	91	72	80	68	74
4:00 PM	68	68	71	75	88	71	78	117	98	68	95	97	108	131	96	64	92	78
5:00 PM	36	58	42	46	62	49	70	70	70	71	81	101	85	92	91	57	262	160
6:00 PM	20	44	23	41	38	36	36	57	47	80	72	53	65	61	63	60	137	99
7:00 PM	14	16	19	25	25	20	24	22	23	53	33	30	49	38	32	40	44	42
8:00 PM	14	14	14	27	27	18	28	34	31	32	25	21	28	28	23	25	27	26
9:00 PM	9	13	6	14	21	11	18	13	16	24	11	18	38	34	15	18	27	23
10:00 PM	6	8	7	6	10	7	6	11	9	10	14	10	10	20	12	24	12	18
11:00 PM	0	7	7	4	11	6	5	6	6	9	5	9	8	15	7	11	3	7

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	93	20	48	233	610	698	940	1,256	1,101	605	157	41	7	3	5,812
Percent	EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	WB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	0%	2%	5%	6%	8%	11%	9%	5%	1%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	90	3,955	1,860	56	548	105	7	185	525	27	0	1	3	170	7,532
Percent	EB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	WB	2%	0%	1%	3%	11%	18%	23%	23%	13%	4%	1%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	5%	9%	12%	12%	7%	2%	0%	0%	0%	0%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Vance Rd E of I-26  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	1629
WEEKEND ADT:	1709

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694240  
 Location: Vance Rd E of I-26 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	1	2	3	5	2	4	2	3	5	3	2	6	6	3	9	11	10
1:00 AM	0	5	0	4	0	3	4	5	5	7	4	4	5	5	4	4	5	5
2:00 AM	6	0	5	3	9	3	2	2	2	2	3	5	3	1	4	6	1	4
3:00 AM	11	4	6	10	7	7	5	6	6	0	4	4	5	13	4	6	6	6
4:00 AM	18	11	26	23	13	20	12	7	10	4	12	5	2	6	9	4	7	6
5:00 AM	38	16	36	51	31	34	20	9	15	19	18	13	23	14	16	13	6	10
6:00 AM	62	39	68	72	70	60	32	14	23	13	42	44	41	37	43	25	6	16
7:00 AM	58	75	47	63	49	62	34	30	32	39	45	45	52	52	45	32	13	23
8:00 AM	48	41	49	68	64	53	44	47	46	52	46	49	65	49	48	37	23	30
9:00 AM	42	57	49	57	62	54	50	58	54	57	51	45	62	62	48	59	41	50
10:00 AM	68	56	45	107	64	69	63	58	61	54	51	49	54	57	50	55	52	54
11:00 AM	67	56	55	75	50	62	76	88	82	54	68	48	83	58	58	48	55	52
12:00 PM	53	44	51	71	60	55	76	65	71	63	44	55	202	51	50	61	81	71
1:00 PM	59	61	56	108	69	75	54	66	60	66	53	47	361	59	50	58	77	68
2:00 PM	59	56	61	98	82	72	48	71	60	43	63	60	338	63	62	52	61	57
3:00 PM	56	58	56	64	81	59	50	152	101	74	67	62	170	89	65	55	67	61
4:00 PM	69	64	51	56	67	57	44	316	180	54	55	66	70	88	61	43	70	57
5:00 PM	34	52	47	42	44	47	49	59	54	57	57	56	62	59	57	51	60	56
6:00 PM	18	27	15	24	27	22	25	38	32	46	29	27	40	39	28	40	45	43
7:00 PM	19	30	16	22	27	23	29	17	23	39	27	17	25	29	22	30	43	37
8:00 PM	8	12	7	16	14	12	18	11	15	18	12	19	22	26	16	17	17	17
9:00 PM	8	9	8	9	7	9	5	13	9	15	5	10	17	22	8	17	11	14
10:00 PM	8	5	10	8	10	8	8	7	8	8	3	5	11	8	4	7	6	7
11:00 PM	0	5	7	2	9	5	10	6	8	7	6	11	5	7	9	10	5	8

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	82	35	230	824	1,020	952	1,225	703	122	5	0	1	0	0	5,199
Percent	EB	2%	1%	4%	16%	20%	18%	24%	14%	2%	0%	0%	0%	0%	0%	
Total	WB	153	81	301	809	800	651	853	710	271	74	15	4	0	0	4,722
Percent	WB	3%	2%	6%	17%	17%	14%	18%	15%	6%	2%	0%	0%	0%	0%	
Average Percent		2%	1%	5%	16%	18%	16%	21%	14%	4%	1%	0%	0%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	36	3,095	1,135	15	218	176	9	104	327	10	0	1	2	71	5,199
Percent	EB	1%	60%	22%	0%	4%	3%	0%	2%	6%	0%	0%	0%	0%	1%	
Total	WB	61	2,621	1,036	22	261	136	6	90	336	9	0	0	2	142	4,722
Percent	WB	1%	56%	22%	0%	6%	3%	0%	2%	7%	0%	0%	0%	0%	3%	
Average Percent		1%	58%	22%	0%	5%	3%	0%	2%	7%	0%	0%	0%	0%	2%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Old State Rd W of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	3297
WEEKEND ADT:	3057

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694241  
 Location: Old State Rd W of I-95 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	6	4	6	9	5	8	7	8	14	7	4	5	10	6	16	13	15
1:00 AM	5	4	4	8	8	5	3	7	5	5	6	5	10	5	6	7	8	8
2:00 AM	6	2	4	12	6	6	3	0	2	12	10	7	11	4	9	5	7	6
3:00 AM	15	5	21	22	22	16	6	3	5	7	8	14	12	16	11	9	4	7
4:00 AM	43	22	34	46	35	34	21	9	15	7	28	31	17	30	7	5	6	
5:00 AM	73	47	83	90	89	73	15	10	13	32	46	38	42	49	42	6	6	6
6:00 AM	118	83	135	137	151	118	38	20	29	44	62	71	77	61	67	36	17	27
7:00 AM	88	132	76	92	78	100	61	40	51	66	117	117	100	107	117	42	27	35
8:00 AM	88	90	79	79	76	83	83	106	95	132	110	89	101	111	100	79	43	61
9:00 AM	91	72	76	86	98	78	106	69	88	120	95	84	99	90	90	101	69	85
10:00 AM	85	84	77	114	95	92	101	106	104	95	95	75	88	112	85	97	65	81
11:00 AM	87	78	78	187	108	114	90	93	92	91	78	91	116	110	85	101	86	94
12:00 PM	93	101	81	219	114	134	96	77	87	83	92	88	148	121	90	74	125	100
1:00 PM	106	87	97	341	132	175	109	84	97	88	93	91	277	114	92	110	127	119
2:00 PM	109	97	97	243	138	146	94	106	100	100	110	109	219	130	110	107	122	115
3:00 PM	109	82	125	146	150	118	83	107	95	92	118	118	202	156	118	98	103	101
4:00 PM	109	117	140	146	139	134	96	232	164	127	123	136	162	177	130	91	132	112
5:00 PM	93	132	104	96	96	111	84	91	88	130	162	142	142	148	152	116	636	376
6:00 PM	52	88	53	65	58	69	58	72	65	151	103	86	96	102	95	77	336	207
7:00 PM	32	64	35	44	40	48	33	32	33	91	62	49	64	61	56	60	68	64
8:00 PM	27	35	19	36	38	30	39	29	34	72	36	39	38	42	38	37	41	39
9:00 PM	33	21	13	21	28	18	26	16	21	38	13	25	28	29	19	40	35	38
10:00 PM	30	16	13	19	35	16	27	19	23	20	17	12	17	29	15	37	14	26
11:00 PM	0	12	8	8	13	9	20	4	12	0	9	8	4	23	9	19	14	17

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	342	27	47	102	216	329	607	1,294	2,050	1,909	1,226	484	149	42	8,824
Percent	EB	4%	0%	1%	1%	2%	4%	7%	15%	23%	22%	14%	5%	2%	0%	
Total	WB	196	26	65	132	346	403	808	1,811	2,707	2,094	970	351	86	29	10,031
Percent	WB	2%	0%	1%	1%	3%	4%	8%	18%	27%	21%	10%	3%	1%	0%	
Average Percent		3%	0%	1%	1%	3%	4%	7%	16%	25%	21%	12%	4%	1%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	105	4,508	2,135	80	1,015	94	20	257	271	7	2	0	0	343	8,837
Percent	EB	1%	51%	24%	1%	11%	1%	0%	3%	3%	0%	0%	0%	0%	4%	
Total	WB	86	5,374	2,433	100	1,005	68	6	219	511	17	1	2	7	202	10,031
Percent	WB	1%	54%	24%	1%	10%	1%	0%	2%	5%	0%	0%	0%	0%	2%	
Average Percent		1%	52%	24%	1%	11%	1%	0%	3%	4%	0%	0%	0%	0%	3%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Old State Rd  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	3458
WEEKEND ADT:	2452

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694242  
 Location: Old State Rd E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	7	4	5	11	5	8	12	10	13	4	2	2	10	3	13	9	11
1:00 AM	3	6	2	6	9	5	3	8	6	5	7	4	4	7	6	6	9	8
2:00 AM	5	3	2	6	4	4	4	1	3	8	10	9	11	6	10	3	9	6
3:00 AM	10	3	9	10	19	7	3	3	3	8	10	10	10	13	10	9	3	6
4:00 AM	25	9	25	36	26	23	17	7	12	11	26	33	26	15	30	5	2	4
5:00 AM	63	36	72	71	67	60	18	10	14	36	54	47	43	56	51	11	9	10
6:00 AM	117	64	117	126	133	102	40	18	29	54	72	88	84	60	80	36	13	25
7:00 AM	77	118	81	88	72	96	53	37	45	77	123	128	122	111	126	37	27	32
8:00 AM	90	89	81	81	70	84	77	102	90	135	106	86	102	121	96	76	40	58
9:00 AM	90	68	74	84	94	75	121	63	92	130	94	81	108	90	88	87	68	78
10:00 AM	98	93	76	147	96	105	101	96	99	86	87	81	97	106	84	92	63	78
11:00 AM	88	75	78	397	93	183	86	90	88	82	76	82	93	104	79	90	67	79
12:00 PM	100	100	86	391	118	192	92	61	77	76	97	77	107	114	87	76	111	94
1:00 PM	114	83	90	581	127	251	118	73	96	85	83	80	91	109	82	91	114	103
2:00 PM	113	98	101	405	139	201	96	116	106	99	115	89	99	105	102	100	119	110
3:00 PM	110	94	126	183	154	134	75	95	85	89	107	113	126	143	110	83	91	87
4:00 PM	127	119	141	147	153	136	90	114	102	123	113	121	146	164	117	85	115	100
5:00 PM	91	144	95	97	101	112	86	73	80	123	148	132	139	110	140	97	97	97
6:00 PM	39	84	52	59	58	65	64	62	63	129	81	78	92	86	80	73	88	81
7:00 PM	24	62	33	42	40	46	34	31	33	83	44	54	61	56	49	67	58	63
8:00 PM	20	37	15	33	42	28	34	25	30	55	32	29	35	28	31	35	43	39
9:00 PM	19	24	16	29	38	23	33	15	24	30	13	19	25	25	16	37	28	33
10:00 PM	18	15	11	21	38	16	29	19	24	16	15	15	13	27	15	35	12	24
11:00 PM	0	15	11	9	13	12	20	3	12	15	7	2	5	15	5	16	13	15

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	298	8	42	94	189	434	904	1,779	2,389	1,535	591	145	29	10	8,447
Percent	EB	4%	0%	0%	1%	2%	5%	11%	21%	28%	18%	7%	2%	0%	0%	
Total	WB	181	21	33	34	100	246	765	1,871	2,455	1,727	816	325	97	25	8,702
Percent	WB	2%	0%	0%	0%	1%	3%	9%	22%	28%	20%	9%	4%	1%	0%	
Average Percent		3%	0%	0%	1%	2%	4%	10%	21%	28%	19%	8%	3%	1%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	150	5,076	1,910	55	372	151	28	164	239	5	0	0	2	296	8,448
Percent	EB	2%	60%	23%	1%	4%	2%	0%	2%	3%	0%	0%	0%	0%	4%	
Total	WB	84	4,871	2,248	80	494	61	9	170	484	12	0	0	4	185	8,702
Percent	WB	1%	56%	26%	1%	6%	1%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	58%	24%	1%	5%	1%	0%	2%	4%	0%	0%	0%	0%	3%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: US 15 N of I-26 NB Ramps  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	2319
WEEKEND ADT:	1814

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694243  
 Location: US 15 N of I-26 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	NB									SB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	9	3	10	3	7	11	9	10	4	6	3	8	5	5	13	11	12
1:00 AM	4	5	2	7	3	5	6	4	5	5	1	4	1	2	3	7	9	8
2:00 AM	4	3	8	5	5	5	5	4	5	3	3	4	3	5	4	2	5	4
3:00 AM	6	5	7	4	7	5	9	8	9	5	7	6	3	12	7	6	5	6
4:00 AM	12	7	21	15	13	14	9	5	7	3	15	17	15	9	16	8	5	7
5:00 AM	38	14	47	40	46	34	8	5	7	11	35	38	37	27	37	8	5	7
6:00 AM	96	33	102	84	72	73	17	13	15	44	60	63	65	60	62	20	11	16
7:00 AM	71	99	55	66	60	73	36	26	31	64	94	95	97	99	95	35	15	25
8:00 AM	49	54	54	44	62	51	44	50	47	94	76	64	75	73	70	41	23	32
9:00 AM	73	47	74	75	78	65	60	36	48	69	59	71	73	62	65	51	48	50
10:00 AM	54	65	52	84	84	67	93	72	83	60	55	54	75	69	55	65	54	60
11:00 AM	65	66	67	93	79	75	66	82	74	49	69	52	323	81	61	67	50	59
12:00 PM	81	69	83	119	100	90	83	70	77	63	51	65	563	90	58	62	85	74
1:00 PM	85	73	79	138	101	97	68	70	69	66	68	71	583	78	70	64	68	66
2:00 PM	94	89	115	130	129	111	59	79	69	59	90	83	697	79	87	67	75	71
3:00 PM	95	106	102	117	110	108	77	96	87	79	80	89	658	91	85	51	81	66
4:00 PM	105	111	101	138	110	117	73	68	71	81	79	76	195	79	78	66	81	74
5:00 PM	78	88	72	73	93	78	57	48	53	68	77	85	85	83	81	71	62	67
6:00 PM	62	77	56	58	49	64	52	38	45	83	40	64	61	62	52	46	58	52
7:00 PM	26	37	32	39	49	36	43	55	49	39	25	37	42	45	31	47	37	42
8:00 PM	27	28	21	29	33	26	33	29	31	39	25	28	15	42	27	44	35	40
9:00 PM	19	24	13	11	31	16	27	15	21	33	11	19	24	30	15	30	21	26
10:00 PM	15	14	14	17	18	15	12	6	9	16	6	11	10	26	9	19	10	15
11:00 PM	0	10	7	8	14	8	13	8	11	12	10	14	7	9	12	22	4	13

SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	324	6	6	30	70	126	366	897	1,658	1,623	1,059	371	117	49	6,702
Percent	NB	5%	0%	0%	0%	1%	2%	5%	13%	25%	24%	16%	6%	2%	1%	
Total	SB	125	7	13	17	29	111	473	1,188	1,751	1,469	685	230	66	30	6,194
Percent	SB	2%	0%	0%	0%	0%	2%	8%	19%	28%	24%	11%	4%	1%	0%	
Average Percent		3%	0%	0%	0%	1%	2%	7%	16%	27%	24%	13%	5%	1%	1%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	67	2,898	1,614	99	1,113	49	8	348	177	5	0	0	2	322	6,702
Percent	NB	1%	43%	24%	1%	17%	1%	0%	5%	3%	0%	0%	0%	0%	5%	
Total	SB	74	3,072	1,467	72	771	38	8	200	369	4	2	0	0	117	6,194
Percent	SB	1%	50%	24%	1%	12%	1%	0%	3%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	46%	24%	1%	15%	1%	0%	4%	4%	0%	0%	0%	0%	3%	



Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Charleston Hwy  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	3842
WEEKEND ADT:	3190

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694245  
 Location: Charleston Hwy W of I-95 SB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	13	9	7	11	10	9	13	11	18	13	14	23	23	14	24	20	22
1:00 AM	9	5	9	9	12	8	9	6	8	10	8	15	7	9	12	14	17	16
2:00 AM	15	4	11	21	16	12	12	8	10	7	10	5	9	11	8	13	13	13
3:00 AM	31	14	27	33	32	25	16	8	12	4	7	10	18	9	9	14	11	13
4:00 AM	46	27	61	62	54	50	26	9	18	4	9	12	11	10	11	12	4	8
5:00 AM	88	52	98	94	95	81	45	20	33	10	22	12	24	23	17	17	6	12
6:00 AM	118	100	103	151	146	118	76	38	57	16	34	34	31	33	34	21	13	17
7:00 AM	86	109	90	107	87	102	78	42	60	27	88	75	84	92	82	39	25	32
8:00 AM	93	99	97	103	106	100	111	54	83	79	71	80	110	78	76	81	60	71
9:00 AM	98	82	76	102	77	87	109	93	101	70	78	57	91	95	68	89	63	76
10:00 AM	95	80	81	185	104	115	107	119	113	91	67	79	107	99	73	103	70	87
11:00 AM	88	80	105	520	105	235	116	90	103	84	99	81	258	97	90	94	94	94
12:00 PM	118	108	99	501	113	236	98	104	101	96	118	107	271	119	113	103	100	102
1:00 PM	91	99	94	618	110	270	108	85	97	105	95	90	217	110	93	100	96	98
2:00 PM	96	110	100	766	112	325	119	107	113	107	111	96	206	101	104	125	93	109
3:00 PM	102	91	103	171	134	122	117	100	109	104	147	131	264	140	139	95	92	94
4:00 PM	101	108	103	119	114	110	106	193	150	144	140	135	195	148	138	104	120	112
5:00 PM	73	106	66	106	96	93	97	97	97	118	142	129	220	148	136	110	313	212
6:00 PM	71	60	70	68	76	66	75	74	75	122	106	111	109	131	109	98	219	159
7:00 PM	33	52	41	58	65	50	49	60	55	162	67	70	73	91	69	80	141	111
8:00 PM	33	40	36	28	43	35	35	51	43	110	50	42	61	64	46	65	102	84
9:00 PM	14	29	27	47	32	34	45	29	37	64	32	36	42	65	34	56	62	59
10:00 PM	18	21	16	19	44	19	30	20	25	46	29	29	46	47	29	41	24	33
11:00 PM	0	16	19	23	13	19	25	23	24	24	23	25	22	39	24	44	18	31

SPEED																
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	151	19	42	220	547	827	1,318	2,087	2,399	1,254	444	103	21	9	9,441
Percent		2%	0%	0%	2%	6%	9%	14%	22%	25%	13%	5%	1%	0%	0%	
Total	WB	166	25	77	238	676	1,204	1,623	2,236	2,102	1,027	293	68	22	1	9,761
Percent		2%	0%	1%	2%	7%	12%	17%	23%	22%	11%	3%	1%	0%	0%	
Average Percent		2%	0%	1%	2%	6%	11%	15%	23%	23%	12%	4%	1%	0%	0%	

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	115	5,475	2,158	59	420	82	231	154	570	22	1	1	3	151	9,442
Percent		1%	58%	23%	1%	4%	1%	2%	2%	6%	0%	0%	0%	0%	2%	
Total	WB	174	5,816	2,105	81	424	243	20	149	564	14	1	4	1	165	9,761
Percent		2%	60%	22%	1%	4%	2%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		2%	59%	22%	1%	4%	2%	1%	2%	6%	0%	0%	0%	0%	2%	





Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: Charleston Hwy  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

WEEKDAY ADT:	4854
WEEKEND ADT:	3700

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694246  
 Location: Charleston Hwy E of I-95 NB Ramps  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	19	31	31	28	42	30	24	15	20	17	27	29	38	41	28	37	16	27
1:00 AM	11	28	22	23	34	24	29	14	22	19	25	22	20	37	24	23	22	23
2:00 AM	18	20	31	40	27	30	19	20	20	14	20	19	19	35	20	18	9	14
3:00 AM	40	36	51	40	51	42	21	13	17	8	20	24	36	29	22	21	16	19
4:00 AM	65	46	87	92	73	75	31	15	23	10	40	36	37	37	38	24	13	19
5:00 AM	96	60	100	101	99	87	57	32	45	21	58	57	53	53	58	29	19	24
6:00 AM	122	111	152	174	132	146	73	24	49	50	80	73	73	66	77	41	32	37
7:00 AM	99	122	107	95	95	108	90	47	69	74	124	150	114	120	137	87	35	61
8:00 AM	94	96	107	131	103	111	102	60	81	119	97	107	112	107	102	99	57	78
9:00 AM	107	97	100	152	95	116	95	103	99	100	106	92	116	103	99	122	73	98
10:00 AM	127	119	111	274	120	168	108	127	118	82	98	113	154	96	106	109	75	92
11:00 AM	120	141	142	378	155	220	128	113	121	94	129	121	252	130	125	101	123	112
12:00 PM	169	156	170	299	140	208	122	119	121	121	135	131	326	153	133	114	139	127
1:00 PM	146	149	147	367	157	221	144	117	131	134	121	130	319	136	124	105	111	108
2:00 PM	128	158	146	386	140	230	128	127	128	138	169	143	342	125	156	115	103	109
3:00 PM	144	121	162	281	165	188	123	128	126	148	159	163	294	164	161	97	119	108
4:00 PM	162	163	139	310	136	204	110	136	123	164	152	159	209	152	156	115	126	121
5:00 PM	262	152	116	145	108	138	110	181	146	129	154	145	142	181	150	115	136	126
6:00 PM	183	122	121	90	79	111	100	258	179	148	123	117	132	116	120	90	113	102
7:00 PM	110	106	73	84	91	88	88	238	163	132	86	92	95	102	89	79	94	87
8:00 PM	90	82	62	76	80	73	66	112	89	83	59	55	70	72	57	77	65	71
9:00 PM	65	53	60	55	49	56	63	53	58	72	39	52	62	59	46	63	57	60
10:00 PM	29	36	45	46	52	42	44	31	38	59	31	34	48	53	33	45	39	42
11:00 PM	0	47	41	40	39	43	26	34	30	49	37	37	26	36	37	46	17	32

SPEED																
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	1,100	1,457	3,304	2,126	1,381	1,206	1,075	902	506	160	63	12	2	1	13,295
Percent		8%	11%	25%	16%	10%	9%	8%	7%	4%	1%	0%	0%	0%	0%	
Total	WB	709	1,224	3,077	2,019	1,115	866	1,100	967	500	158	38	10	3	0	11,787
Percent		6%	10%	26%	17%	9%	7%	9%	8%	4%	1%	0%	0%	0%	0%	
Average Percent		7%	11%	25%	17%	10%	8%	9%	7%	4%	1%	0%	0%	0%		

CLASS																
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	1,380	5,228	1,933	170	494	1,249	159	256	1,404	36	70	25	4	887	13,295
Percent		10%	39%	15%	1%	4%	9%	1%	2%	11%	0%	1%	0%	0%	7%	
Total	WB	175	5,108	1,813	223	341	371	31	352	2,612	66	90	19	17	569	11,787
Percent		1%	43%	15%	2%	3%	3%	0%	3%	22%	1%	1%	0%	0%	5%	
Average Percent		6%	41%	15%	2%	3%	6%	1%	2%	16%	0%	1%	0%	0%	6%	

# **Appendix B 2022 EXISTING COLLECTED TRAVEL SPEEDS**



### Speed Data - 168 Hours (hour increments)

Division: N/A  
 County: Dorchester  
 City: N/A  
 On Road: I-26 N of I-95  
 Milepost: N/A

Speed Limit: N/A  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694235  
 Location: I-26 N of I-95 Interchange  
 RR Crossing No: N/A

Start Date: 3/1/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>72</u>	<u>71</u>	<u>72</u>
Mean Speed:	<u>71</u>	<u>70</u>	<u>71</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>75+</u>	<u>75+</u>	<u>75+</u>
Low Speed:	<u>55</u>	<u>55</u>	<u>55</u>
85th Percentile Speed:	<u>78</u>	<u>78</u>	<u>78</u>
% Vehicles above Speed Limit:	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

Date	Start Time	NB														Total
		1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/1/22	0:00	0	0	0	0	0	0	0	0	12	27	87	63	55	61	305
3/1/22	1:00	1	1	0	1	1	0	0	8	8	22	67	39	44	24	216
3/1/22	2:00	0	0	0	0	0	0	0	1	6	13	42	57	46	41	206
3/1/22	3:00	0	0	0	0	0	0	0	1	2	7	52	60	66	51	239
3/1/22	4:00	0	0	0	0	0	0	0	2	10	34	66	94	74	60	340
3/1/22	5:00	0	0	0	0	0	0	0	1	11	35	82	124	110	98	461
3/1/22	6:00	0	0	0	1	0	0	0	2	14	38	95	171	195	210	726
3/1/22	7:00	0	0	0	0	0	0	0	1	15	40	143	219	284	411	1,113
3/1/22	8:00	0	0	0	0	0	0	0	1	12	67	181	324	356	445	1,386
3/1/22	9:00	0	0	0	0	0	0	0	1	17	80	215	389	368	320	1,390
3/1/22	10:00	0	0	0	0	0	0	0	4	14	77	285	456	462	312	1,610
3/1/22	11:00	0	0	0	0	0	0	1	4	24	127	395	447	459	217	1,674
3/1/22	12:00	0	0	0	1	0	0	0	9	27	124	311	444	447	304	1,667
3/1/22	13:00	0	0	0	0	0	2	1	2	25	112	364	461	439	291	1,697
3/1/22	14:00	0	0	0	0	1	0	0	3	28	103	325	512	448	297	1,717
3/1/22	15:00	0	0	0	0	0	0	9	23	38	147	349	454	415	311	1,746
3/1/22	16:00	0	0	0	0	0	0	1	0	15	90	292	451	467	390	1,706
3/1/22	17:00	0	0	1	0	0	0	0	5	13	91	300	369	349	359	1,487
3/1/22	18:00	0	0	0	0	0	0	0	1	9	71	218	301	268	321	1,189
3/1/22	19:00	0	0	0	0	0	0	0	1	17	57	141	188	184	188	776
3/1/22	20:00	0	0	0	0	0	0	7	1	10	24	83	100	121	381	727
3/1/22	21:00	0	0	0	0	0	0	0	4	6	49	117	147	112	114	549
3/1/22	22:00	0	0	0	0	0	0	0	2	7	38	78	101	83	87	396
3/1/22	23:00	0	0	0	0	0	0	0	0	6	28	80	77	67	53	311
3/2/22	0:00	0	0	0	0	0	2	2	4	7	28	65	60	53	38	259
3/2/22	1:00	0	0	0	0	0	0	0	1	3	16	49	58	47	31	205
3/2/22	2:00	0	0	0	0	0	0	0	1	5	19	49	58	43	27	202
3/2/22	3:00	0	0	0	0	0	0	0	2	7	18	55	65	64	37	248
3/2/22	4:00	0	0	0	0	0	0	0	3	7	23	68	87	84	58	330
3/2/22	5:00	0	0	0	0	0	0	1	2	9	35	82	127	110	75	441
3/2/22	6:00	0	0	0	1	0	0	0	1	12	41	122	157	181	177	692
3/2/22	7:00	0	0	0	0	0	0	0	1	13	37	143	197	295	367	1,053
3/2/22	8:00	0	0	0	0	0	0	0	2	20	70	202	288	320	417	1,319
3/2/22	9:00	0	0	0	0	0	0	1	2	7	57	182	292	381	374	1,296
3/2/22	10:00	0	0	0	0	0	0	0	3	8	66	277	403	417	306	1,480
3/2/22	11:00	0	0	0	0	0	0	0	2	12	89	288	428	398	337	1,554
3/2/22	12:00	0	0	0	0	0	1	0	1	11	121	294	434	424	303	1,589
3/2/22	13:00	0	0	0	0	1	0	0	1	26	104	330	461	400	269	1,592
3/2/22	14:00	0	0	0	0	0	0	0	0	22	99	332	420	445	341	1,659
3/2/22	15:00	0	0	0	0	0	0	1	9	12	79	263	413	508	412	1,697
3/2/22	16:00	0	0	0	0	0	0	1	5	15	74	263	413	446	416	1,633
3/2/22	17:00	2	0	0	0	0	2	12	52	118	155	321	323	285	196	1,466
3/2/22	18:00	0	0	1	0	0	0	0	3	15	100	295	338	256	137	1,145
3/2/22	19:00	0	0	0	0	0	0	4	3	13	54	146	212	202	236	870



### Speed Data - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: Harleyville  
 On Road: I-26  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694236  
 Location: I-26 S of I-95 Interchange

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>69</u>	<u>70</u>	<u>70</u>
Mean Speed:	<u>69</u>	<u>70</u>	<u>69</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
Low Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
85th Percentile Speed:	<u>73</u>	<u>73</u>	<u>73</u>
% Vehicles above Speed Limit:	<u>72.5</u>	<u>74.8</u>	<u>73.6</u>

Date	Start Time	NB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/23/22	0:00	0	0	0	0	0	0	0	0	1	1	5	13	7	25	52
3/23/22	0:15	0	0	0	0	0	0	0	0	0	1	5	9	10	20	45
3/23/22	0:30	0	0	0	0	0	0	0	0	2	2	3	11	10	21	49
3/23/22	0:45	0	0	0	0	0	0	0	0	1	1	2	3	11	6	24
3/23/22	1:00	0	0	0	0	0	0	0	0	0	1	4	11	10	4	30
3/23/22	1:15	0	0	0	0	0	0	0	0	1	1	7	9	10	9	37
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	8	5	13	29
3/23/22	1:45	0	0	0	0	0	0	0	0	0	1	6	10	3	7	27
3/23/22	2:00	0	0	0	0	0	0	0	0	0	1	3	10	6	9	29
3/23/22	2:15	0	0	0	0	0	0	0	0	0	2	5	12	11	8	38
3/23/22	2:30	0	0	0	0	0	0	1	0	0	1	8	12	9	6	37
3/23/22	2:45	0	0	0	0	0	0	0	0	0	0	4	9	8	7	28
3/23/22	3:00	0	0	0	0	0	0	0	0	0	2	11	9	13	11	46
3/23/22	3:15	0	0	0	0	0	0	0	0	0	1	4	9	15	6	35
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	5	12	12	14	43
3/23/22	3:45	0	0	0	0	0	0	0	0	2	0	3	14	13	6	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	0	6	11	17	10	44



### Speed Data - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: Bowman  
 On Road: I-95 N of I-26 Interchange  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694237  
 Location: I-95 N of I-26 Interchange

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>69</u>	<u>70</u>	<u>69</u>
Mean Speed:	<u>69</u>	<u>69</u>	<u>69</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
Low Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
85th Percentile Speed:	<u>73</u>	<u>73</u>	<u>73</u>
% Vehicles above Speed Limit:	<u>75.4</u>	<u>77.5</u>	<u>76.4</u>

Date	Start Time	NB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/23/22	0:00	0	0	0	0	0	0	1	0	1	4	5	12	9	18	50
3/23/22	0:15	0	0	0	0	0	0	0	0	0	0	1	12	10	23	46
3/23/22	0:30	0	0	0	0	0	0	0	0	0	1	5	20	13	17	56
3/23/22	0:45	0	0	0	0	0	0	0	0	0	0	6	18	11	22	57
3/23/22	1:00	0	0	0	0	0	0	0	0	0	0	10	12	14	8	44
3/23/22	1:15	0	0	0	0	0	0	0	0	0	1	5	12	9	13	40
3/23/22	1:30	0	0	0	0	0	0	0	1	0	1	3	15	6	12	38
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	3	15	10	12	41
3/23/22	2:00	0	0	0	0	0	0	0	0	1	1	6	10	5	9	32
3/23/22	2:15	0	0	0	0	0	0	0	0	1	0	4	2	5	14	26
3/23/22	2:30	0	0	0	0	0	0	0	0	1	3	5	11	17	21	58
3/23/22	2:45	0	0	0	0	0	0	1	0	0	4	6	8	7	7	33
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	10	6	13	13	43
3/23/22	3:15	0	0	0	0	0	0	0	0	0	0	1	6	7	16	30
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	3	10	16	8	37
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	4	13	11	9	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	1	9	13	12	9	44
3/23/22	4:15	0	0	0	0	0	0	0	0	0	0	8	14	15	18	55
3/23/22	4:30	0	0	0	0	0	0	0	2	1	0	7	11	12	12	45



### Speed Data - 168 Hours (15-min increments)

Division: N/A  
 County: Orangeburg  
 City: Bowman  
 On Road: I-95  
 Milepost: N/A

Speed Limit: 70  
 Advisory Speed: N/A

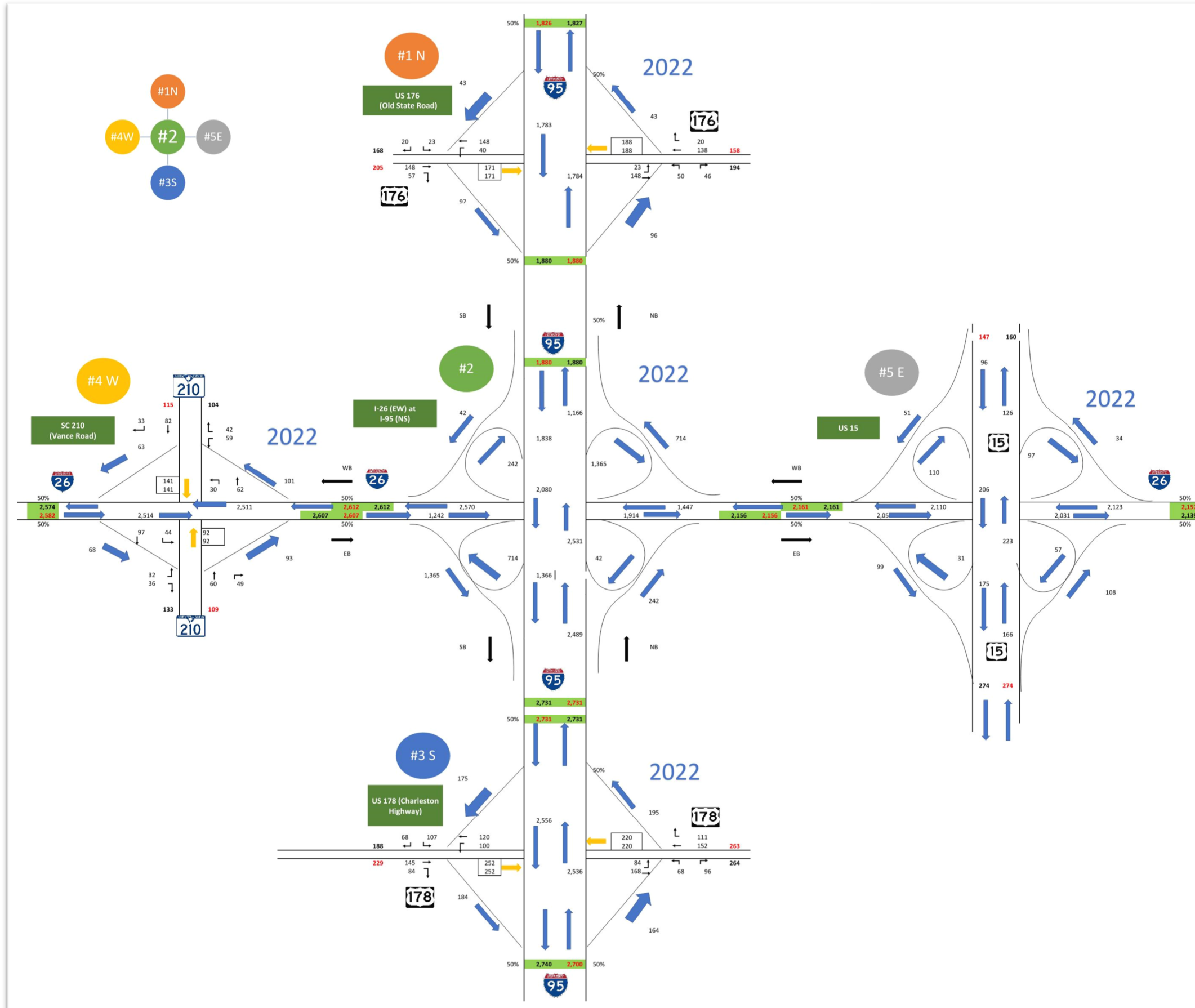
Contractor: DAD N ASSOCIATES LLC  
 Count Number: 15694238  
 Location: I-95 S of I-26 Interchange

RR Crossing No: N/A  
 Start Date: 3/23/22  
 Start Time (24-hour clock): 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	<u>All Lanes</u>
Median Speed:	<u>70</u>	<u>70</u>	<u>70</u>
Mean Speed:	<u>68</u>	<u>70</u>	<u>69</u>
Pace Speed:	<u>66-75</u>	<u>66-75</u>	<u>66-75</u>
High Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
Low Speed:	<u>n/a (radar)</u>	<u>n/a (radar)</u>	<u>n/a (radar)</u>
85th Percentile Speed:	<u>73</u>	<u>73</u>	<u>73</u>
% Vehicles above Speed Limit:	<u>72.8</u>	<u>72.8</u>	<u>72.8</u>

Date	Start Time	NB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
3/23/22	0:00	0	0	0	0	0	0	0	0	0	1	4	14	24	28	71
3/23/22	0:15	0	0	0	0	0	0	0	0	2	2	3	12	17	14	50
3/23/22	0:30	0	0	0	0	0	0	0	1	1	0	1	15	18	40	76
3/23/22	0:45	0	0	0	0	0	0	0	0	1	3	9	17	21	20	71
3/23/22	1:00	0	0	0	0	2	1	1	0	4	4	9	15	24	8	68
3/23/22	1:15	0	0	0	0	0	0	0	1	0	1	1	9	24	24	60
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	11	22	28	64
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	9	16	24	23	73
3/23/22	2:00	0	0	0	0	1	0	0	0	0	1	3	13	27	19	64
3/23/22	2:15	0	0	0	0	0	0	0	1	3	3	4	22	25	22	80
3/23/22	2:30	0	0	0	0	0	0	0	0	0	0	4	15	32	24	75
3/23/22	2:45	0	0	0	0	0	0	0	0	1	0	1	13	25	29	69
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	4	12	29	28	74
3/23/22	3:15	0	0	0	0	0	0	0	0	0	2	3	21	28	40	94
3/23/22	3:30	0	0	0	0	0	0	0	0	0	2	11	22	36	39	110
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	6	14	41	46	108
3/23/22	4:00	0	0	0	0	0	0	0	0	1	4	4	24	41	46	120



# I-26 at I-95 Interchange

## Traffic Forecast

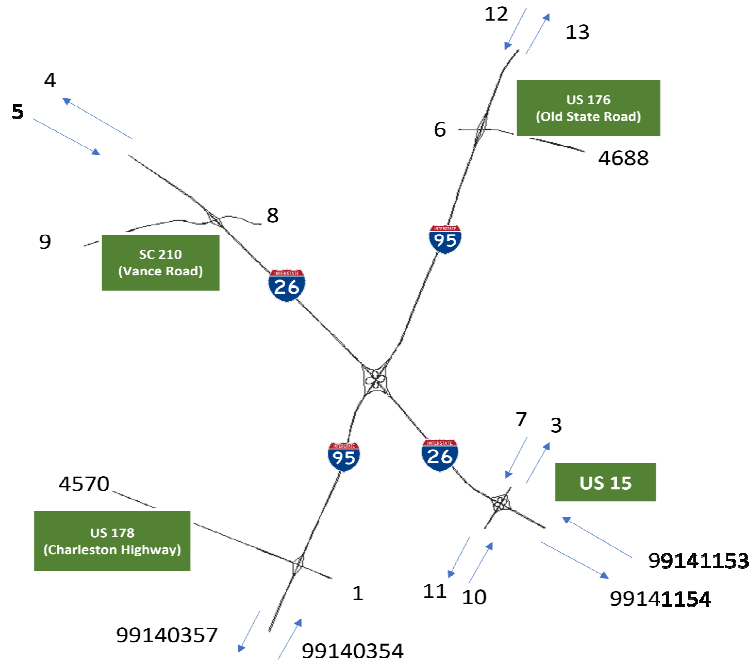
# 2022

## Existing

# Appendix D 2022 EXISTING OD MATRIX



	1	3	4	5	6	7	8	9	10	11	12	13	4570	4688	99140354	99140357	99141153	99141154	
1	0	0	0	0	1	0	0	0	0	0	0	66	84	0	0	104	0	0	255
3	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	0	0	0	0	0	0
5	0	38	0	0	0	0	29	34	0	78	0	29	15	0	0	1324	0	1054	2601
6	0	0	0	0	0	0	0	0	0	0	0	33	3	142	0	0	0	17	195
7	0	0	36	0	0	0	0	0	0	74	0	0	2	0	0	2	0	26	140
8	0	0	52	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	111
9	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	5	0	59	120
10	0	92	69	0	0	0	3	0	0	0	2	0	0	0	2	0	0	107	275
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	11	0	40	0	0	0	5	0	0	0	0	0	0	1085	0	671	1812
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4570	107	0	42	0	1	0	0	0	0	0	0	0	0	0	0	73	0	50	273
4688	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	102
99140354	143	1	1276	0	0	0	0	13	0	2	0	1055	0	34	0	0	0	169	2693
99140357	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99141153	0	32	1085	0	80	0	0	55	0	104	0	626	134	0	0	57	0	0	2173
99141154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	250	163	2592	0	122	0	85	164	0	263	0	1811	238	176	0	2733	0	2153	10750



# **Appendix E 2022 EXISTING RAW TRANSMODELER OUTPUT**

Segment	AB Dir	BA Dir	Street	Narr	AB Flow	BA Flow	AB Avg	SpeBA	AB Avg	SpeBA	AB Std	Dev BA	BA Std	Dev AB	Density	BA Density
78126	NE		I-95 North	2691.867			69.38984		5.802744		25.12233					
78128	N		I-95 North	1912.8117			67.06387		6.532657		16.35697					
78124	NW		I-26 Westb	2580.35			67.95304		4.692631		25.80408					
78130	NW		I-26 Westb	2174.55			70.82942		4.852351		14.13539					
78119	SW		US 15 Sout	139.1833			43.55073		5.449544		2.693406					
78117	E		US 15 NB to	114.65			46.96593				2.970946					
78111	NW		I-26 Westb	2131.8			60.71336		14.17628		17.0568					
78074	SE		I-26 Eastbo	2159.333			69.79454		4.111376		19.3252					
78075	NW		I-26 Westb	2161.25			68.86454		8.430952		11.77317					
76157	SW		I-95 Southt	2760.267			68.58772		4.481861		25.29189					
76159	NE		I-95 Northt	2692.683			67.44381		9.472616		17.04147					
70276	E	NW	US 178 (Ch	271.8833	233.8	45.8082	46.24154	4.828113	5.152139	7.762967	6.6205					
76309	S		I-95 Southt	2191.23			66.42781		8.905796		19.14399					
76152	NE		I-95 Northt	2555.433			70.1513		4.812909		24.21371					
76153	NE		I-95 NB to l	140.1			30.39352		21.49009		5.835816					
76154	S		I-95 Southt	2588.867			66.86999		6.029286		24.48808					
78096	SE	NW	US 15 NB to	188	190.9667	30.12712	46.50358	16.78321	5.27443	5.934013	4.886342					
76158	SW		I-95 SB to l	145.0833			42.77423		6.857617		4.645052					
76308	N		I-95 Northt	2690.017			69.60218		4.413365		24.54533					
76156	S		US 178 to l	177.0167			40.53328				13.10425					
76160	N		US 178 to l	151.8333			37.39787		14.82104		4.747952					
77356	SW		US 15 Sout	145.6833			50.05848		5.558884		4.820686					
77363	NE		US 15 Nort	157.65			42.56708				2.178471					
77364	N		I-26 WB to	31.81667			44.10551				0.618995					
77370	E		US 15 NB t	114.65							0					
78118	SW		US 15 Sout	277.3833			49.08973		6.35463		6.781378					
77372	SE		I-26 Eastbo	2059.717			65.45874		6.795586		20.43226					
78079	S		I-95 Southt	1804.2			71.44929		4.407376		16.29295					
77355	SW		US 15 Sout	272.8833			48.85637				5.526357					
77357	NW		I-26 Westb	2094.8			70.13819		6.765451		18.50672					
77358	W		US 15 SB t	36.18333			46.99555		7.755673		0.841760					
77359	SW		US 15 Sout	98.41667			45.5195				1.504039					
77361	S		I-26 WB to	100.6333			35.19114		6.813408		3.082889					
77366	NE		US 15 Nort	126.5333			47.78113		6.289737		1.575578					
77374	SE		I-26 Eastbo	2067.967			70.81231		4.64452		15.07165					
77375	SW		US 15 Sout	185.4			47.88652		5.784129		2.072525					
77376	S		I-26 EB to l	88.53333			44.14035		5.639213		2.09402					
77379	E		US 15 SB t	26.03333			35.92983				1.096952					
77360	NW		I-26 Westb	2209.433			67.30925		10.05304		14.24432					
77367	NW		US 15 NB t	76.9			38.34937		9.273154		2.485692					
77373	NE		I-26 EB to l	39.33333			32.8201				2.043002					
77377	SE		I-26 Eastbo	2086.2			68.31562		6.34147		10.58842					
68251	NE		US 15 Nort	208.8833			43.75404		4.571241		3.475631					
77354	SW		US 15 Sout	201.0167			44.47906		6.878535		3.253735					
77369	SE		I-26 Eastbo	2154.883			65.79021		9.137736		15.95775					
78075	SE		I-26 Eastbo	2195.5			66.43493		8.826096		14.4872					
76318	SW		I-95 Southt	1889.117			69.54179		4.006233		17.50471					
76315	N		I-95 Northt	1919.133			69.78418		4.29089		17.37892					
76166	SW		I-95 Southt	1872.75			68.32645		5.090299		16.50077					
76172	NW		I-26 Westb	1421.483			65.1502		11.7006		13.88036					
78102	NE		I-95 Northt	1741.033			69.95398		4.117029		16.54229					
78103	S		I-95 Southt	1901.233			70.26474		4.714817		18.04712					
78101	N		I-95 Northt	1901.667			67.35003		7.754589		17.60882					
76174	NE		I-26 WB to	706.0667			41.82593		5.864255		21.75303					
77402	E	W	SC 210 (Vai	88.75	107.8667	44.57429	41.16167	11.15384	18.43112	2.360648	3.200825					
78112	NW		I-26 Westb	2572			69.02255		3.873079		24.22683					
77403	NW		I-26 Westb	2517.2			68.7469		4.444785		22.07311					
77404	NW		I-26 WB to	31.35167			21.74108				3.107823					
77405	SE		I-26 Eastbo	2530.367			67.97268		4.191933		23.7036					
77407	SE		SC 210 to l-	65.8			37.40691		5.649259		1.162025					
76161	SE		I-26 Eastbo	2625.15			66.63412		6.49633		15.97845					
76163	NW		I-26 Westb	2563.383			66.93645		8.00632		17.03971					
76313	NE		I-95 Northt	2691.233			67.37118		5.62157		25.37101					
76314	SW		I-95 Southt	2701.1			61.03044		10.11624		16.9298					
76311	SW		I-95 Southt	2763.033			69.46813		4.551698		26.25048					
76310	NE		I-95 Northt	2716.55			68.06426		3.575445		25.19989					
76178	NE		I-95 Northt	2454.1			61.94999		9.891719		25.77527					
76179	SE		I-26 Eastbo	1877.15			66.70777		7.939091		19.51882					
76183	N		I-26 WB to	30.45			33.21599		7.402582		1.073953					
76185	SW		I-95 Southt	1356.15			67.65802		8.464987		14.8082					
76186	SW		I-26 EB to l	1319.883			40.03424		5.535724		42.84676					
76180	SE		I-95 NB to l	215.1			48.32547		9.795939		5.711447					
76162	NW		I-26 Westb	2770.433			45.02697		11.80944		26.12318					
64742	SW		I-95 Southt	2062.783			55.61333		15.92398		16.09511					
64745	SE		I-26 Eastbo	60.999883			60.92199		13.78263		16.5792					
75978	NE		I-95 Northt	2486.017			46.22865		18.48615		24.37984					
76168	NW		I-95 SB to l	39.56667			50.5824		5.51704		0.729915					
76169	SW		I-95 Southt	1844.717			66.52994		9.024729		17.64944					
76170	NW		I-26 Westb	2546.683			58.7563		10.23991		28.50477					
76171	S		I-26 WB to	195.3667			34.6846		12.57426		7.909911					
76176	NE		I-95 Northt	1162.383			68.38469		8.982997		11.08288					
76187	SE		I-26 Eastbo	1226.05			67.02831		8.460887		12.13035					
76189	SE		I-95 SB to l	709.2167			30.3528		10.1408		28.70333					
78084	SE		US 178 (Ch	248.6167	259.3333	34.02171	34.6499	10.59916	11.33567	10.56529	10.61791					
78085	E	NW	US 178 (Ch	256.1	237.3833	33.35948	37.95106	6.860056		7.076742	5.203908					
76177	NW		I-95 NB to l	1344.383			27.22404		7.979864		62.14554					

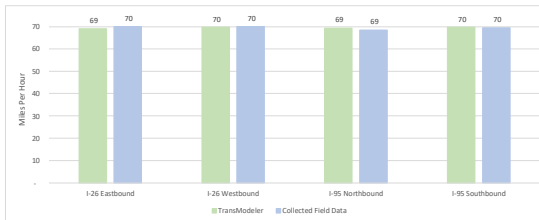
Mainline	Location	TM Segment ID	AB Avg Speed
I-26	I-26 EB West of SC 210	78076	70
I-26	I-26 EB West of I-26/I-95 Interchange	78105	67
I-26	I-26 EB East of I-26/I-95 Interchange	78074	70
I-26	I-26 EB East of US 15	78108	69
I-26	I-26 WB East of US 15	77962	71
I-26	I-26 WB East of I-26/I-95 Interchange	78110	70
I-26	I-26 WB West of I-26/I-95 Interchange	78112	69
I-26	I-26 WB West of SC 210	78113	69
I-95	I-95 NB South of US 178	76308	70
I-95	I-95 NB South of I-26/I-95 Interchange	76310	68
I-95	I-95 NB North of I-26/I-95 Interchange	76315	70
I-95	I-95 NB North of US 176	78102	70
I-95	I-95 SB North of US 176	78079	71
I-95	I-95 SB North of I-26/I-95 Interchange	76318	70
I-95	I-95 SB South of I-26/I-95 Interchange	76311	69
I-95	I-95 SB South of US 178	78098	68
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	76186	40
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	76189	30
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	76183	33
I-26/I-95	I-26 EB On-Ramp from I-95 NB	76180	48
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	76174	42
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	76177	27
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	76171	35
I-26/I-95	I-26 WB On-Ramp from I-95 SB	76168	51

Interstate Average Speeds			
	TransModeler	Collected Field Data	
I-26 Eastbound	69	70	
I-26 Westbound	70	70	
I-95 Northbound	69	69	
I-95 Southbound	70	70	

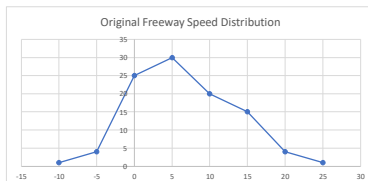
Collected Field Data		
Location	I-95 Northbound	I-95 Southbound
N of I-26	69	69
S of I-26	68	70

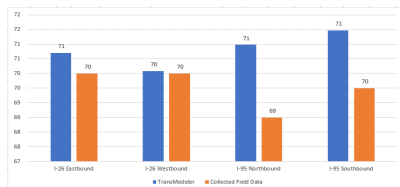
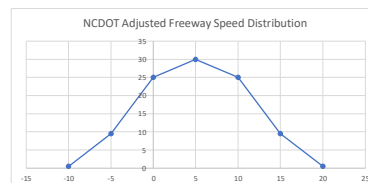
Location	I-26 Westbound (NB)	I-26 Eastbound (SB)
W of I-95 (N)	71	70
E of I-95 (S)	69	70



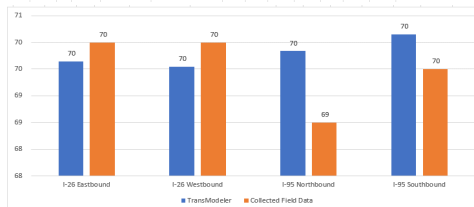
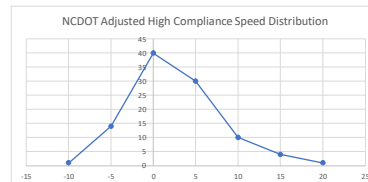
-10	1
-5	4
0	25
5	30
10	20
15	15
20	4
25	1



-10	0.5
-5	9.5
0	25
5	30
10	25
15	9.5
20	0.5



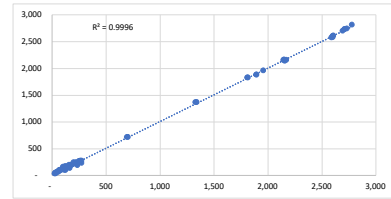
-10	1
-5	14
0	40
5	30
10	10
15	4
20	1





Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	Difference	% Difference	GEH Value	Individual Link Flow	Calibration Criteria 2?	Calibration Criteria 2	Calibration Criteria 3?	Calibration Criteria 3	Calibration Criteria 4?	Calibration Criteria 4	Calibration Criteria 5
I-26	I-26 EB West of SC 210	1	78076	2,602	2,582	(20)	-1%	0.4	1.0	yes	0.0					0.4
I-26	I-26 EB West of I-26/I-95 Interchange	2	78105	2,601	2,607	6	0%	0.1	1.0	yes	0.0					0.1
I-26	I-26 EB I-26 /I-95 Weave	61	64745	1,958	1,956	(2)	0%	0.0	1.0	yes	0.0					0.0
I-26	I-26 EB East of I-26/I-95 Interchange	3	78074	2,144	2,156	12	1%	0.3	1.0	yes	0.0					0.3
I-26	I-26 EB East of US 15	4	78108	2,158	2,139	(19)	-1%	0.4	1.0	yes	0.0					0.4
I-26	I-26 WB East of US 15	5	77362	2,173	2,157	(16)	-1%	0.4	1.0	yes	0.0					0.4
I-26	I-26 WB East of I-26/I-95 Interchange	6	78110	2,152	2,161	9	0%	0.2	1.0	yes	0.0					0.2
I-26	I-26 WB I-26 /I-95 Weave	62	76162	2,779	2,812	33	1%	0.6	1.0	yes	0.0					0.6
I-26	I-26 WB West of I-26/I-95 Interchange	7	78112	2,609	2,612	3	0%	0.1	1.0	yes	0.0					0.1
I-26	I-26 WB West of SC 210	8	78113	2,591	2,574	(17)	-1%	0.3	1.0	yes	0.0					0.3
I-95	I-95 NB South of US 178	17	76308	2,694	2,700	6	0%	0.1	1.0	yes	0.0					0.1
I-95	I-95 NB South of I-26/I-95 Interchange	18	76310	2,712	2,731	19	1%	0.4	1.0	yes	0.0					0.4
I-95	I-95 NB North of I-26/I-95 Interchange	19	76315	1,896	1,880	(16)	-1%	0.4	1.0	yes	0.0					0.4
I-95	I-95 NB North of US 176	20	78102	1,816	1,827	11	1%	0.2	1.0	yes	0.0					0.2
I-95	I-95 SB North of US 176	21	78079	1,812	1,826	14	1%	0.3	1.0	yes	0.0					0.3
I-95	I-95 SB North of I-26/I-95 Interchange	22	76318	1,894	1,880	(14)	-1%	0.3	1.0	yes	0.0					0.3
I-95	I-95 SB South of I-26/I-95 Interchange	23	76311	2,710	2,731	21	1%	0.4	1.0	yes	0.0					0.4
I-95	I-95 SB South of US 178	24	78098	2,733	2,740	7	0%	0.1	1.0	yes	0.0					0.1
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,342	1,365	23	2%	0.6	1.0	yes	0.0					0.6
I-26/I-95	I-26 EB On-Ramp from I-95 SB	10	76189	694	714	20	3%	0.7	1.0	yes	0.0					0.7
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	33	42	9	29%	1.5	0.8			yes	9.4			1.5
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	222	242	20	9%	1.2	0.9			yes	19.6			1.3
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	706	714	8	1%	0.3	1.0	yes	0.0					0.3
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,331	1,365	34	3%	0.9	1.0	yes	0.0					0.9
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	201	242	41	21%	2.8	0.8			yes	41.4			2.8
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	33	42	9	27%	1.5	0.8			yes	9			1.5
SC 210	SC 210 NB North of I-26	25	77402	85	104	19	23%	2.0	0.8			yes	19.4			2.0
SC 210	SC 210 SB North of I-26	26	77402	111	115	4	4%	0.4	1.0			yes	4			0.4
SC 210	SC 210 NB South of I-26	27	78077	120	109	(11)	-9%	1.0	1.1			yes	10.8			1.0
SC 210	SC 210 SB South of I-26	28	78077	165	133	(32)	-19%	2.6	1.2			yes	32			2.6
SC 210	I-26 EB Off-Ramp to SC 210	31	77409	63	68	5	8%	0.6	0.9			yes	5			0.6
SC 210	I-26 EB On-Ramp from SC 210	30	77407	64	93	29	45%	3.2	0.7			yes	39			3.2
SC 210	I-26 WB Off-Ramp to SC 210	29	77404	72	101	29	41%	3.1	0.7			yes	29.2			3.1
SC 210	I-26 WB On-Ramp from SC 210	32	77411	52	63	11	21%	1.5	0.8			yes	11			1.5
US 15	US 15 SB North of I-26	35	77356	140	147	7	5%	0.6	1.0			yes	7			0.6
US 15	US 15 NB North of I-26	36	78115	162	160	(2)	-1%	0.2	1.0			yes	2.4			0.2
US 15	I-26 WB Off-Ramp to US 15 NB	37	77364	32	34	2	6%	0.3	0.9			yes	2			0.3
US 15	I-26 WB Loop On-Ramp from US 15 NB	38	77367	76	97	21	28%	2.3	0.8			yes	21.2			2.3
US 15	I-26 WB Loop Off-Ramp to US 15 SB	34	77361	104	110	6	6%	0.6	0.9			yes	6.2			0.6
US 15	I-26 WB On-Ramp from US 15 SB	33	77358	40	51	11	28%	1.6	0.8			yes	10.6			1.6
US 15	I-26 EB On-Ramp from US 15 NB	39	78117	107	108	1	1%	0.1	1.0			yes	1.4			0.1
US 15	I-26 EB Loop Off-Ramp to US 15 NB	40	77373	39	57	18	46%	2.6	0.7			yes	18			2.6
US 15	I-26 EB Off-Ramp to US 15 SB	41	77376	85	99	14	16%	1.4	0.9			yes	13.8			1.4
US 15	I-26 EB Loop On-Ramp from US 15 SB	42	77379	26	31	5	20%	1.0	0.8			yes	5.2			1.0
US 15	US 15 NB South of I-26	43	78078	275	274	(1)	0%	0.0	1.0			yes	0.8			0.0
US 15	US 15 SB South of I-26	44	78118	263	274	11	4%	0.7	1.0			yes	11.2			0.7
US 176	US 176 EB East of I-95	45	70329	177	194	17	10%	1.2	0.9			yes	17.2			1.3
US 176	US 176 WB East of I-95	46	70329	102	158	56	54%	4.9	0.6			yes	55.6			4.9
US 176	I-95 NB Off-Ramp to US 176	47	76192	117	96	(21)	-18%	2.1	1.2			yes	21.2			2.1
US 176	I-95 SB Off-Ramp to US 176	48	76197	40	43	3	8%	0.5	0.9			yes	3			0.5
US 176	I-95 NB On-Ramp from US 176	49	76199	33	43	10	31%	1.7	0.8			yes	10.2			1.7
US 176	I-95 SB On-Ramp from US 176	50	76195	125	97	(28)	-22%	2.6	1.3			yes	27.8			2.6
US 176	US 176 EB West of I-95	51	78093	194	205	11	6%	0.8	0.9			yes	10.8			0.8
US 176	US 176 WB West of I-95	52	78093	122	168	46	38%	3.8	0.7			yes	46			3.8
US 178	I-95 NB Off-Ramp to US 178	53	76153	143	164	21	15%	1.7	0.9			yes	21.4			1.7
US 178	US 178 EB West of I-95	54	70276	273	229	(44)	-16%	2.8	1.2			yes	44.2			2.8
US 178	US 178 WB West of I-95	55	70276	237	188	(49)	-21%	3.2	1.3			yes	48.6			3.2
US 178	I-95 SB On-Ramp from US 178	56	76156	177	184	7	4%	0.5	1.0			yes	6.6			0.5
US 178	I-95 SB Off-Ramp to US 178	57	76158	153	175	22	15%	1.7	0.9			yes	22.2			1.7
US 178	I-95 NB On-Ramp from US 178	58	76160	160	195	35	22%	2.6	0.8			yes	35.25			2.6
US 178	US 178 EB East of I-95	59	78097	251	264	13	5%	0.8	0.9			yes	13.25			0.8
US 178	US 178 WB East of I-95	60	78097	255	263	8	3%	0.5	1.0			yes	8			0.5
				Total	51,234	51,691										

FHWA Calibration Criteria		Metric	Met?
Sum of all link flows		1%	Met
Within 15%, for 700 veh/h < Flow < 2700 veh/h		100%	Met
Within 100 veh/h, for Flow < 700 veh/h		100%	Met
Within 400 veh/h, for Flow > 2700 veh/h		100%	Met
GEH Statistic < 5 for Individual Link Flows		100%	Met





# **Appendix C BALANCED 2022 MID-DAY PEAK HOUR TRAFFIC VOLUMES**



Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	23.89	C
	Off-Ramp to SC 210	78104	Diverge	23.38	C
	Between SC 210 Ramps	77405	Basic	23.91	C
	On-Ramp from SC 210	76161	Merge	23.18	C
	West of I-26/I-95 Interchange	78105	Basic	24.63	C
	Off-Ramp to I-95 SB	78131	Diverge	36.72	E
	Between Ramps	76387	Basic	12.31	B
	System-to-System Weave	64745	Weave	11.94	B
I-26 EB	Between Ramps	76179	Basic	18.88	C
	On-Ramp from I-95 NB	78073	Merge	18.11	B
	East of I-26/I-95 Interchange	78074	Basic	19.70	C
	Off-Ramp to US 15 SB	78107	Diverge	18.84	B
	Between Ramps	77374	Basic	16.97	B
	Weave to/from US 15	77377	Weave	8.40	A
	Between Ramps	77372	Basic	20.44	C
	On-Ramp from US 15 NB	77369	Merge	18.95	B
	East of US 15	78108	Basic	19.78	C
	East of US 15	77362	Basic	19.59	C
	Off-Ramp to US 15 NB	78130	Diverge	13.02	B
	Between Ramps	78123	Basic	19.19	C
	Weave to/from US 15	77360	Weave	9.38	A
	Between Ramps	77357	Basic	19.39	C
	On-Ramp from US 15 SB	78075	Merge	19.33	B
	East of I-26/I-95 Interchange	78110	Basic	19.77	C
	Off-Ramp to I-95 NB	78111	Diverge	19.89	B
I-26 WB	Between Ramps	76172	Basic	14.14	B
	System-to-System Weave	76162	Weave	27.30	C
	Between Ramps	76170	Basic	28.99	D
	On-Ramp from I-95 SB	76163	Merge	24.34	C
	West of I-26/I-95 Interchange	78112	Basic	24.19	C
	Off-Ramp to SC 210	78124	Diverge	29.06	D
	Between SC 210 Ramps	77403	Basic	24.45	C
	On-Ramp from SC 210	77410	Merge	22.61	C
	West of SC 210	78113	Basic	23.94	C
	South of US 178	76308	Basic	24.71	C
	I-26 NB Off-Ramp to US 178	78126	Diverge	30.11	D
	I-26 EB Between US 178 Ramps	76152	Basic	23.39	C
	I-26 EB On-Ramp from US 178	76159	Merge	25.10	C
	South of I-26/I-95 Interchange	76310	Basic	25.28	C
	Off-Ramp to I-26 EB	76313	Diverge	26.00	C
	Between Ramps	76178	Basic	24.94	C
I-95 NB	System-to-System Weave	75978	Weave	27.41	C
	Between Ramps	76176	Basic	11.40	B
	On-Ramp from I-26 WB	78099	Merge	17.68	B
	North of I-26/I-95 Interchange	76315	Basic	17.41	B
	Off-Ramp to US 176	78128	Diverge	19.08	B
	Between US 176 Ramps	76191	Basic	16.33	B
	On-Ramp from US 176	76198	Merge	15.59	B
	North of US 176	78102	Basic	16.51	B
	North of US 176	78079	Basic	16.18	B
	Off-Ramp to US 176	78127	Diverge	17.66	B
	Between US 176 Ramps	76193	Basic	15.91	B
	On-Ramp from US 176	76320	Merge	16.39	B
	North of I-26/I-95 Interchange	76318	Basic	17.31	B
	Off-Ramp to I-26 WB	76166	Diverge	16.76	B
	Between Ramps	76169	Basic	17.31	B
I-95 SB	System-to-System Weave	64742	Weave	16.38	B
	Between Ramps	76185	Basic	14.08	B
	On-Ramp from I-26 EB	76314	Merge	23.66	C
	South of I-26/I-95 Interchange	76311	Basic	25.51	C
	Off-Ramp to US 178	76157	Diverge	25.91	C
	Between U 178 Ramps	76154	Basic	24.63	C
	On-Ramp from US 178	76309	Merge	25.29	C
	South of US 178	78098	#N/A	25.38	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

should be diverge

Run	Node	Num Vehicles	Total Control Delay	Avg Control Delay	LOS	Control Type	Intersection
1	2	423	0.547669	4.661011	A	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
1	14	600	0.369972	2.219831	A	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
1	15	399	0.467084	4.214291	A	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
1	99140260	612	0.841731	4.951357	A	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
1	99141171	268	0.926043	12.439379	B	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
1	99141174	314	0.783315	8.980685	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off-Ramp & SC 210 to I-26 EB On-Ramp
2	2	420	0.491326	4.211362	A	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
2	14	596	0.400311	2.417985	A	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
2	15	394	0.398867	3.644472	A	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
2	99140260	609	0.784425	4.636997	A	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
2	99141171	267	0.989232	13.337957	B	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
2	99141174	311	0.861401	9.971197	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off-Ramp & SC 210 to I-26 EB On-Ramp
3	2	420	0.421153	3.609882	A	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
3	14	598	0.393787	2.370622	A	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
3	15	393	0.393909	3.608325	A	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
3	99140260	613	0.798326	4.688373	A	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
3	99141171	269	0.943197	12.622712	B	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
3	99141174	313	0.769454	8.84995	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off-Ramp & SC 210 to I-26 EB On-Ramp
4	2	422	0.515106	4.394271	A	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
4	14	600	0.38397	2.303817	A	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
4	15	395	0.437704	3.989197	A	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
4	99140260	621	1.004597	5.82375	A	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
4	99141171	267	0.976542	13.166852	B	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
4	99141174	316	0.835308	9.516166	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off-Ramp & SC 210 to I-26 EB On-Ramp
5	2	421	0.477713	4.084961	A	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
5	14	600	0.397097	2.382579	A	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
5	15	395	0.440862	4.017979	A	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
5	99140260	617	0.920958	5.373501	A	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
5	99141171	265	0.888708	12.073012	B	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
5	99141174	312	0.743848	8.582856	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off-Ramp & SC 210 to I-26 EB On-Ramp

Location	Node	Delay	Delay
SC 210 (Vance Road) at I-26 EB Ramps	99141174	24.0	C
SC 210 (Vance Road) at I-26 WB Ramps	99141171	21.4	C
US 176 (Old State Road) at I-95 SB Ramps	2	18.8	C
US 176 (Old State Road) at I-95 NB Ramps	15	17.6	C
US 178 (Old State Road) at I-95 SB Ramps	99140260	17.0	C
US 178 (Old State Road) at I-95 NB Ramps	14	17.6	C

Level Of Service	Unsignalized
A	10
B	15
C	25
D	35
E	50
F	>

# **Appendix F NCDOT HIGH COMPLIANCE DESIRED SPEED DISTRIBUTION**

1716 [ATTACHMENT A – MODIFICATIONS TO DEFAULT TRANSMODELER FILES](#)

1717 [TransModeler Preferences \(tsm\\_user.xml\)](#)

1718 The following revisions were made to the default file:

- 1719 >Display Options>Feature Sizes>Centroids>Radius changed to 50 ft.
- 1720 >Display Options>Lane Markings and Medians>Turning Movement Arrows>Setback changed to 40 ft.
- 1721 >Display Options>Pedestrian Crosswalks>Color>Empty changed to color #2 (white)
- 1722 >Display Options>Minimum Scales> Turning Movement Arrows changed to 1:4000
- 1723 >Display Options>Other Options>Default Background Color changed to color #75 (dark grey)
- 1724 >Default Project Settings>Simulation Start Time changed to 07:45
- 1725 >Default Project Settings>Warm-up period changed to 15 minutes
- 1726 >Default Project Settings>Show Optional Settings>Routing Settings for Simulation Route Choice selected
- 1727 >Default Project Settings>Show Optional Settings>Project and Model Parameters selected
- 1728 >Default Project Settings>Output Options>Report Start Time set to 08:00 and End Time set to 09:00
- 1729 >Default Project Settings>Options>Travel Time and Delay> Enforce Free Flow Travel Time as Minimum selected
- 1730 >Default Project Settings>Options>Travel Time and Delay> Enforce Global Penalties as Minimum selected
- 1731 >Default Project Settings>Assignment>Maximum Number of Iterations set to 50
- 1732 >Default Project Settings>Assignment>Convergence set to 0.0001
- 1733 >Road Editor>Parameters>Other>Automatically Update Segment Elevation Based Elevation selected
- 1734 >Road Editor>Options>Transparent Links and Segments selected
- 1735 >Road Editor>Options>Fade Background changed to 25%
- 1736 >Intersection Control Editor>Phase Design>Controller Type changed to Type 170

1737 [TransModeler Parameters \(NCDOT Default Parameters 09-2016 Terrain.xml\)](#)

1738 The following revisions were made to the default file:

- 1739 >General>Model Mechanics>Geometry>Turn Capability>Maximum Vehicle Length Allowed for U-turn changed to 200 feet

1741 >General>Desired Speed>Distribution> Modified based on following Table:

Deviation from Speed Limit (mph)			% of Driver Population			
Level	Rolling	Mountainous	Freeway	Standard	High Compliance	Low compliance
-10	-7.5	-5	0.5	1	1	1
-5	-2.5	0	9.5	9	14	9
0	2.5	5	25	20	40	15
5	7.5	10	30	30	30	25
10	12.5	15	25	30	10	30
15	17.5	20	9.5	9	4	15
20	22.5	25	0.5	1	1	5

# **APPENDIX G. I-26 AT I-95 TRANSMODELER CORRIDOR FREEWAY OUTPUT**

2022 Existing Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	23.89	C
	Off-Ramp to SC 210	78104	Diverge	23.38	C
	Between SC 210 Ramps	77405	Basic	23.91	C
	On-Ramp from SC 210	76161	Merge	23.18	C
	West of I-26/I-95 Interchange	78105	Basic	24.63	C
	Off-Ramp to I-95 SB	78131	Diverge	36.72	E
	Between Ramps	76187	Basic	12.31	B
	System-to-System Weave	64745	Weave	11.94	B
I-26 EB	Between Ramps	76179	Basic	18.88	C
	On-Ramp from I-95 NB	78073	Merge	18.11	B
	East of I-26/I-95 Interchange	78074	Basic	19.70	C
	Off-Ramp to US 15 SB	78107	Diverge	18.84	B
	Between Ramps	77374	Basic	16.97	B
	Weave to/from US 15	77377	Weave	8.40	A
	Between Ramps	77372	Basic	20.44	C
	On-Ramp from US 15 NB	77369	Merge	18.95	B
	East of US 15	78108	Basic	19.78	C
	East of US 15	77362	Basic	19.59	C
	Off-Ramp to US 15 NB	78130	Diverge	13.02	B
	Between Ramps	78123	Basic	19.19	C
	Weave to/from US 15	77360	Weave	9.38	A
	Between Ramps	77357	Basic	19.39	C
	On-Ramp from US 15 SB	78075	Merge	19.33	B
	East of I-26/I-95 Interchange	78110	Basic	19.77	C
	Off-Ramp to I-95 NB	78111	Diverge	19.89	B
I-26 WB	Between Ramps	76172	Basic	14.14	B
	System-to-System Weave	76162	Weave	27.30	C
	Between Ramps	76170	Basic	28.99	D
	On-Ramp from I-95 SB	76163	Merge	24.34	C
	West of I-26/I-95 Interchange	78112	Basic	24.19	C
	Off-Ramp to SC 210	78124	Diverge	29.06	D
	Between SC 210 Ramps	77403	Basic	24.45	C
	On-Ramp from SC 210	77410	Merge	22.61	C
	West of SC 210	78113	Basic	23.94	C
	South of US 178	76308	Basic	24.71	C
	I-26 NB Off-Ramp to US 178	78126	Diverge	30.11	D
	I-26 EB Between US 178 Ramps	76152	Basic	23.39	C
	I-26 EB On-Ramp from US 178	76159	Merge	25.10	C
	South of I-26/I-95 Interchange	76310	Basic	25.28	C
	Off-Ramp to I-26 EB	76313	Diverge	26.00	C
	Between Ramps	76178	Basic	24.94	C
I-95 NB	System-to-System Weave	75978	Weave	27.41	C
	Between Ramps	76176	Basic	11.40	B
	On-Ramp from I-26 WB	78099	Merge	17.68	B
	North of I-26/I-95 Interchange	76315	Basic	17.41	B
	Off-Ramp to US 176	78128	Diverge	19.08	B
	Between US 176 Ramps	76191	Basic	16.33	B
	On-Ramp from US 176	76198	Merge	15.59	B
	North of US 176	78102	Basic	16.51	B
	North of US 176	78079	Basic	16.18	B
	Off-Ramp to US 176	78127	Diverge	17.66	B
	Between US 176 Ramps	76193	Basic	15.91	B
	On-Ramp from US 176	76320	Merge	16.39	B
	North of I-26/I-95 Interchange	76318	Basic	17.31	B
	Off-Ramp to I-26 WB	76166	Diverge	16.76	B
	Between Ramps	76169	Basic	17.31	B
I-95 SB	System-to-System Weave	64742	Weave	16.38	B
	Between Ramps	76185	Basic	14.08	B
	On-Ramp from I-26 EB	76314	Merge	23.66	C
	South of I-26/I-95 Interchange	76311	Basic	25.51	C
	Off-Ramp to US 178	76157	Diverge	25.91	C
	Between U 178 Ramps	76154	Basic	24.63	C
	On-Ramp from US 178	76309	Merge	25.29	C
	South of US 178	78098	Basic	25.38	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 No Build Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	17.96	B
	Off-Ramp to SC 210	78104	Diverge	15.69	B
	Between SC 210 Ramps	77405	Basic	17.81	B
	On-Ramp from SC 210	76161	Merge	14.89	B
	West of I-26/I-95 Interchange	78105	Basic	18.87	C
	Off-Ramp to I-95 SB	78131	Diverge	26.32	C
	Between Ramps	76187	Basic	8.59	A
	System-to-System Weave	64745	Weave	11.76	B
I-26 EB	Between Ramps	76179	Basic	13.80	B
	On-Ramp from I-95 NB	78073	Merge	12.98	B
	East of I-26/I-95 Interchange	78074	Basic	15.03	B
	Off-Ramp to US 15 SB	78107	Diverge	11.82	B
	Between Ramps	77374	Basic	14.22	B
	Weave to/from US 15	77377	Weave	4.80	A
	Between Ramps	77372	Basic	14.25	B
	On-Ramp from US 15 NB	77369	Merge	11.85	B
	East of US 15	78108	Basic	14.92	B
	East of US 15	77362	Basic	14.97	B
	Off-Ramp to US 15 NB	78130	Diverge	11.50	B
	Between Ramps	78123	Basic	14.66	B
	Weave to/from US 15	77360	Weave	7.17	A
	Between Ramps	77357	Basic	14.82	B
	On-Ramp from US 15 SB	78075	Merge	13.42	B
	East of I-26/I-95 Interchange	78110	Basic	15.33	B
	Off-Ramp to I-95 NB	78111	Diverge	14.19	B
I-26 WB	Between Ramps	76172	Basic	11.04	B
	System-to-System Weave	76162	Weave	29.28	D
	Between Ramps	76170	Basic	20.55	C
	On-Ramp from I-95 SB	76163	Basic	13.55	B
	West of I-26/I-95 Interchange	78112	Basic	13.55	B
	Off-Ramp to SC 210	78124	Basic	14.73	B
	Between SC 210 Ramps	77403	Basic	18.06	C
	On-Ramp from SC 210	77410	Merge	16.19	B
	West of SC 210	78113	Basic	18.21	C
	South of US 178	76308	Basic	29.21	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	35.27	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.41	D
	I-26 EB On-Ramp from US 178	76159	Basic	22.00	C
	South of I-26/I-95 Interchange	76310	Basic	22.00	C
	Off-Ramp to I-26 EB	76313	Basic	22.00	C
	Between Ramps	76178	Basic	52.69	F
I-95 NB	System-to-System Weave	75978	Weave	45.73	F
	Between Ramps	76176	Basic	14.60	B
	On-Ramp from I-26 WB	78099	Merge	21.23	C
	North of I-26/I-95 Interchange	76315	Basic	20.57	C
	Off-Ramp to US 176	78128	Diverge	21.79	C
	Between US 176 Ramps	76191	Basic	19.84	C
	On-Ramp from US 176	76198	Merge	18.26	B
	North of US 176	78102	Basic	19.81	C
	North of US 176	78079	Basic	19.18	C
	Off-Ramp to US 176	78127	Diverge	20.94	C
	Between US 176 Ramps	76193	Basic	18.64	C
	On-Ramp from US 176	76320	Merge	19.62	B
	North of I-26/I-95 Interchange	76318	Basic	20.47	C
	Off-Ramp to I-26 WB	76166	Diverge	19.71	B
	Between Ramps	76169	Basic	21.09	C
I-95 SB	System-to-System Weave	64742	Weave	22.42	C
	Between Ramps	76185	Basic	16.56	B
	On-Ramp from I-26 EB	76314	Basic	19.78	B
	South of I-26/I-95 Interchange	76311	Basic	19.78	C
	Off-Ramp to US 178	76157	Basic	19.78	B
	Between U 178 Ramps	76154	Basic	28.84	D
	On-Ramp from US 178	76309	Merge	31.77	D
	South of US 178	78098	Basic	29.79	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>



2030 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.13	C
	Off-Ramp to SC 210	78104	Diverge	14.85	B
	Between SC 210 Ramps	77405	Basic	17.66	B
	On-Ramp from SC 210	76161	Merge	14.17	B
	West of I-26/I-95 Interchange	78105	Basic	18.31	C
	Off-Ramp to I-95 SB	78131	Diverge	12.24	B
	Between Ramps	76187	Basic	8.34	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.49	A
I-26 EB	Between Ramps	78106	Basic	8.39	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.12	B
	East of I-26/I-95 Interchange	78151	Basic	11.52	B
	Off-Ramp to US 15 SB	78107	Diverge	11.31	B
	Between Ramps	77374	Basic	14.50	B
	Weave to/from US 15	77377	Weave	5.90	A
	Between Ramps	77372	Basic	14.04	B
	On-Ramp from US 15 NB	77369	Merge	13.12	B
	East of US 15	78108	Basic	15.05	B
	East of US 15	77362	Basic	14.97	B
	Off-Ramp to US 15 NB	78130	Diverge	11.37	B
	Between Ramps	78123	Basic	14.83	B
	Weave to/from US 15	77360	Weave	7.04	A
	Between Ramps	77357	Basic	14.47	B
	On-Ramp from US 15 SB	78075	Merge	12.25	B
	East of I-26/I-95 Interchange	78072	Basic	15.19	B
	Off-Ramp to I-95 NB	78111	Diverge	15.34	B
I-26 WB	Between Ramps	76172	Basic	10.21	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.88	A
	Between Ramps	76170	Basic	8.60	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	12.89	B
	West of I-26/I-95 Interchange	78159	Basic	13.72	B
	Off-Ramp to SC 210	78124	Basic	13.72	B
	Between SC 210 Ramps	77403	Basic	17.87	B
	On-Ramp from SC 210	77410	Merge	17.79	B
	West of SC 210	78113	Basic	18.26	C
	South of US 178	76308	Basic	29.05	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	35.23	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.55	D
	I-26 EB On-Ramp from US 178	76159	Basic	19.71	B
	South of I-26/I-95 Interchange	76310	Basic	19.71	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	17.11	B
	Between Ramps	76178	Basic	12.45	B
I-95 NB	System-to-System Weave	75978	Merge	8.88	A
	Between Ramps	76176	Basic	12.86	B
	On-Ramp from I-26 WB	78099	Merge	21.17	C
	North of I-26/I-95 Interchange	76315	Basic	20.61	C
	Off-Ramp to US 176	78128	Diverge	23.05	C
	Between US 176 Ramps	76191	Basic	19.34	C
	On-Ramp from US 176	76198	Merge	18.84	B
	North of US 176	78102	Basic	19.72	C
	North of US 176	78079	Basic	19.09	C
	Off-Ramp to US 176	78127	Diverge	20.54	C
	Between US 176 Ramps	76193	Basic	19.03	C
	On-Ramp from US 176	76320	Merge	19.19	B
	North of I-26/I-95 Interchange	76318	Basic	20.47	C
	Off-Ramp to I-26 WB	78167	Diverge	19.24	B
	Between Ramps	76169	Basic	12.72	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	10.43	B
	Between Ramps	76185	Basic	15.07	B
	On-Ramp from I-26 EB	78100	Merge	18.00	B
	South of I-26/I-95 Interchange	76311	Basic	19.75	C
	Off-Ramp to US 178	76157	Basic	19.75	B
	Between U 178 Ramps	76154	Basic	29.97	D
	On-Ramp from US 178	76309	Merge	32.11	D
	South of US 178	78098	Basic	30.02	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.10	C
	Off-Ramp to SC 210	78104	Diverge	14.82	B
	Between SC 210 Ramps	77405	Basic	17.71	B
	On-Ramp from SC 210	76161	Merge	14.00	B
	West of I-26/I-95 Interchange	78105	Basic	18.42	C
	Off-Ramp to I-95 SB	78131	Diverge	11.50	B
	Between Ramps	76187	Basic	8.46	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.25	A
I-26 EB	Between Ramps	78106	Basic	8.60	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.23	B
	East of I-26/I-95 Interchange	78151	Basic	11.05	B
	Off-Ramp to US 15 SB	78107	Diverge	11.70	B
	Between Ramps	77374	Basic	13.81	B
	Weave to/from US 15	77377	Weave	5.14	A
	Between Ramps	77372	Basic	13.85	B
	On-Ramp from US 15 NB	77369	Merge	12.73	B
	East of US 15	78108	Basic	15.40	B
	East of US 15	77362	Basic	14.93	B
	Off-Ramp to US 15 NB	78130	Diverge	10.86	B
	Between Ramps	78123	Basic	14.89	B
	Weave to/from US 15	77360	Weave	6.86	A
	Between Ramps	77357	Basic	14.90	B
	On-Ramp from US 15 SB	78075	Merge	11.90	B
	East of I-26/I-95 Interchange	78072	Basic	15.12	B
	Off-Ramp to I-95 NB	78111	Diverge	15.25	B
I-26 WB	Between Ramps	76172	Basic	10.18	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	8.02	A
	Between Ramps	76170	Basic	8.60	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	12.63	B
	West of I-26/I-95 Interchange	78160	Basic	13.79	B
	Off-Ramp to SC 210	78124	Basic	13.06	B
	Between SC 210 Ramps	77403	Basic	17.93	B
	On-Ramp from SC 210	77410	Merge	17.70	B
	West of SC 210	78113	Basic	18.35	C
	South of US 178	76308	Basic	29.08	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	36.58	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.89	D
	I-26 EB On-Ramp from US 178	76159	Basic	19.67	B
	South of I-26/I-95 Interchange	76310	Basic	19.67	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.92	B
	Between Ramps	76178	Basic	12.90	B
I-95 NB	System-to-System Weave	75978	Merge	8.80	A
	Between Ramps	76176	Basic	12.76	B
	On-Ramp from I-26 WB	78099	Merge	21.21	C
	North of I-26/I-95 Interchange	76315	Basic	20.65	C
	Off-Ramp to US 176	78128	Diverge	22.91	C
	Between US 176 Ramps	76191	Basic	19.54	C
	On-Ramp from US 176	76198	Merge	17.96	B
	North of US 176	78102	Basic	19.68	C
	North of US 176	78079	Basic	19.06	C
	Off-Ramp to US 176	78127	Diverge	20.37	C
	Between US 176 Ramps	76193	Basic	18.96	C
	On-Ramp from US 176	76320	Merge	19.16	B
	North of I-26/I-95 Interchange	76318	Basic	20.38	C
	Off-Ramp to I-26 WB	78167	Diverge	18.87	B
	Between Ramps	76169	Basic	12.52	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.53	B
	Between Ramps	76185	Basic	15.48	B
	On-Ramp from I-26 EB	78100	Merge	17.26	B
	South of I-26/I-95 Interchange	76319	Basic	20.51	C
	Off-Ramp to US 178	76157	Basic	19.84	B
	Between U 178 Ramps	76154	Basic	29.75	D
	On-Ramp from US 178	76309	Merge	31.81	D
	South of US 178	78098	Basic	30.38	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.16	C
	Off-Ramp to SC 210	78104	Diverge	14.92	B
	Between SC 210 Ramps	77405	Basic	17.93	B
	On-Ramp from SC 210	76161	Merge	14.57	B
	West of I-26/I-95 Interchange	78105	Basic	18.29	C
	Off-Ramp to I-95 SB	78131	Diverge	11.57	B
	Between Ramps	76187	Basic	8.97	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.05	A
I-26 EB	Between Ramps	78106	Basic	8.55	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.29	B
	East of I-26/I-95 Interchange	78151	Basic	11.71	B
	Off-Ramp to US 15 SB	78107	Diverge	11.31	B
	Between Ramps	77374	Basic	14.06	B
	Weave to/from US 15	77377	Weave	6.35	A
	Between Ramps	77372	Basic	14.45	B
	On-Ramp from US 15 NB	77369	Merge	13.01	B
	East of US 15	78108	Basic	14.76	B
	East of US 15	77362	Basic	14.91	B
	Off-Ramp to US 15 NB	78130	Diverge	11.53	B
	Between Ramps	78123	Basic	14.84	B
	Weave to/from US 15	77360	Weave	6.71	A
	Between Ramps	77357	Basic	14.24	B
	On-Ramp from US 15 SB	78075	Merge	14.14	B
	East of I-26/I-95 Interchange	78072	Basic	15.21	B
I-26 WB	CD Off-Ramp to I-95 NB + I-95 SB	78111	Diverge	17.00	B
	Between Ramps	76170	Basic	8.68	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	12.51	B
	West of I-26/I-95 Interchange	78160	Basic	13.79	B
	Off-Ramp to SC 210	78124	Basic	14.65	B
	Between SC 210 Ramps	77403	Basic	17.78	B
	On-Ramp from SC 210	77410	Merge	17.44	B
	West of SC 210	78113	Basic	18.39	C
	South of US 178	76308	Basic	29.05	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	34.64	D
	I-26 EB Between US 178 Ramps	76152	Basic	27.62	D
	I-26 EB On-Ramp from US 178	76159	Basic	19.66	B
	South of I-26/I-95 Interchange	76310	Basic	19.66	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	17.05	B
	Between Ramps	76178	Basic	12.69	B
I-95 NB	System-to-System Weave	75978	Diverge	9.02	A
	Between Ramps	76176	Basic	12.94	B
	On-Ramp from I-26 WB	78099	Merge	21.05	C
	North of I-26/I-95 Interchange	76315	Basic	20.54	C
	Off-Ramp to US 176	78128	Diverge	23.26	C
	Between US 176 Ramps	76191	Basic	18.94	C
	On-Ramp from US 176	76198	Merge	19.23	B
	North of US 176	78102	Basic	19.42	C
	North of US 176	78079	Basic	19.05	B
	Off-Ramp to US 176	78127	Diverge	20.76	C
	Between US 176 Ramps	76193	Basic	19.01	C
	On-Ramp from US 176	76320	Merge	19.09	B
	North of I-26/I-95 Interchange	76318	Basic	20.36	C
	Off-Ramp to I-26 WB	78167	Diverge	18.63	B
	Between Ramps	76169	Basic	12.50	B
I-95 SB	On-Ramp from I-26 WB	78175	Merge	13.48	B
	Between Ramps	78176	Basic	13.48	B
	On-Ramp from I-26 EB	78100	Merge	14.62	B
	South of I-26/I-95 Interchange	78139	Basic	20.65	C
	Off-Ramp to US 178	76157	Basic	19.78	B
	Between U 178 Ramps	76154	Basic	29.35	D
	On-Ramp from US 178	76309	Merge	31.44	D
	South of US 178	78098	Basic	30.15	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 No Build Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	65.14	F
	Off-Ramp to SC 210	78104	Basic	42.34	E
	Between SC 210 Ramps	77405	Basic	88.33	F
	On-Ramp from SC 210	76161	Merge	90.88	E
	West of I-26/I-95 Interchange	78105	Basic	110.62	F
	Off-Ramp to I-95 SB	78131	Diverge	29.71	D
	Between Ramps	76187	Basic	10.62	A
	System-to-System Weave	64745	Weave	14.85	B
I-26 EB	Between Ramps	76179	Basic	17.24	B
	On-Ramp from I-95 NB	78073	Merge	15.55	B
	East of I-26/I-95 Interchange	78074	Basic	17.78	B
	Off-Ramp to US 15 SB	78107	Basic	13.65	B
	Between Ramps	77374	Basic	17.20	B
	Weave to/from US 15	77377	Weave	5.91	A
	Between Ramps	77372	Basic	16.86	B
	On-Ramp from US 15 NB	77369	Merge	14.91	B
	East of US 15	78108	Basic	17.94	B
	East of US 15	77362	Basic	22.81	C
	Off-Ramp to US 15 NB	78130	Diverge	17.09	B
	Between Ramps	78123	Basic	22.63	C
	Weave to/from US 15	77360	Weave	10.81	B
	Between Ramps	77357	Basic	21.46	C
	On-Ramp from US 15 SB	78075	Merge	18.90	B
	East of I-26/I-95 Interchange	78110	Basic	22.37	C
	Off-Ramp to I-95 NB	78111	Basic	18.42	B
I-26 WB	Between Ramps	76172	Basic	16.39	B
	System-to-System Weave	76162	Weave	34.71	D
	Between Ramps	76170	Basic	26.76	D
	On-Ramp from I-95 SB	76163	Basic	16.81	B
	West of I-26/I-95 Interchange	78112	Basic	16.81	B
	Off-Ramp to SC 210	78124	Basic	16.83	B
	Between SC 210 Ramps	77403	Basic	21.96	C
	On-Ramp from SC 210	77410	Merge	20.46	C
	West of SC 210	78113	Basic	22.53	C
	South of US 178	76308	Basic	86.42	F
	I-26 NB Off-Ramp to US 178	78126	Diverge	108.02	E
	I-26 EB Between US 178 Ramps	76152	Basic	92.55	F
	I-26 EB On-Ramp from US 178	76159	Basic	121.42	E
	South of I-26/I-95 Interchange	78090	Basic	121.42	F
	Off-Ramp to I-26 EB	76313	Basic	121.42	E
	Between Ramps	76178	Basic	86.84	F
I-95 NB	System-to-System Weave	75978	Weave	51.01	F
	Between Ramps	76176	Basic	11.10	B
	On-Ramp from I-26 WB	78099	Merge	22.41	C
	North of I-26/I-95 Interchange	76315	Basic	20.57	C
	Off-Ramp to US 176	78128	Diverge	22.96	C
	Between US 176 Ramps	76191	Basic	19.23	C
	On-Ramp from US 176	76198	Merge	19.11	B
	North of US 176	78102	Basic	19.45	C
	North of US 176	78079	Basic	24.00	C
	Off-Ramp to US 176	78127	Diverge	27.63	D
	Between US 176 Ramps	76193	Basic	24.10	C
	On-Ramp from US 176	76320	Merge	24.43	C
	North of I-26/I-95 Interchange	76318	Basic	25.61	C
	Off-Ramp to I-26 WB	76166	Diverge	26.09	C
	Between Ramps	76169	Basic	28.66	D
I-95 SB	System-to-System Weave	64742	Weave	30.52	D
	Between Ramps	76185	Basic	19.48	C
	On-Ramp from I-26 EB	76314	Basic	20.60	C
	South of I-26/I-95 Interchange	76311	Basic	20.60	C
	Off-Ramp to US 178	76157	Basic	20.60	C
	Between U 178 Ramps	76154	Basic	31.22	D
	On-Ramp from US 178	76309	Merge	34.36	D
	South of US 178	78098	#N/A	31.71	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	26.10	D
	Off-Ramp to SC 210	78104	Diverge	21.54	C
	Between SC 210 Ramps	77405	Basic	25.25	C
	On-Ramp from SC 210	76161	Merge	20.87	C
	West of I-26/I-95 Interchange	78105	Basic	25.51	C
	Off-Ramp to I-95 SB	78131	Diverge	16.20	B
	Between Ramps	76187	Basic	13.40	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.72	A
I-26 EB	Between Ramps	78106	Basic	12.73	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.46	B
	East of I-26/I-95 Interchange	78151	Basic	17.62	B
	Off-Ramp to US 15 SB	78107	Diverge	16.26	B
	Between Ramps	77374	Basic	21.02	C
	Weave to/from US 15	77377	Weave	8.54	A
	Between Ramps	77372	Basic	21.46	C
	On-Ramp from US 15 NB	77369	Merge	19.52	B
	East of US 15	78108	Basic	21.50	C
	East of US 15	77362	Basic	22.77	C
	Off-Ramp to US 15 NB	78130	Diverge	17.12	B
	Between Ramps	78123	Basic	22.34	C
	Weave to/from US 15	77360	Weave	11.01	B
	Between Ramps	77357	Basic	21.82	C
	On-Ramp from US 15 SB	78075	Merge	17.66	B
	East of I-26/I-95 Interchange	78072	Basic	22.16	C
	Off-Ramp to I-95 NB	78111	Diverge	22.12	C
I-26 WB	Between Ramps	76172	Basic	14.86	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	11.01	B
	Between Ramps	76170	Basic	12.55	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.56	B
	West of I-26/I-95 Interchange	78160	Basic	20.39	C
	Off-Ramp to SC 210	78124	Basic	20.39	C
	Between SC 210 Ramps	77403	Basic	27.00	D
	On-Ramp from SC 210	77410	Merge	25.71	C
	West of SC 210	78113	Basic	27.32	D
	South of US 178	76308	Basic	38.80	E
	I-26 NB Off-Ramp to US 178	78126	Diverge	45.52	E
	I-26 EB Between US 178 Ramps	76152	Basic	35.74	E
	I-26 EB On-Ramp from US 178	76159	Basic	25.35	C
	South of I-26/I-95 Interchange	76310	Basic	25.35	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.65	C
	Between Ramps	76178	Basic	13.25	B
I-95 NB	System-to-System Weave	75978	Merge	9.58	A
	Between Ramps	76176	Basic	14.32	B
	On-Ramp from I-26 WB	78099	Merge	27.35	C
	North of I-26/I-95 Interchange	76315	Basic	25.31	C
	Off-Ramp to US 176	76319	Diverge	25.63	C
	Between US 176 Ramps	76191	Basic	24.49	C
	On-Ramp from US 176	76198	Merge	23.38	C
	North of US 176	78102	Basic	24.17	C
	North of US 176	78079	Basic	24.08	C
	Off-Ramp to US 176	78127	Diverge	26.11	C
	Between US 176 Ramps	76193	Basic	23.96	C
	On-Ramp from US 176	76320	Merge	24.53	C
	North of I-26/I-95 Interchange	76318	Basic	25.67	C
	Off-Ramp to I-26 WB	78167	Diverge	24.47	C
	Between Ramps	76169	Basic	14.34	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	13.93	B
	Between Ramps	76185	Basic	18.41	C
	On-Ramp from I-26 EB	78100	Merge	21.66	C
	South of I-26/I-95 Interchange	76157	Basic	24.17	C
	Off-Ramp to US 178	76157	Basic	24.17	C
	Between U 178 Ramps	76154	Basic	48.30	F
	On-Ramp from US 178	76309	Merge	49.91	E

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	28.81	D
	Off-Ramp to SC 210	78104	Diverge	22.29	C
	Between SC 210 Ramps	77405	Basic	25.48	C
	On-Ramp from SC 210	76161	Merge	20.79	C
	West of I-26/I-95 Interchange	78105	Basic	25.37	C
	Off-Ramp to I-95 SB	78131	Diverge	15.19	B
	Between Ramps	76187	Basic	13.54	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.45	A
I-26 EB	Between Ramps	78106	Basic	13.00	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.33	B
	East of I-26/I-95 Interchange	78151	Basic	17.17	B
	Off-Ramp to US 15 SB	78107	Diverge	16.45	B
	Between Ramps	77374	Basic	21.13	C
	Weave to/from US 15	77377	Weave	9.41	A
	Between Ramps	77372	Basic	20.67	C
	On-Ramp from US 15 NB	77369	Merge	19.16	B
	East of US 15	78108	Basic	21.99	C
	East of US 15	77362	Basic	22.45	C
	Off-Ramp to US 15 NB	78130	Diverge	17.26	B
	Between Ramps	78123	Basic	22.17	C
	Weave to/from US 15	77360	Weave	10.19	B
	Between Ramps	77357	Basic	21.81	C
	On-Ramp from US 15 SB	78075	Merge	17.99	B
	East of I-26/I-95 Interchange	78072	Basic	22.12	C
	Off-Ramp to I-95 NB	78111	Diverge	22.28	C
I-26 WB	Between Ramps	76172	Basic	14.61	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.55	B
	Between Ramps	76170	Basic	12.84	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.69	B
	West of I-26/I-95 Interchange	78160	Basic	20.37	C
	Off-Ramp to SC 210	78124	Basic	21.60	C
	Between SC 210 Ramps	77403	Basic	26.91	D
	On-Ramp from SC 210	77410	Merge	24.93	C
	West of SC 210	78113	Basic	27.39	D
	South of US 178	76308	Basic	38.60	E
	Off-Ramp to US 178	78126	Diverge	43.53	E
	Between US 178 Ramps	76152	Basic	35.01	E
	On-Ramp from US 178	76159	Basic	25.20	C
	South of I-26/I-95 Interchange	76310	Basic	25.20	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	24.04	C
	Between Ramps	76178	Basic	13.54	B
I-95 NB	On-Ramp from I-26 EB	75978	Merge	9.87	A
	Between Ramps	76176	Basic	13.86	B
	On-Ramp from I-26 WB	78099	Merge	27.38	C
	North of I-26/I-95 Interchange	76315	Basic	25.32	C
	Off-Ramp to US 176	76319	Diverge	25.94	C
	Between US 176 Ramps	76191	Basic	24.45	C
	On-Ramp from US 176	76198	Merge	23.19	C
	North of US 176	78102	Basic	24.22	C
	North of US 176	78079	Basic	24.05	C
	Off-Ramp to US 176	78127	Diverge	25.92	C
	Between US 176 Ramps	76193	Basic	24.16	C
	On-Ramp from US 176	76320	Merge	24.23	C
	North of I-26/I-95 Interchange	76318	Basic	25.70	C
	Off-Ramp to I-26 WB	78167	Diverge	24.91	C
	Between Ramps	76169	Basic	14.48	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	12.57	B
	Between Ramps	76185	Basic	18.00	B
	On-Ramp from I-26 EB	78100	Merge	21.06	C
	South of I-26/I-95 Interchange	76319	Diverge	25.94	C
	Off-Ramp to US 178	76157	Basic	24.31	C
	Between U 178 Ramps	76154	Basic	46.65	F
	On-Ramp from US 178	76309	Merge	47.93	E
	South of US 178	78098	Basic	37.23	E

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	26.25	D
	Off-Ramp to SC 210	78104	Diverge	20.28	C
	Between SC 210 Ramps	77405	Basic	25.55	C
	On-Ramp from SC 210	76161	Merge	20.89	C
	West of I-26/I-95 Interchange	78105	Basic	25.71	C
	Off-Ramp to I-95 SB	78131	Diverge	15.72	B
	Between Ramps	76187	Basic	13.41	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.28	A
I-26 EB	Between Ramps	78106	Basic	13.15	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.52	B
	East of I-26/I-95 Interchange	78151	Basic	18.11	C
	Off-Ramp to US 15 SB	78107	Diverge	16.73	B
	Between Ramps	77374	Basic	21.41	C
	Weave to/from US 15	77377	Weave	9.03	A
	Between Ramps	77372	Basic	21.01	C
	On-Ramp from US 15 NB	77369	Merge	19.90	B
	East of US 15	78108	Basic	22.13	C
	East of US 15	77362	Basic	22.70	C
	Off-Ramp to US 15 NB	78130	Diverge	17.54	B
	Between Ramps	78123	Basic	22.67	C
	Weave to/from US 15	77360	Weave	10.75	B
	Between Ramps	77357	Basic	21.87	C
	On-Ramp from US 15 SB	78075	Merge	20.97	C
	East of I-26/I-95 Interchange	78072	Basic	22.12	C
I-26 WB	CD Off-Ramp to I-95 NB + I-95 SB	78111	Diverge	27.30	C
	Between Ramps	76170	Basic	12.72	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.42	B
	West of I-26/I-95 Interchange	78160	Basic	20.36	C
	Off-Ramp to SC 210	78124	Basic	22.26	C
	Between SC 210 Ramps	77403	Basic	26.68	D
	On-Ramp from SC 210	77410	Merge	25.54	C
	West of SC 210	78113	Basic	27.18	D
	South of US 178	76308	Basic	38.71	E
	I-26 NB Off-Ramp to US 178	78126	Diverge	48.19	E
	I-26 EB Between US 178 Ramps	76152	Basic	35.53	E
	I-26 EB On-Ramp from US 178	76159	Basic	25.19	C
	South of I-26/I-95 Interchange	76310	Basic	25.19	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.59	C
	Between Ramps	76178	Basic	13.82	B
I-95 NB	On-Ramp from I-26 EB	75978	Merge	9.41	A
	Between Ramps	76176	Basic	14.19	B
	On-Ramp from I-26 WB	78099	Merge	27.33	C
	North of I-26/I-95 Interchange	76315	Basic	25.21	C
	Off-Ramp to US 176	78128	Diverge	27.09	C
	Between US 176 Ramps	76191	Basic	24.00	C
	On-Ramp from US 176	76198	Merge	23.42	C
	North of US 176	78102	Basic	24.23	C
	North of US 176	78079	Basic	24.01	C
	Off-Ramp to US 176	78127	Diverge	26.33	C
	Between US 176 Ramps	76193	Basic	23.90	C
	On-Ramp from US 176	76320	Merge	24.15	C
	North of I-26/I-95 Interchange	76318	Basic	25.58	C
	Off-Ramp to I-26 WB	78167	Diverge	24.12	C
	Between Ramps	76169	Basic	14.57	B
I-95 SB	On-Ramp from I-26 WB	78175	Merge	15.30	B
	Between Ramps	78176	Basic	15.30	B
	On-Ramp from I-26 EB	78100	Merge	18.47	B
	South of I-26/I-95 Interchange	78139	Basic	24.89	C
	Off-Ramp to US 178	76157	Basic	24.09	C
	Between US 178 Ramps	76154	Basic	42.48	E
	On-Ramp from US 178	76309	Merge	47.01	E
	South of US 178	78098	Basic	37.39	E

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

**APPENDIX H.  
I-26 AT I-95 TRANSMODELER 2022 EXISTING  
CONDITIONS RAMP OUTPUT**



2022 Existing Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Demand Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,342	1,365	98%
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	10	76189	694	714	97%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	35	42	82%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	222	242	92%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	706	714	99%
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,331	1,365	98%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	201	242	83%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	37	42	88%

2022 Existing Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	76186	43.008	E
	I-26 EB On-Ramp from I-95 SB	76189	29.1715	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.24648	A
	I-26 EB On-Ramp from I-95 NB	76180	6.10638	A
	I-26 WB Off-Ramp to I-95 NB	76174	21.6344	C
	I-26 WB On-Ramp from I-95 NB	76177	62.6215	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	7.44775	A
	I-26 WB On-Ramp from I-95 SB	76168	0.88431	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

**APPENDIX I.  
I-26 AT I-95 TRANSMODELER 2030 AND 2050 NO  
BUILD CONDITIONS RAMP OUTPUT**

## 2030 No Build Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,516	1,570	97%
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	10	76189	782	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	49	48	101%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	264	278	95%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	791	821	96%
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,507	1,570	96%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	279	278	100%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	45	48	93%

## 2050 No Build Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,378	2,192	63%
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	10	76189	1,075	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	50	70	71%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	236	375	63%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	1,100	1,154	95%
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,517	2,194	69%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	314	375	84%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	59	70	85%

2030 No Build Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	76186	48.5273	F
	I-26 EB On-Ramp from I-95 SB	76189	32.9637	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	2.03355	A
	I-26 EB On-Ramp from I-95 NB	76180	7.57778	A
	I-26 WB Off-Ramp to I-95 NB	76174	24.8774	C
	I-26 WB On-Ramp from I-95 NB	76177	77.0179	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	10.7612	A
	I-26 WB On-Ramp from I-95 SB	76168	1.22749	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 No Build Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	76186	43.5265	E
	I-26 EB On-Ramp from I-95 SB	76189	47.0169	F
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.97457	A
	I-26 EB On-Ramp from I-95 NB	76180	6.50308	A
	I-26 WB Off-Ramp to I-95 NB	76174	36.5675	E
	I-26 WB On-Ramp from I-95 NB	76177	85.6911	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	12.9667	B
	I-26 WB On-Ramp from I-95 SB	76168	1.47153	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 1 Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,516	1,570	97%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	779	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	46	48	96%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	266	278	96%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	789	821	96%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	1,529	1,570	97%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	281	278	101%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	44	48	92%



2050 Build Alternative 1 Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,870	2,192	85%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	1,070	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	65	70	92%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	338	375	90%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	1,159	1,154	100%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	2,218	2,194	101%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	333	375	89%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	59	70	84%

2030 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	20.0496	C
	I-26 EB On-Ramp from I-95 SB	78155	20.4417	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.28547	A
	I-26 EB On-Ramp from I-95 NB	78144	7.46771	A
	I-26 WB Off-Ramp to I-95 NB	76174	21.6659	C
	I-26 WB On-Ramp from I-95 NB	78149	20.3686	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	8.84737	A
	I-26 WB On-Ramp from I-95 SB	76168	0.99566	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	25.3377	C
	I-26 EB On-Ramp from I-95 SB	78155	28.8081	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.69166	A
	I-26 EB On-Ramp from I-95 NB	78144	9.06443	A
	I-26 WB Off-Ramp to I-95 NB	76174	33.4219	D
	I-26 WB On-Ramp from I-95 NB	78149	29.9493	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	10.0183	A
	I-26 WB On-Ramp from I-95 SB	76168	1.48208	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

**APPENDIX J.  
I-26 AT I-95 TRANSMODELER 2030 AND 2050  
BUILD ALTERNATIVE 1 CONDITIONS RAMP  
OUTPUT**

2030 Build Alternative 2 Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,516	1,570	97%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	779	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	46	48	96%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	268	278	96%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	789	821	96%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	1,528	1,570	97%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	279	278	101%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	43	48	90%

## 2050 Build Alternative 2 Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,850	2,192	84%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	1,071	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	64	70	91%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	336	375	90%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	1,160	1,154	101%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	2,218	2,194	101%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	333	375	89%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	60	70	85%

2030 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	20.4026	C
	I-26 EB On-Ramp from I-95 SB	78155	20.3428	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.39538	A
	I-26 EB On-Ramp from I-95 NB	78144	6.98966	A
	I-26 WB Off-Ramp to I-95 NB	76174	21.8494	C
	I-26 WB On-Ramp from I-95 NB	78149	20.1019	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	8.09283	A
	I-26 WB On-Ramp from I-95 SB	76168	1.16764	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	25.2135	C
	I-26 EB On-Ramp from I-95 SB	78155	28.8869	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.92582	A
	I-26 EB On-Ramp from I-95 NB	78144	10.0119	A
	I-26 WB Off-Ramp to I-95 NB	76174	33.6845	D
	I-26 WB On-Ramp from I-95 NB	78149	29.4201	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.96033	A
	I-26 WB On-Ramp from I-95 SB	76168	1.45472	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>



**APPENDIX K.  
I-26 AT I-95 TRANSMODELER 2030 AND 2050  
BUILD ALTERNATIVE 2 CONDITIONS RAMP  
OUTPUT**

2030 Build Alternative 3 Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,512	1,570	96%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	780	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	47	48	98%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	269	278	97%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	78173	790	821	96%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	1,531	1,570	97%
I-26/I-95	I-26 WB Flyover Off-Ramp to I-95 SB	15	76171	280	278	101%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	43	48	90%

2050 Build Alternative 3 Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,881	2,192	86%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	1,068	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	67	70	96%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	336	375	90%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	78173	1,157	1,154	100%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	2,211	2,194	101%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	328	375	87%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	59	70	84%

**APPENDIX L.  
I-26 AT I-95 TRANSMODELER 2030 AND 2050  
BUILD ALTERNATIVE 3 CONDITIONS RAMP  
OUTPUT**

2030 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	20.9043	C
	I-26 EB On-Ramp from I-95 SB	78155	20.4507	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.44699	A
	I-26 EB On-Ramp from I-95 NB	78144	7.45683	A
	I-26 WB Off-Ramp to I-95 NB	78173	22.5144	C
	I-26 WB On-Ramp from I-95 NB	78149	20.1372	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.35048	A
	I-26 WB On-Ramp from I-95 SB	76168	1.10259	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	26.1258	C
	I-26 EB On-Ramp from I-95 SB	78155	29.2633	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.87898	A
	I-26 EB On-Ramp from I-95 NB	78144	9.33773	A
	I-26 WB Off-Ramp to I-95 NB	78173	33.7457	D
	I-26 WB On-Ramp from I-95 NB	78149	29.4384	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	11.143	B
	I-26 WB On-Ramp from I-95 SB	76168	1.62895	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Density	LOS
CD Roads	I-95 NB to I-26	78148	19.5	C
	I-95 to I-26 EB	78154	12.9	B
	I-95 SB to I-26	78170	10.8	A
	I-95 to I-26 WB	78161	14.0	B

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Density	LOS
CD Roads	I-95 NB to I-26	78148	30.2593	D
	I-95 to I-26 EB	78154	16.3338	B
	I-95 SB to I-26	78170	13.7524	B
	I-95 to I-26 WB	78161	20.7297	C

Level Of Service	Weave	Merge	Diverge	Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>



2030 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Density	LOS
CD Roads	I-95 NB to I-26	78148	21.0	C
	I-95 to I-26 EB	78154	12.8	B
	I-95 SB to I-26	78170	10.8	A
	I-95 to I-26 WB	78161	13.7	B

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Density	LOS
CD Roads	I-95 NB to I-26	78148	30.0533	D
	I-95 to I-26 EB	78154	17.8684	B
	I-95 SB to I-26	78170	14.1709	B
	I-95 to I-26 WB	78161	21.3823	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

**APPENDIX M.  
I-26 AT I-95 TRANSMODELER 2030 AND 2050  
BUILD ALTERNATIVE CONDITIONS SHARED  
RAMP SECTION OUTPUT**

2030 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Density	LOS
CD Roads	I-95 NB to I-26	78148	20.7	C
	I-95 to I-26 EB	78154	12.7	B
	I-95 SB to I-26	78170	10.5	A
	I-95 to I-26 WB	78161	13.6	B
	I-26 WB to I-95	78174	43.2	E

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Density	LOS
CD Roads	I-95 NB to I-26	78148	29.0394	D
	I-95 to I-26 EB	78154	17.1227	B
	I-95 SB to I-26	78170	14.195	B
	I-95 to I-26 WB	78161	21.3524	C
	I-26 WB to I-95	78174	64.3754	F

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# **APPENDIX N. I-26 AT I-95 TRANSMODELER CORRIDOR TRAVEL TIME OUTPUT**

2022 Existing Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	
I-26 EB	West of Sys-to-Sys	78076	79.78	1.33	01:20	
		78104	2.08	0.03	00:02	
		77405	21.34	0.36	00:21	
		76161	2.27	0.04	00:02	
		78105	169.03	2.82	02:49	
	78131	2.78	0.05	00:03		
	Sys-to-Sys	76187	17.39	0.29	00:17	
		64745	3.74	0.06	00:04	
		76179	14.42	0.24	00:14	
	East of Sys-to-Sys	78073	2.60	0.04	00:03	
		78106	11.53	0.19	00:12	
		78074	111.72	1.86	01:52	
		78107	2.88	0.05	00:03	
		77374	7.95	0.13	00:08	
		77377	3.67	0.06	00:04	
		77372	8.09	0.13	00:08	
		77369	3.98	0.07	00:04	
		78108	29.26	0.49	00:29	
		<b>Total Time</b>				
	I-26 WB	East of Sys-to-Sys	77362	29.15	0.49	00:29
78130			3.25	0.05	00:03	
78123			7.70	0.13	00:08	
77360			3.92	0.07	00:04	
77357			7.67	0.13	00:08	
78075			1.85	0.03	00:02	
78110			112.28	1.87	01:52	
78072			7.47	0.12	00:07	
78111		2.12	0.04	00:02		
Sys-to-Sys		76172	20.35	0.34	00:20	
		76162	6.34	0.11	00:06	
		76170	16.54	0.28	00:17	
West of Sys-to-Sys		76163	1.71	0.03	00:02	
		78112	169.30	2.82	02:49	
		78124	1.38	0.02	00:01	
	77403	21.27	0.35	00:21		
77410	1.83	0.03	00:02			
78113	81.05	1.35	01:21			
<b>Total Time</b>					<b>08:15</b>	
I-95 NB	South of Sys-to-Sys	76308	53.65	0.89	00:54	
		78126	1.00	0.02	00:01	
		76152	20.16	0.34	00:20	
		76159	3.11	0.05	00:03	
		78080	117.73	1.96	01:58	
		76310	8.16	0.14	00:08	
		76313	30.33	0.51	00:30	
	Sys-to-Sys	76178	14.96	0.25	00:15	
		75978	6.58	0.11	00:07	
		76176	20.79	0.35	00:21	
	North of Sys-to-Sys	78099	1.53	0.03	00:02	
		76315	162.68	2.71	02:43	
		78128	2.99	0.05	00:03	
		76191	32.93	0.55	00:33	
		76198	1.87	0.03	00:02	
78102	60.95	1.02	01:01			
<b>Total Time</b>					<b>08:59</b>	
I-95 SB	North of Sys-to-Sys	78079	59.28	0.99	00:59	
		78127	2.52	0.04	00:03	
		76193	32.41	0.54	00:32	
		76320	2.17	0.04	00:02	
		78103	21.60	0.36	00:22	
		76318	163.04	2.72	02:43	
		76166	20.31	0.34	00:20	
	Sys-to-Sys	76169	20.45	0.34	00:20	
		64742	4.81	0.08	00:05	
		76185	18.07	0.30	00:18	
	South of Sys-to-Sys	76314	1.65	0.03	00:02	
		78100	8.47	0.14	00:08	
		78132	18.76	0.31	00:19	
		76311	7.60	0.13	00:08	
		76157	120.46	2.01	02:00	
		76154	21.12	0.35	00:21	
		76309	2.19	0.04	00:02	
		78098	53.51	0.89	00:54	
<b>Total Time</b>					<b>09:38</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	76186	53.11	0.89	00:53	
	I-95 NB to I-26 EB	76180	28.57	0.48	00:29	
	I-26 WB to I-95 NB	76174	60.52	1.01	01:01	
	I-95 SB to I-26 WB	76168	38.10	0.63	00:38	
	I-95 SB to I-26 EB (Loop)	76189	46.11	0.77	00:46	
	I-26 EB to I-95 NB (Loop)	76183	26.55	0.44	00:27	
	I-95 NB to I-26 WB (Loop)	76177	45.67	0.76	00:46	
I-26 WB to I-95 SB (Loop)	76171	29.54	0.49	00:30		

Travel Time Path		Total Travel Time
Start	End	
I-26 EB	I-26 EB	08:15
	I-95 NB	10:15
	I-95 SB	09:24
I-26 WB	I-26 WB	08:15
	I-95 NB	08:19
	I-95 SB	08:08
I-95 NB	I-26 EB	07:24
	I-26 WB	10:01
	I-95 NB	08:59
I-95 SB	I-26 EB	09:33
	I-26 WB	10:16
	I-95 SB	09:38

2030 No Build Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	
I-26 EB	West of Sys-to-Sys	78076	79.40	1.32	01:19	69.9482822	
		78104	2.07	0.03	00:02	60.1360906	
		77405	20.94	0.35	00:21	68.678208	
		76161	2.20	0.04	00:02	64.4604274	
		78105	169.86	2.83	02:50	67.2754422	
	78131	2.60	0.04	00:03	51.1728618		
	Sys-to-Sys	76187	16.42	0.27	00:16	70.1564442	
		64745	3.57	0.06	00:04	59.8981834	
		76179	13.93	0.23	00:14	67.8638224	
	East of Sys-to-Sys	78073	2.53	0.04	00:03	64.713887	
		78106	11.30	0.19	00:11	69.0241884	
		78074	111.88	1.86	01:52	69.5645188	
		78107	2.95	0.05	00:03	59.9186334	
		77374	7.88	0.13	00:08	66.9997678	
		77377	3.58	0.06	00:04	66.5983408	
		77372	7.84	0.13	00:08	67.3234862	
		77369	3.79	0.06	00:04	52.0124138	
		78108	28.75	0.48	00:29	70.5523208	
		<b>Total Time</b>					<b>08:12</b>
	I-26 WB	East of Sys-to-Sys	77362	29.11	0.49	00:29	69.4495798
78130			3.29	0.05	00:03	66.0796734	
78123			7.65	0.13	00:08	68.9970746	
77360			3.82	0.06	00:04	66.05366	
77357			7.57	0.13	00:08	69.6932486	
78075			1.83	0.03	00:02	66.5960794	
78110			112.31	1.87	01:52	69.8098932	
78072			7.61	0.13	00:08	63.902066	
78111		2.15	0.04	00:02	53.7692092		
Sys-to-Sys		76172	19.92	0.33	00:20	66.0527082	
		76162	6.23	0.10	00:06	44.1414092	
		76170	15.44	0.26	00:15	61.2857586	
West of Sys-to-Sys		76163	1.64	0.03	00:02	62.771253	
		78112	165.30	2.75	02:45	70.431024	
		78124	1.35	0.02	00:01	60.64072	
		77403	20.91	0.35	00:21	69.3743102	
		77410	1.78	0.03	00:02	65.1801622	
78113	79.98	1.33	01:20	69.4417592			
<b>Total Time</b>					<b>08:08</b>	<b>64.64831049</b>	
I-95 NB	South of Sys-to-Sys	76308	54.60	0.91	00:55	68.0690168	
		78126	1.01	0.02	00:01	56.8263478	
		76152	20.36	0.34	00:20	68.4756478	
		76159	3.01	0.05	00:03	65.3122714	
		78080	116.12	1.94	01:56	69.41282	
		76310	8.67	0.14	00:09	64.237548	
		76313	46.90	0.78	00:47	53.780117	
	Sys-to-Sys	76178	26.00	0.43	00:26	39.0851386	
		75978	9.05	0.15	00:09	32.234965	
		76176	22.52	0.38	00:23	62.9926856	
	North of Sys-to-Sys	78099	1.67	0.03	00:02	46.5488366	
		76315	163.38	2.72	02:43	69.3363048	
		78128	3.02	0.05	00:03	62.4181196	
		76191	33.16	0.55	00:33	69.0372812	
		76198	1.89	0.03	00:02	65.4791534	
78102	61.34	1.02	01:01	69.4638748			
<b>Total Time</b>					<b>09:33</b>	<b>60.16938303</b>	
I-95 SB	North of Sys-to-Sys	78079	59.66	0.99	01:00	70.5087882	
		78127	2.54	0.04	00:03	64.9513678	
		76193	32.69	0.54	00:33	70.0016542	
		76320	2.20	0.04	00:02	64.8511278	
		78103	21.83	0.36	00:22	69.045911	
		76318	164.48	2.74	02:44	68.8649498	
		76166	20.52	0.34	00:21	67.526246	
	Sys-to-Sys	76169	21.14	0.35	00:21	63.8952238	
		64742	5.14	0.09	00:05	49.134283	
		76185	18.62	0.31	00:19	65.0628318	
	South of Sys-to-Sys	76314	1.64	0.03	00:02	54.6334486	
		78100	8.13	0.14	00:08	63.8805198	
		78132	17.88	0.30	00:18	69.0864866	
		76311	7.51	0.13	00:08	69.2579278	
		76157	120.34	2.01	02:00	68.6662362	
		76154	21.40	0.36	00:21	65.1311808	
		76309	2.33	0.04	00:02	56.296182	
78098	54.72	0.91	00:55	66.5353398			
<b>Total Time</b>					<b>09:43</b>	<b>64.85165028</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	76186	53.20	0.89	00:53	39.4909832	
	I-95 NB to I-26 EB	76180	28.78	0.48	00:29	46.5760774	
	I-26 WB to I-95 NB	76174	61.18	1.02	01:01	41.135489	
	I-95 SB to I-26 WB	76168	38.17	0.64	00:38	47.3112256	
	I-95 SB to I-26 EB (Loop)	76189	46.28	0.77	00:46	29.8878412	
	I-26 EB to I-95 NB (Loop)	76183	27.88	0.46	00:28	33.2177154	
	I-95 NB to I-26 WB (Loop)	76177	49.30	0.82	00:49	24.9910242	
I-26 WB to I-95 SB (Loop)	76171	30.03	0.50	00:30	33.647362		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:12	65
	I-95 NB	10:21	60
	I-95 SB	09:24	62
I-26 WB	I-26 WB	08:08	65
	I-95 NB	08:21	64
	I-95 SB	08:09	62
I-95 NB	I-26 EB	07:40	63
	I-26 WB	10:28	58
	I-95 SB	09:33	60
I-95 SB	I-26 EB	09:35	63
	I-26 WB	10:13	66
	I-95 SB	09:43	65



2030 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	
I-26 EB	West of Sys-to-Sys	78076	79.43	1.32	01:19	69.92607	
		78104	2.08	0.03	00:02	59.830093	
		77405	20.95	0.35	00:21	68.6447948	
		76161	2.20	0.04	00:02	64.5461728	
		78105	141.92	2.37	02:22	69.3575548	
		78135	13.07	0.22	00:13	66.9426475	
		78138	10.14	0.17	00:10	66.45745525	
		78131	2.30	0.04	00:02	56.10979475	
	Sys-to-Sys	76187	16.11	0.27	00:16	71.2343062	
		64745	4.28	0.07	00:04	59.6906396	
		78106	20.35	0.34	00:20	70.8458598	
	East of Sys-to-Sys	78150	5.56	0.09	00:06	66.0002105	
		78074	4.40	0.07	00:04	65.76312	
		78151	11.85	0.20	00:12	68.1681694	
		78152	95.46	1.59	01:35	69.82697975	
		78107	2.86	0.05	00:03	61.8397726	
		77374	7.79	0.13	00:08	67.7758868	
		77377	3.56	0.06	00:04	66.891373	
		77372	7.86	0.13	00:08	67.1112208	
		77369	3.83	0.06	00:04	51.474005	
		78108	28.92	0.48	00:29	70.1436286	
	<b>Total Time</b>				<b>08:05</b>	<b>65.646655</b>	
	I-26 WB	East of Sys-to-Sys	77362	29.07	0.48	00:29	69.5274814
			78130	3.28	0.05	00:03	66.3259582
			78123	7.64	0.13	00:08	69.09172475
			77360	3.81	0.06	00:04	66.286499
			77357	7.56	0.13	00:08	69.8246304
			78075	1.83	0.03	00:02	66.8261402
78072			118.70	1.98	01:59	70.2119578	
78111			2.04	0.03	00:02	56.4996352	
Sys-to-Sys		76172	18.71	0.31	00:19	70.3014108	
		76162	5.69	0.09	00:06	56.4643296	
		76170	28.57	0.48	00:29	71.0725996	
West of Sys-to-Sys		78164	12.24	0.20	00:12	67.34203525	
		78159	15.60	0.26	00:16	69.58610025	
		78160	123.58	2.06	02:04	69.97397675	
		78124	1.38	0.02	00:01	59.1757852	
		77403	20.96	0.35	00:21	69.1945666	
		77410	1.78	0.03	00:02	65.0332602	
		78113	79.90	1.33	01:20	69.5119552	
		<b>Total Time</b>				<b>08:02</b>	<b>66.79166924</b>
I-95 NB		South of Sys-to-Sys	76308	54.64	0.91	00:55	68.01544
	78126		1.01	0.02	00:01	56.5801072	
	76152		20.44	0.34	00:20	68.2335534	
	76159		3.02	0.05	00:03	65.0714382	
	78080		116.21	1.94	01:56	69.297125	
	76310		1.64	0.03	00:02	62.7116228	
	76313		9.77	0.16	00:10	66.3603372	
	78143		9.12	0.15	00:09	46.87420825	
	Sys-to-Sys	76178	12.14	0.20	00:12	68.2850436	
		75978	4.92	0.08	00:05	69.6672508	
		76176	20.25	0.34	00:20	70.0551274	
	North of Sys-to-Sys	78099	1.56	0.03	00:02	50.0748102	
		76315	163.95	2.73	02:44	69.0922172	
		78128	3.03	0.05	00:03	62.2181032	
		76191	33.27	0.55	00:33	68.8222492	
76198		1.90	0.03	00:02	65.3195364		
78102		61.51	1.03	01:02	69.2712986		
<b>Total Time</b>				<b>08:38</b>	<b>64.4676158</b>		
I-95 SB	North of Sys-to-Sys	78079	59.63	0.99	01:00	70.5412142	
		78127	2.54	0.04	00:03	65.0175715	
		76193	32.66	0.54	00:33	70.0757904	
		76320	2.20	0.04	00:02	64.8538528	
		78103	21.83	0.36	00:22	69.0534194	
		76318	164.34	2.74	02:44	68.8551058	
		76166	8.83	0.15	00:09	65.0436498	
		78167	6.87	0.11	00:07	60.85213725	
	Sys-to-Sys	76169	23.92	0.40	00:24	69.6292966	
		64742	4.44	0.07	00:04	65.287428	
		76185	17.82	0.30	00:18	67.967737	
	South of Sys-to-Sys	78100	9.87	0.16	00:10	63.3718545	
		78139	12.26	0.20	00:12	67.0979082	
		78140	5.80	0.10	00:06	68.02138625	
		76311	7.55	0.13	00:08	68.81962	
		76157	120.62	2.01	02:01	68.5077134	
		76154	21.43	0.36	00:21	65.0527858	
		76309	2.33	0.04	00:02	56.471621	
78098		54.78	0.91	00:55	66.38302625		
<b>Total Time</b>				<b>09:40</b>	<b>66.36332201</b>		
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.63	0.73	00:44	47.75527925	
		78172	13.51	0.23	00:14	26.7849344	
	I-95 NB to I-26 EB	78148	12.61	0.21	00:13	36.503573	
		78144	28.73	0.48	00:29	45.71788425	
		78154	9.46	0.16	00:09	54.13162375	
	I-26 WB to I-95 NB	76174	54.81	0.91	00:55	45.9168818	
		78165	7.55	0.13	00:08	47.21303325	
	I-95 SB to I-26 WB	78170	6.57	0.11	00:07	47.7535115	
		76168	28.62	0.48	00:29	48.9013604	
		78161	10.24	0.17	00:10	47.05176775	
		78163	10.52	0.18	00:11	54.3435635	
	I-95 SB to I-26 EB (Flyover)	78165	7.55	0.13	00:08	47.21303325	
		78170	6.57	0.11	00:07	47.7535115	
		78155	52.05	0.87	00:52	48.553445	
	I-26 EB to I-95 NB (Loop)	78154	9.46	0.16	00:09	54.13162375	
		76183	28.12	0.47	00:28	42.9947952	
	I-95 NB to I-26 WB (Flyover)	78172	13.51	0.23	00:14	26.7849344	
		78148	12.61	0.21	00:13	36.503573	
78149		53.64	0.89	00:54	47.8898875		
78161		10.24	0.17	00:10	47.05176775		
78163		10.52	0.18	00:11	54.3435635		
I-26 WB to I-95 SB (Loop)	76171	27.28	0.45	00:27	41.259242		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	66
	I-95 NB	10:11	64
I-26 WB	I-95 SB	09:10	64
	I-26 WB	08:02	67
I-95 NB	I-95 NB	08:14	64
	I-26 EB	07:32	60
I-95 SB	I-26 WB	09:32	59
	I-95 SB	08:38	63
I-95 SB	I-26 EB	09:07	63
	I-26 WB	10:18	62
I-95 SB	I-95 SB	09:40	66

2030 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	
I-26 EB	West of Sys-to-Sys	78076	79.47	1.32	01:19	69.8921394	
		78104	2.08	0.03	00:02	59.9606614	
		77405	20.97	0.35	00:21	68.5690694	
		76161	2.21	0.04	00:02	64.3149462	
		78105	142.07	2.37	02:22	69.2835378	
		78135	13.07	0.22	00:13	67.06354475	
		78138	10.12	0.17	00:10	66.613078	
		78131	2.30	0.04	00:02	56.1184265	
	Sys-to-Sys	76187	16.10	0.27	00:16	71.2875988	
		64745	4.27	0.07	00:04	59.7569776	
		78106	20.34	0.34	00:20	70.8866148	
	East of Sys-to-Sys	78150	5.59	0.09	00:06	65.66588475	
		78074	4.42	0.07	00:04	65.4679838	
		78151	11.87	0.20	00:12	68.0355542	
		78152	95.44	1.59	01:35	69.88125625	
		78107	2.86	0.05	00:03	61.8711158	
		77374	7.79	0.13	00:08	67.8281168	
		77377	3.56	0.06	00:04	66.8926454	
		77372	7.87	0.13	00:08	67.0828416	
		77369	3.84	0.06	00:04	51.3723206	
		78108	28.95	0.48	00:29	70.073769	
	<b>Total Time</b>				<b>08:05</b>	<b>65.6151468</b>	
	I-26 WB	East of Sys-to-Sys	77362	29.06	0.48	00:29	69.5463594
			78130	3.28	0.05	00:03	66.345499
			78123	7.64	0.13	00:08	69.1141246
			77360	3.82	0.06	00:04	66.1585446
			77357	7.58	0.13	00:08	69.6630024
			78075	1.83	0.03	00:02	66.6699832
78072			118.61	1.98	01:59	70.2648894	
78111		2.05	0.03	00:02	56.391176		
Sys-to-Sys		76172	18.69	0.31	00:19	70.3917422	
		76162	5.68	0.09	00:06	56.6158844	
		76170	28.54	0.48	00:29	71.1384862	
West of Sys-to-Sys		78164	12.25	0.20	00:12	67.35470125	
		78159	15.61	0.26	00:16	69.5577215	
		78160	123.56	2.06	02:04	69.9987625	
		78124	1.36	0.02	00:01	60.3431164	
		77403	20.91	0.35	00:21	69.3485372	
		77410	1.78	0.03	00:02	65.073356	
78113		79.87	1.33	01:20	69.5307312		
<b>Total Time</b>				<b>08:02</b>	<b>66.86147875</b>		
I-95 NB		South of Sys-to-Sys	76308	54.62	0.91	00:55	68.0424934
	78126		1.01	0.02	00:01	56.7925368	
	76152		20.39	0.34	00:20	68.396927	
	76159		3.01	0.05	00:03	65.234322	
	78080		116.07	1.93	01:56	69.3621508	
	76310		1.65	0.03	00:02	62.615677	
	76313		9.73	0.16	00:10	66.5857278	
	78143		9.11	0.15	00:09	46.95208925	
	Sys-to-Sys	76178	12.17	0.20	00:12	68.1202304	
		75978	4.93	0.08	00:05	69.5835592	
		76176	20.29	0.34	00:20	69.899999	
	North of Sys-to-Sys	78099	1.57	0.03	00:02	49.6490666	
		76315	163.85	2.73	02:44	69.136005	
		78128	3.01	0.05	00:03	62.5986788	
		76191	33.15	0.55	00:33	69.0592798	
76198	1.89	0.03	00:02	65.563433			
78102	61.35	1.02	01:01	69.448155			
<b>Total Time</b>				<b>08:38</b>	<b>64.66121164</b>		
I-95 SB	North of Sys-to-Sys	78079	59.60	0.99	01:00	70.5808666	
		78127	2.53	0.04	00:03	65.073071	
		76193	32.61	0.54	00:33	70.1892426	
		76320	2.19	0.04	00:02	65.2761734	
		78103	21.77	0.36	00:22	69.2381774	
		76318	164.19	2.74	02:44	68.9184662	
		76166	8.80	0.15	00:09	65.2292414	
	78167	6.85	0.11	00:07	60.88433425		
	Sys-to-Sys	76169	23.90	0.40	00:24	69.698988	
		64742	4.43	0.07	00:04	65.5268524	
		76185	17.76	0.30	00:18	68.2031844	
	South of Sys-to-Sys	78100	9.85	0.16	00:10	63.4799564	
		78139	12.27	0.20	00:12	67.0722934	
		76157	134.27	2.24	02:14	68.4756184	
		76154	21.57	0.36	00:22	64.613767	
76309		2.35	0.04	00:02	55.9869522		
78098	54.82	0.91	00:55	66.4134638			
<b>Total Time</b>				<b>09:40</b>	<b>66.08454781</b>		
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.66	0.73	00:44	47.755469	
	I-95 NB to I-26 EB	78172	13.51	0.23	00:14	26.7757998	
		78148	12.71	0.21	00:13	36.1964362	
		78144	28.60	0.48	00:29	45.92334175	
		78154	9.68	0.16	00:10	52.9164535	
	I-26 WB to I-95 NB	76174	54.89	0.91	00:55	45.853834	
	I-95 SB to I-26 WB	78165	8.63	0.14	00:09	47.29639075	
		78170	7.57	0.13	00:08	45.026812	
		76168	23.67	0.39	00:24	48.9187708	
		78161	10.39	0.17	00:10	46.389987	
	78163	10.55	0.18	00:11	54.2352875		
	I-95 SB to I-26 EB (Flyover)	78165	8.63	0.14	00:09	47.29639075	
		78170	7.57	0.13	00:08	45.026812	
		78155	69.21	1.15	01:09	48.4642474	
		78154	9.68	0.16	00:10	52.9164535	
	I-26 EB to I-95 NB (Loop)	76183	28.35	0.47	00:28	42.6468238	
	I-95 NB to I-26 WB (Flyover)	78172	13.51	0.23	00:14	26.7757998	
		78148	12.71	0.21	00:13	36.1964362	
78149		69.67	1.16	01:10	48.543499		
78161		10.39	0.17	00:10	46.389987		
78163		10.55	0.18	00:11	54.2352875		
I-26 WB to I-95 SB (Loop)	76171	27.07	0.45	00:27	41.5771568		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	66
	I-95 NB	10:11	64
I-26 WB	I-26 WB	08:02	67
	I-95 NB	08:14	64
I-95 NB	I-95 SB	08:03	64
	I-26 EB	07:32	60
I-95 SB	I-26 WB	09:48	59
	I-95 NB	08:38	65
	I-26 EB	09:26	63
I-95 SB	I-26 WB	10:15	62
	I-95 SB	09:40	66

2030 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Travel Time (mm:ss)	
I-26 EB	West of Sys-to-Sys	78076	79.40	1.32	01:19	69.9521654	
		78104	2.08	0.03	00:02	60.0272438	
		77405	20.94	0.35	00:21	68.6525234	
		76161	2.21	0.04	00:02	64.381105	
		78105	141.97	2.37	02:22	69.3313028	
		78135	12.91	0.22	00:13	67.7962094	
		78138	10.10	0.17	00:10	66.7681325	
		78131	2.30	0.04	00:02	56.1078416	
	Sys-to-Sys	76187	16.13	0.27	00:16	71.1802364	
		64745	4.29	0.07	00:04	59.5651648	
		78106	20.40	0.34	00:20	70.6744726	
	East of Sys-to-Sys	78150	5.59	0.09	00:06	65.6573115	
		78074	4.40	0.07	00:04	65.7377056	
		78151	11.83	0.20	00:12	68.303794	
		78152	95.45	1.59	01:35	69.86896	
		78107	2.86	0.05	00:03	61.8486828	
		77374	7.78	0.13	00:08	67.8674252	
		77377	3.56	0.06	00:04	66.970856	
		77372	7.84	0.13	00:08	67.2709408	
		77369	3.82	0.06	00:04	51.6872162	
		78108	28.88	0.48	00:29	70.2448964	
	<b>Total Time</b>					<b>08:05</b>	<b>65.70924696</b>
	I-26 WB	East of Sys-to-Sys	77362	29.07	0.48	00:29	69.5225512
			78130	3.28	0.05	00:03	66.4214956
			78123	7.64	0.13	00:08	69.1212262
			77360	3.82	0.06	00:04	66.2110956
77357			7.59	0.13	00:08	69.5829578	
78075			1.68	0.03	00:02	66.3999402	
78072			108.54	1.81	01:49	69.7083966	
78111		5.07	0.08	00:05	42.3675932		
Sys-to-Sys		76170	61.80	1.03	01:02	70.9017046	
West of Sys-to-Sys		78164	12.29	0.20	00:12	67.19749875	
		78159	15.65	0.26	00:16	69.4456155	
		78160	123.68	2.06	02:04	69.95088925	
		78124	1.36	0.02	00:01	60.280768	
		77403	20.94	0.35	00:21	69.2568304	
	77410	1.78	0.03	00:02	65.0060204		
	78113	79.86	1.33	01:20	69.5556648		
<b>Total Time</b>					<b>08:04</b>	<b>66.30814051</b>	
I-95 NB	South of Sys-to-Sys	76308	54.55	0.91	00:55	68.1319114	
		78126	1.01	0.02	00:01	56.6880824	
		76152	20.38	0.34	00:20	68.405296	
		76159	3.01	0.05	00:03	65.2875668	
		78080	115.92	1.93	01:56	69.4559512	
		76310	1.64	0.03	00:02	62.7716814	
		76313	9.73	0.16	00:10	66.6172742	
		78143	9.08	0.15	00:09	47.076778	
	Sys-to-Sys	76178	12.15	0.20	00:12	68.2044958	
		75978	4.92	0.08	00:05	69.7559132	
	North of Sys-to-Sys	76176	20.34	0.34	00:20	69.7324164	
		78099	1.60	0.03	00:02	48.7972478	
		76315	163.70	2.73	02:44	69.1996338	
		78128	3.02	0.05	00:03	62.5588398	
76191		33.22	0.55	00:33	68.9220292		
76198		1.90	0.03	00:02	65.3225882		
78102	61.53	1.03	01:02	69.2384906			
<b>Total Time</b>					<b>08:38</b>	<b>64.48036448</b>	
I-95 SB	North of Sys-to-Sys	78079	59.68	0.99	01:00	70.487893	
		78127	2.54	0.04	00:03	64.9258862	
		76193	32.66	0.54	00:33	70.0781766	
		76320	2.19	0.04	00:02	65.1457768	
		78103	21.80	0.36	00:22	69.1613304	
		76318	164.12	2.74	02:44	68.9480174	
		76166	8.77	0.15	00:09	65.4983566	
	78167	6.84	0.11	00:07	61.191106		
	Sys-to-Sys	76169	40.91	0.68	00:41	70.5772712	
		78175	6.01	0.10	00:06	67.136936	
		78176	5.52	0.09	00:06	55.2851014	
	South of Sys-to-Sys	78100	13.78	0.23	00:14	63.7795132	
		78139	9.90	0.16	00:10	66.106697	
		76157	125.59	2.09	02:06	68.6646602	
76154		21.43	0.36	00:21	65.0569696		
76309		2.34	0.04	00:02	56.0015648		
78098		54.76	0.91	00:55	66.4858018		
<b>Total Time</b>					<b>09:39</b>	<b>65.56065048</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	54.66	0.91	00:55	45.46071625	
	I-95 NB to I-26 EB	78172	13.47	0.22	00:13	26.8884596	
		78148	12.73	0.21	00:13	36.1845904	
		78144	28.51	0.48	00:29	46.088258	
		78154	9.67	0.16	00:10	52.20997	
	I-26 WB to I-95 NB	78174	19.77	0.33	00:20	30.8539132	
		78173	56.02	0.93	00:56	44.909748	
	I-95 SB to I-26 WB	78165	8.62	0.14	00:09	47.37783625	
		78170	7.62	0.13	00:08	44.78268475	
		76168	23.80	0.40	00:24	48.6605652	
		78161	10.39	0.17	00:10	46.470177	
	I-95 SB to I-26 EB (Flyover)	78163	10.56	0.18	00:11	54.2620355	
		78165	8.62	0.14	00:09	47.37783625	
		78170	7.62	0.13	00:08	44.78268475	
	I-26 EB to I-95 NB (Loop)	78155	69.17	1.15	01:09	48.4952418	
		78154	9.67	0.16	00:10	52.20997	
		76183	28.37	0.47	00:28	42.6318278	
		78172	13.47	0.22	00:13	26.8884596	
I-95 NB to I-26 WB (Flyover)	78148	12.73	0.21	00:13	36.1845904		
	78149	69.41	1.16	01:09	48.75426125		
	78161	10.39	0.17	00:10	46.470177		
	78163	10.56	0.18	00:11	54.2620355		
I-26 WB to I-95 SB (Flyover)	78174	19.77	0.33	00:20	30.8539132		
	76171	105.47	1.76	01:45	37.7524266		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	66
	I-95 NB	10:11	64
	I-95 SB	09:14	64
I-26 WB	I-26 WB	08:04	66
	I-95 NB	08:27	61
	I-95 SB	08:51	61
I-95 NB	I-26 EB	07:32	60
	I-26 WB	09:47	59
	I-95 NB	08:38	64
I-95 SB	I-26 EB	09:26	63
	I-26 WB	10:15	62
	I-95 SB	09:39	66

2050 No Build Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Hours	Travel Time (mm:ss)	Average Speed	
I-26 EB	West of Sys-to-Sys	78076	214.22	3.57	0.06	03:34	25.97281	
		78104	5.03	0.08	0.00	00:05	24.809168	
		77405	86.84	1.45	0.02	01:27	16.5718212	
		76161	9.80	0.16	0.00	00:10	14.51111156	
		78105	919.93	15.33	0.26	15:20	12.4228582	
	78131	3.06	0.05	0.00	00:03	43.4548202		
	Sys-to-Sys	76187	17.81	0.30	0.00	00:18	64.6688874	
		64745	3.82	0.06	0.00	00:04	55.930964	
		76179	14.30	0.24	0.00	00:14	66.0923746	
	East of Sys-to-Sys	78073	2.56	0.04	0.00	00:03	64.1372024	
		78106	11.37	0.19	0.00	00:11	68.645431	
		78074	112.65	1.88	0.03	01:53	69.091643	
		78107	3.03	0.05	0.00	00:03	58.2773888	
		77374	8.04	0.13	0.00	00:08	65.6134744	
		77377	3.64	0.06	0.00	00:04	65.4354156	
		77372	7.93	0.13	0.00	00:08	66.5033062	
		77369	3.88	0.06	0.00	00:04	50.8182328	
		78108	28.98	0.48	0.01	00:29	69.993012	
		<b>Total Distance</b>		<b>Total Time</b>	<b>0.40469</b>		<b>24:17</b>	<b>50.16388474</b>
	I-26 WB	East of Sys-to-Sys	77362	31.10	0.52	0.01	00:31	65.0257838
78130			3.62	0.06	0.00	00:04	60.1995328	
78123			8.15	0.14	0.00	00:08	64.8591916	
77360			4.05	0.07	0.00	00:04	62.350152	
77357			7.89	0.13	0.00	00:08	66.8773404	
78075			1.90	0.03	0.00	00:02	64.310873	
78110			199.19	3.32	0.06	03:19	42.1295134	
78072			9.99	0.17	0.00	00:10	48.8183048	
78111		2.41	0.04	0.00	00:02	47.951911		
Sys-to-Sys		76172	21.17	0.35	0.01	00:21	62.1454684	
		76162	6.52	0.11	0.00	00:07	42.162639	
		76170	16.00	0.27	0.00	00:16	59.137768	
West of Sys-to-Sys		76163	1.67	0.03	0.00	00:02	61.6096634	
		78112	166.45	2.77	0.05	02:46	69.9440104	
		78124	1.36	0.02	0.00	00:01	60.174809	
		77403	21.11	0.35	0.01	00:21	68.7053002	
		77410	1.80	0.03	0.00	00:02	64.3978908	
		78113	80.59	1.34	0.02	01:21	68.9145212	
		<b>Total Distance</b>		<b>Total Time</b>	<b>0.16249</b>		<b>09:45</b>	<b>59.98414851</b>
		I-95 NB	South of Sys-to-Sys	76308	161.39	2.69	0.04	02:41
	78126			3.18	0.05	0.00	00:03	17.9999282
76152	70.14			1.17	0.02	01:10	19.8852388	
76159	11.42			0.19	0.00	00:11	17.2168618	
78080	803.46			13.39	0.22	13:23	10.0328844	
76310	62.76			1.05	0.02	01:03	8.7129184	
76313	188.55			3.14	0.05	03:09	10.7528778	
Sys-to-Sys	76178		48.75	0.81	0.01	00:49	18.6624648	
	75978		10.83	0.18	0.00	00:11	26.8528318	
	76176		23.05	0.38	0.01	00:23	61.5298988	
North of Sys-to-Sys	78099		1.81	0.03	0.00	00:02	43.0243812	
	76315		163.29	2.72	0.05	02:43	69.3741226	
	78128		3.02	0.05	0.00	00:03	62.3897424	
	76191		33.20	0.55	0.01	00:33	68.9600132	
	76198		1.89	0.03	0.00	00:02	65.4777372	
	78102		61.36	1.02	0.02	01:01	69.43926	
<b>Total Distance</b>			<b>Total Time</b>	<b>0.46</b>		<b>27:28</b>	<b>37.08421288</b>	
I-95 SB	North of Sys-to-Sys		78079	60.39	1.01	0.02	01:00	69.657049
			78127	2.56	0.04	0.00	00:03	64.3413846
			76193	33.08	0.55	0.01	00:33	69.1930042
		76320	2.26	0.04	0.00	00:02	63.2251118	
		78103	22.21	0.37	0.01	00:22	67.8756372	
		76318	166.16	2.77	0.05	02:46	68.168675	
	76166	20.83	0.35	0.01	00:21	66.538903		
	Sys-to-Sys	76169	23.13	0.39	0.01	00:23	58.4004848	
		64742	6.00	0.10	0.00	00:06	42.1058782	
		76185	19.39	0.32	0.01	00:19	62.4818034	
	South of Sys-to-Sys	76314	1.62	0.03	0.00	00:02	55.3551926	
		78100	8.09	0.13	0.00	00:08	64.1650668	
		78132	17.88	0.30	0.00	00:18	69.0959588	
		76311	7.50	0.12	0.00	00:07	69.3150516	
		76157	120.51	2.01	0.03	02:01	68.5721796	
		76154	21.76	0.36	0.01	00:22	64.049477	
		76309	2.45	0.04	0.00	00:02	53.6403882	
		78098	55.40	0.92	0.02	00:55	65.7220762	
	<b>Total Distance</b>		<b>Total Time</b>	<b>0.16</b>		<b>09:51</b>	<b>63.43907344</b>	
	Sys-to-Sys Ramps	I-26 EB to I-95 SB	76186	52.11	0.87	0.01	00:52	40.314911
I-95 NB to I-26 EB		76180	29.39	0.49	0.01	00:29	45.6132394	
I-26 WB to I-95 NB		76174	62.02	1.03	0.02	01:02	40.5826694	
I-95 SB to I-26 WB		76168	38.62	0.64	0.01	00:39	46.783728	
I-95 SB to I-26 EB (Loop)		76189	48.08	0.80	0.01	00:48	28.7711268	
I-26 EB to I-95 NB (Loop)		76183	29.54	0.49	0.01	00:30	31.3480708	
I-95 NB to I-26 WB (Loop)		76177	54.65	0.91	0.02	00:55	22.5312386	
I-26 WB to I-95 SB (Loop)	76171	30.90	0.52	0.01	00:31	32.6989722		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	24:17	50
	I-95 NB	26:29	45
I-26 WB	I-95 SB	25:26	46
	I-26 WB	09:45	60
I-95 NB	I-95 NB	09:55	59
	I-95 SB	09:47	58
I-95 SB	I-26 EB	25:12	43
	I-26 WB	28:31	37
I-95 SB	I-95 NB	27:28	37
	I-26 EB	09:45	62
	I-26 WB	10:19	65
	I-95 SB	09:51	63

2050 Build Alternative 1 Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	
I-26 EB	West of Sys-to-Sys	78076	86.37	1.44	01:26	64.5962124	
		78104	2.27	0.04	00:02	55.2749828	
		77405	21.67	0.36	00:22	66.371837	
		76161	2.24	0.04	00:02	63.330375	
		78105	144.10	2.40	02:24	68.3078982	
		78135	13.49	0.22	00:13	64.81879275	
		78138	10.32	0.17	00:10	65.240906	
	78131	2.31	0.04	00:02	55.83137225		
	Sys-to-Sys	76187	16.26	0.27	00:16	70.5941054	
		64745	4.31	0.07	00:04	59.2028806	
		78106	20.59	0.34	00:21	70.0062888	
	East of Sys-to-Sys	78150	5.68	0.09	00:06	64.748785	
		78074	4.56	0.08	00:05	63.4330276	
		78151	12.34	0.21	00:12	65.4401466	
		78152	97.19	1.62	01:37	68.57787175	
		78107	2.91	0.05	00:03	60.6331288	
		77374	8.03	0.13	00:08	65.7812954	
		77377	3.69	0.06	00:04	64.5997104	
		77372	8.08	0.13	00:08	65.2651026	
		77369	3.97	0.07	00:04	49.7217896	
		78108	29.48	0.49	00:29	68.8135122	
	<b>Total Time</b>					<b>08:20</b>	<b>63.83762005</b>
	I-26 WB	East of Sys-to-Sys	77362	30.64	0.51	00:31	65.968292
			78130	3.50	0.06	00:03	62.2116948
			78123	8.04	0.13	00:08	65.6703584
			77360	4.01	0.07	00:04	62.949222
			77357	7.86	0.13	00:08	67.1253828
78075			1.90	0.03	00:02	64.3718834	
78072			121.02	2.02	02:01	68.8667044	
78111		2.11	0.04	00:02	54.5796434		
Sys-to-Sys		76172	18.95	0.32	00:19	69.4293366	
		76162	5.66	0.09	00:06	56.7465922	
		76170	28.85	0.48	00:29	70.3825662	
West of Sys-to-Sys		78164	12.56	0.21	00:13	65.6119045	
		78159	15.88	0.26	00:16	68.3481395	
		78160	125.71	2.10	02:06	68.79576325	
		78124	1.42	0.02	00:01	57.7583196	
		77403	21.61	0.36	00:22	67.1203408	
		77410	1.84	0.03	00:02	63.1025138	
78113		81.50	1.36	01:21	68.1436024		
<b>Total Time</b>					<b>08:13</b>	<b>64.84345889</b>	
I-95 NB		South of Sys-to-Sys	76308	58.04	0.97	00:58	64.0368854
	78126		1.03	0.02	00:01	55.3281734	
	76152		20.95	0.35	00:21	66.5590716	
	76159		3.11	0.05	00:03	63.2812682	
	78080		117.46	1.96	01:57	68.5434594	
	76310		1.69	0.03	00:02	61.0271868	
	76313		10.44	0.17	00:10	62.06697	
	78143	9.92	0.17	00:10	43.0753875		
	Sys-to-Sys	76178	12.17	0.20	00:12	68.1053842	
		75978	4.94	0.08	00:05	69.3850038	
		76176	20.70	0.35	00:21	68.5096996	
	North of Sys-to-Sys	78099	1.85	0.03	00:02	42.0459108	
		76315	165.01	2.75	02:45	68.6487864	
		78128	3.08	0.05	00:03	61.313948	
		76191	33.61	0.56	00:34	68.117474	
76198		1.91	0.03	00:02	64.7666472		
78102	61.88	1.03	01:02	68.8521946			
<b>Total Time</b>					<b>08:48</b>	<b>62.56843829</b>	
I-95 SB	North of Sys-to-Sys	78079	60.41	1.01	01:00	69.6397808	
		78127	2.56	0.04	00:03	64.3310158	
		76193	33.07	0.55	00:33	69.2023844	
		76320	2.26	0.04	00:02	63.2261818	
		78103	22.20	0.37	00:22	67.9064494	
		76318	165.94	2.77	02:46	68.1883714	
		76166	9.19	0.15	00:09	62.5162352	
	78167	7.12	0.12	00:07	58.778362		
	Sys-to-Sys	76169	24.04	0.40	00:24	69.2831036	
		64742	4.49	0.07	00:04	64.6425336	
		76185	17.93	0.30	00:18	67.573033	
	South of Sys-to-Sys	78100	10.11	0.17	00:10	61.861726	
		78139	12.50	0.21	00:13	65.830063	
		76157	138.11	2.30	02:18	66.597478	
		76154	28.91	0.48	00:29	49.532981	
76309		3.37	0.06	00:03	40.0863872		
78098	59.41	0.99	00:59	61.329396			
<b>Total Time</b>					<b>10:02</b>	<b>62.97208719</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.94	0.73	00:44	47.3988255	
	I-95 NB to I-26 EB	78172	14.15	0.24	00:14	25.565782	
		78148	13.27	0.22	00:13	34.674204	
		78144	28.89	0.48	00:29	45.49925925	
		78154	9.88	0.16	00:10	51.889018	
	I-26 WB to I-95 NB	76174	56.88	0.95	00:57	44.2491864	
	I-95 SB to I-26 WB	78165	8.83	0.15	00:09	46.26118525	
		78170	7.77	0.13	00:08	43.92199875	
		76168	23.94	0.40	00:24	48.3663438	
	I-95 SB to I-26 EB (Flyover)	78161	10.66	0.18	00:11	45.2149325	
		78163	10.84	0.18	00:11	52.71594975	
		78165	8.83	0.15	00:09	46.26118525	
	I-26 EB to I-95 NB (Loop)	78170	7.77	0.13	00:08	43.92199875	
		78155	70.95	1.18	01:11	47.2812212	
		78154	9.88	0.16	00:10	51.889018	
I-95 NB to I-26 WB (Flyover)	76183	28.38	0.47	00:28	42.6149718		
	78172	14.15	0.24	00:14	25.565782		
	78148	13.27	0.22	00:13	34.674204		
	78149	70.78	1.18	01:11	47.795954		
	78161	10.66	0.18	00:11	45.2149325		
I-26 WB to I-95 SB (Loop)	78163	10.84	0.18	00:11	52.71594975		
76171	27.27	0.45	00:27	41.2681868			

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:20	64
	I-95 NB	10:25	63
	I-95 SB	09:39	60
I-26 WB	I-26 WB	08:13	65
	I-95 NB	08:23	62
	I-95 SB	08:26	61
I-95 NB	I-26 EB	07:45	58
	I-26 WB	10:03	57
	I-95 NB	08:48	63
I-95 SB	I-26 EB	09:36	61
	I-26 WB	10:25	61
	I-95 SB	10:02	63

2050 Build Alternative 2 Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	
I-26 EB	West of Sys-to-Sys	78076	109.31	1.82	01:49	58.5274806	
		78104	2.42	0.04	00:02	52.9937564	
		77405	22.09	0.37	00:22	65.2541344	
		76161	2.25	0.04	00:02	63.0388296	
		78105	144.00	2.40	02:24	68.3554902	
		78135	13.43	0.22	00:13	65.022795	
		78138	10.32	0.17	00:10	65.18981275	
		78131	2.31	0.04	00:02	55.837332	
	Sys-to-Sys	76187	16.28	0.27	00:16	70.4939896	
		64745	4.32	0.07	00:04	59.11139	
		78106	20.60	0.34	00:21	69.9717486	
	East of Sys-to-Sys	78150	5.67	0.09	00:06	64.703201	
		78074	4.58	0.08	00:05	63.2176134	
		78151	12.35	0.21	00:12	65.4326928	
		78152	97.19	1.62	01:37	68.61269475	
		78107	2.91	0.05	00:03	60.6822116	
		77374	8.02	0.13	00:08	65.8584646	
		77377	3.68	0.06	00:04	64.6998252	
		77372	8.08	0.13	00:08	65.267295	
		77369	3.98	0.07	00:04	49.5941526	
		78108	29.49	0.49	00:29	68.780499	
	<b>Total Time</b>					<b>08:43</b>	<b>63.3640671</b>
	I-26 WB	East of Sys-to-Sys	77362	30.52	0.51	00:31	66.2405136
			78130	3.46	0.06	00:03	62.9898332
			78123	7.99	0.13	00:08	66.125195
			77360	3.99	0.07	00:04	63.249761
77357			7.83	0.13	00:08	67.4279588	
78075			1.89	0.03	00:02	64.6870222	
78072			120.94	2.02	02:01	68.9122422	
78111		2.10	0.04	00:02	54.844813		
Sys-to-Sys		76172	18.90	0.32	00:19	69.6051182	
		76162	5.66	0.09	00:06	56.7559776	
		76170	28.85	0.48	00:29	70.3766802	
West of Sys-to-Sys		78164	13.04	0.22	00:13	63.3489625	
		78159	16.41	0.27	00:16	66.28410075	
		78160	125.53	2.09	02:06	68.920681	
		78124	1.54	0.03	00:02	53.309503	
		77403	22.32	0.37	00:22	65.0033802	
		77410	1.85	0.03	00:02	62.6826736	
		78113	81.39	1.36	01:21	68.2323244	
<b>Total Time</b>					<b>08:14</b>	<b>64.3887078</b>	
I-95 NB		South of Sys-to-Sys	76308	58.14	0.97	00:58	63.9311024
	78126		1.04	0.02	00:01	55.080334	
	76152		21.04	0.35	00:21	66.2666044	
	76159		3.11	0.05	00:03	63.185907	
	78080		117.57	1.96	01:58	68.4788942	
	76310		1.69	0.03	00:02	61.0392132	
	76313		10.38	0.17	00:10	62.4463744	
	78143	9.93	0.17	00:10	43.10066025		
	Sys-to-Sys	76178	12.19	0.20	00:12	68.0152538	
		75978	4.95	0.08	00:05	69.2999894	
	76176	20.72	0.35	00:21	68.4681548		
	North of Sys-to-Sys	78099	1.85	0.03	00:02	42.1930808	
		76315	165.30	2.75	02:45	68.5312696	
		78128	3.08	0.05	00:03	61.2471368	
		76191	33.70	0.56	00:34	67.9391656	
76198		1.92	0.03	00:02	64.5463946		
78102	62.05	1.03	01:02	68.6635884			
<b>Total Time</b>					<b>08:49</b>	<b>62.60121286</b>	
I-95 SB	North of Sys-to-Sys	78079	60.34	1.01	01:00	69.7143024	
		78127	2.56	0.04	00:03	64.3711942	
		76193	33.05	0.55	00:33	69.2492854	
		76320	2.26	0.04	00:02	63.3610316	
		78103	22.17	0.37	00:22	68.002836	
		76318	165.71	2.76	02:46	68.2867952	
		76166	9.15	0.15	00:09	62.7541392	
	78167	7.09	0.12	00:07	59.1849445		
	Sys-to-Sys	76169	24.01	0.40	00:24	69.3674162	
		64742	4.48	0.07	00:04	64.7462074	
	76185	17.93	0.30	00:18	67.5796988		
	South of Sys-to-Sys	78100	10.09	0.17	00:10	61.9971272	
		78139	12.49	0.21	00:12	65.8635638	
76157		136.99	2.28	02:17	67.1219362		
76154		26.13	0.44	00:26	53.8877174		
76309		3.15	0.05	00:03	42.31681		
78098	58.79	0.98	00:59	61.9466926			
<b>Total Time</b>					<b>09:56</b>	<b>63.46405061</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.94	0.73	00:44	47.431809	
	I-95 NB to I-26 EB	78172	14.12	0.24	00:14	25.6294704	
		78148	13.26	0.22	00:13	34.7139286	
		78144	28.44	0.47	00:28	46.20850325	
		78154	9.87	0.16	00:10	51.9119055	
	I-26 WB to I-95 NB	76174	56.90	0.95	00:57	44.2319182	
	I-95 SB to I-26 WB	78165	8.80	0.15	00:09	46.552289	
		78170	7.75	0.13	00:08	44.14434575	
		76168	23.74	0.40	00:24	48.7763358	
		78161	10.67	0.18	00:11	45.230797	
	78163	10.87	0.18	00:11	52.6749075		
	I-95 SB to I-26 EB (Flyover)	78165	8.80	0.15	00:09	46.552289	
		78170	7.75	0.13	00:08	44.14434575	
		78155	70.71	1.18	01:11	47.4393474	
	78154	9.87	0.16	00:10	51.9119055		
	I-26 EB to I-95 NB (Loop)	76183	28.61	0.48	00:29	42.2702082	
	I-95 NB to I-26 WB (Flyover)	78172	14.12	0.24	00:14	25.6294704	
78148		13.26	0.22	00:13	34.7139286		
78149		70.99	1.18	01:11	47.7057485		
78161		10.67	0.18	00:11	45.230797		
78163		10.87	0.18	00:11	52.6749075		
I-26 WB to I-95 SB (Loop)	76171	27.24	0.45	00:27	41.3102942		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:43	63
	I-95 NB	10:49	62
I-26 WB	I-95 SB	09:58	60
	I-26 WB	08:14	64
	I-95 NB	08:24	62
I-95 NB	I-95 SB	08:21	61
	I-26 EB	07:45	58
I-95 SB	I-26 WB	10:05	57
	I-95 NB	08:49	63
	I-26 EB	09:35	61
I-26 WB	I-26 WB	10:26	61
	I-95 SB	09:56	63

2050 Build Alternative 3 Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Travel Time (mm:ss)	
I-26 EB	West of Sys-to-Sys	78076	83.33	1.39	01:23	66.6543674	
		78104	2.18	0.04	00:02	57.2718758	
		77405	21.48	0.36	00:21	66.9492986	
		76161	2.25	0.04	00:02	63.1694906	
		78105	144.15	2.40	02:24	68.286605	
		78135	13.20	0.22	00:13	66.3404082	
		78138	10.26	0.17	00:10	65.70422975	
		78131	2.31	0.04	00:02	55.8427142	
	Sys-to-Sys	76187	16.29	0.27	00:16	70.4682918	
		64745	4.32	0.07	00:04	59.1235654	
		78106	20.59	0.34	00:21	70.004912	
	East of Sys-to-Sys	78150	5.68	0.09	00:06	64.733801	
		78074	4.55	0.08	00:05	63.5851092	
		78151	12.36	0.21	00:12	65.3560652	
		78152	97.31	1.62	01:37	68.5422325	
		78107	2.91	0.05	00:03	60.6513662	
		77374	8.04	0.13	00:08	65.7242248	
		77377	3.69	0.06	00:04	64.4865726	
		77372	8.10	0.14	00:08	65.130621	
		77369	3.99	0.07	00:04	49.4241542	
		78108	29.61	0.49	00:30	68.4991682	
	<b>Total Time</b>					<b>08:17</b>	<b>64.09281303</b>
	I-26 WB	East of Sys-to-Sys	77362	30.81	0.51	00:31	65.6215384
			78130	3.52	0.06	00:04	61.8513372
			78123	8.06	0.13	00:08	65.5588214
			77360	4.03	0.07	00:04	62.7603458
			77357	7.87	0.13	00:08	67.0672236
78075			1.73	0.03	00:02	64.317508	
78072			111.43	1.86	01:51	67.9019628	
78111		5.60	0.09	00:06	38.324277		
Sys-to-Sys		76170	62.41	1.04	01:02	70.1935086	
West of Sys-to-Sys		78164	12.61	0.21	00:13	65.3766645	
		78159	15.91	0.27	00:16	68.1995595	
		78160	125.61	2.09	02:06	68.869509	
		78124	1.41	0.02	00:01	58.060473	
		77403	21.56	0.36	00:22	67.2627732	
		77410	1.84	0.03	00:02	62.8939902	
	78113	81.64	1.36	01:22	68.0288968		
	<b>Total Time</b>					<b>08:16</b>	<b>63.89302431</b>
I-95 NB	South of Sys-to-Sys	76308	58.16	0.97	00:58	63.9069962	
		78126	1.04	0.02	00:01	55.0276486	
		76152	21.05	0.35	00:21	66.242795	
		76159	3.12	0.05	00:03	62.9649752	
		78080	117.55	1.96	01:58	68.4891244	
		76310	1.69	0.03	00:02	60.9726356	
		76313	10.34	0.17	00:10	62.6981326	
		78143	9.91	0.17	00:10	43.1028965	
	Sys-to-Sys	76178	12.17	0.20	00:12	68.089263	
		75978	4.94	0.08	00:05	69.476274	
		76176	20.78	0.35	00:21	68.262673	
	North of Sys-to-Sys	78099	1.87	0.03	00:02	41.6735446	
		76315	164.64	2.74	02:45	68.8042656	
		78128	3.06	0.05	00:03	61.758131	
		76191	33.52	0.56	00:34	68.303417	
76198	1.92	0.03	00:02	64.662612			
78102	61.89	1.03	01:02	68.842376			
<b>Total Time</b>					<b>08:48</b>	<b>62.54575061</b>	
I-95 SB	North of Sys-to-Sys	78079	60.35	1.01	01:00	69.706993	
		78127	2.56	0.04	00:03	64.3644672	
		76193	33.06	0.55	00:33	69.2168424	
		76320	2.26	0.04	00:02	63.2905484	
		78103	22.21	0.37	00:22	67.8852882	
		76318	165.99	2.77	02:46	68.171925	
		76166	9.24	0.15	00:09	62.1384118	
	78167	7.11	0.12	00:07	58.95759		
	Sys-to-Sys	76169	40.99	0.68	00:41	70.4407316	
		78175	6.06	0.10	00:06	66.5927812	
		78176	5.60	0.09	00:06	54.4517096	
	South of Sys-to-Sys	78100	14.12	0.24	00:14	62.2364816	
		78139	10.05	0.17	00:10	65.0709088	
		76157	128.09	2.13	02:08	67.324984	
		76154	25.95	0.43	00:26	54.448595	
76309		3.18	0.05	00:03	41.9054056		
78098	59.48	0.99	00:59	61.2391046			
<b>Total Time</b>					<b>09:56</b>	<b>62.79075106</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	55.30	0.92	00:55	44.92713825	
	I-95 NB to I-26 EB	78172	14.19	0.24	00:14	25.52109	
		78148	13.31	0.22	00:13	34.6054038	
		78144	28.62	0.48	00:29	45.7753475	
		78154	9.89	0.16	00:10	51.067037	
	I-26 WB to I-95 NB	78174	21.56	0.36	00:22	28.290585	
		78173	57.47	0.96	00:57	43.7768326	
	I-95 SB to I-26 WB	78165	8.85	0.15	00:09	46.15637125	
		78170	7.84	0.13	00:08	43.603661	
		76168	23.65	0.39	00:24	48.964062	
		78161	10.66	0.18	00:11	45.249724	
		78163	10.88	0.18	00:11	52.61679675	
	I-95 SB to I-26 EB (Flyover)	78165	8.85	0.15	00:09	46.15637125	
		78170	7.84	0.13	00:08	43.603661	
		78155	71.29	1.19	01:11	47.05283	
	78154	9.89	0.16	00:10	51.067037		
	I-26 EB to I-95 NB (Loop)	76183	28.30	0.47	00:28	42.724184	
	I-95 NB to I-26 WB (Flyover)	78172	14.19	0.24	00:14	25.52109	
		78148	13.31	0.22	00:13	34.6054038	
		78149	70.74	1.18	01:11	47.80794325	
78161		10.66	0.18	00:11	45.249724		
78163		10.88	0.18	00:11	52.61679675		
I-26 WB to I-95 SB (Flyover)	78174	21.56	0.36	00:22	28.290585		
	76171	105.26	1.75	01:45	37.8265414		

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:17	64
	I-95 NB	10:21	63
	I-95 SB	09:35	60
I-26 WB	I-26 WB	08:16	64
	I-95 NB	08:39	59
	I-95 SB	09:12	57
I-95 NB	I-26 EB	07:45	58
	I-26 WB	10:03	57
	I-95 NB	08:48	63
I-95 SB	I-26 EB	09:37	61
	I-26 WB	10:25	61
	I-95 SB	09:56	63

# **APPENDIX O. I-26 AT I-95 TRANSMODELER CORRIDOR YEAR OF FAILURE OUTPUT**



2030 Year of Failure Analysis

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.04	C
	Off-Ramp to SC 210	78104	Diverge	14.29	B
	Between SC 210 Ramps	77405	Basic	17.73	B
	On-Ramp from SC 210	76161	Merge	14.30	B
	West of I-26/I-95 Interchange	78105	Basic	18.34	C
	Off-Ramp to I-95 SB	78131	Diverge	11.27	B
	Between Ramps	76187	Basic	8.49	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.75	A
I-26 EB	Between Ramps	78106	Basic	8.47	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.46	B
	East of I-26/I-95 Interchange	78151	Basic	11.54	B
	Off-Ramp to US 15 SB	78107	Diverge	11.57	B
	Between Ramps	77374	Basic	14.44	B
	Weave to/from US 15	77377	Weave	6.37	A
	Between Ramps	77372	Basic	14.07	B
	On-Ramp from US 15 NB	77369	Merge	12.98	B
	East of US 15	78108	Basic	14.84	B
	East of US 15	77362	Basic	15.04	B
	Off-Ramp to US 15 NB	78130	Diverge	11.02	B
	Between Ramps	78123	Basic	15.12	B
	Weave to/from US 15	77360	Weave	6.57	A
	Between Ramps	77357	Basic	14.62	B
	On-Ramp from US 15 SB	78075	Merge	11.72	B
	East of I-26/I-95 Interchange	78072	Basic	15.18	B
	Off-Ramp to I-95 NB	78111	Diverge	15.13	B
I-26 WB	Between Ramps	76172	Basic	10.23	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.31	A
	Between Ramps	76170	Basic	8.68	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.55	B
	West of I-26/I-95 Interchange	78159	Basic	14.01	B
	Off-Ramp to SC 210	78124	Diverge	21.60	C
	Between SC 210 Ramps	77403	Basic	18.28	C
	On-Ramp from SC 210	77410	Merge	13.71	B
	West of SC 210	78113	Basic	18.25	C
	South of US 178	76308	Basic	29.14	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	38.36	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.84	D
	I-26 EB On-Ramp from US 178	76159	Merge	26.86	C
	South of I-26/I-95 Interchange	76310	Basic	30.03	D
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	20.10	C
	Between Ramps	76178	Basic	12.81	B
I-95 NB	System-to-System Weave	75978	Merge	8.65	A
	Between Ramps	76176	Basic	13.09	B
	On-Ramp from I-26 WB	78099	Merge	21.35	C
	North of I-26/I-95 Interchange	76315	Basic	20.77	C
	Off-Ramp to US 176	78128	Diverge	23.98	C
	Between US 176 Ramps	76191	Basic	19.48	C
	On-Ramp from US 176	76198	Merge	18.50	B
	North of US 176	78102	Basic	19.86	C
	North of US 176	78079	Basic	19.12	C
	Off-Ramp to US 176	78127	Diverge	21.46	C
	Between US 176 Ramps	76193	Basic	18.97	C
	On-Ramp from US 176	76320	Merge	19.46	B
	North of I-26/I-95 Interchange	76318	Basic	20.50	C
	Off-Ramp to I-26 WB	78167	Diverge	18.55	B
	Between Ramps	76169	Basic	12.89	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.37	B
	Between Ramps	76185	Basic	15.42	B
	On-Ramp from I-26 EB	78100	Merge	25.39	C
	South of I-26/I-95 Interchange	76311	Basic	36.14	E
	Off-Ramp to US 178	76157	Diverge	29.77	D
	Between U 178 Ramps	76154	Basic	29.68	D
	On-Ramp from US 178	76309	Merge	32.01	D
	South of US 178	78098	Basic	29.69	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

I-26 Westbound Segment - West of the I-26 and I-95 System Interchange

I-95 Southbound Segment - South of I-26 and I-95 System Interchange

2040 Year of Failure Analysis

Mainline	Location	TM Segment ID	Segment Type	Density	LOS	
I-26 EB	West of SC 210	78076	Basic	21.93	C	
	Off-Ramp to SC 210	78104	Diverge	17.70	B	
	Between SC 210 Ramps	77405	Basic	21.54	C	
	On-Ramp from SC 210	76161	Merge	17.46	B	
	West of I-26/I-95 Interchange	78105	Basic	23.39	C	
	Off-Ramp to I-95 SB	78131	Diverge	39.23	E	
	Between Ramps	76187	Basic	11.93	B	
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.90	A	
	Between Ramps	78106	Basic	10.52	A	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	13.75	B	
	East of I-26/I-95 Interchange	78151	Basic	14.73	B	
	Off-Ramp to US 15 SB	78107	Diverge	13.99	B	
	Between Ramps	77374	Basic	17.43	B	
	Weave to/from US 15	77377	Weave	6.28	A	
	Between Ramps	77372	Basic	18.40	C	
	On-Ramp from US 15 NB	77369	Merge	15.92	B	
	East of US 15	78108	Basic	18.46	C	
	I-26 WB	East of US 15	77362	Basic	18.74	C
		Off-Ramp to US 15 NB	78130	Diverge	13.81	B
Between Ramps		78123	Basic	18.95	C	
Weave to/from US 15		77360	Weave	8.12	A	
Between Ramps		77357	Basic	18.50	C	
On-Ramp from US 15 SB		78075	Merge	15.34	B	
East of I-26/I-95 Interchange		78072	Basic	18.81	C	
Off-Ramp to I-95 NB		78111	Diverge	18.79	B	
Between Ramps		76172	Basic	12.76	B	
Loop Off-Ramp to I-95 SB		76162	Diverge	9.58	A	
Between Ramps		76170	Basic	10.83	A	
CD On-Ramp from I-95 NB + I-95 SB		78164	Merge	16.62	B	
West of I-26/I-95 Interchange		78160	Basic	24.16	C	
Off-Ramp to SC 210		78124	Diverge	26.07	C	
Between SC 210 Ramps		77403	Basic	23.92	C	
On-Ramp from SC 210		77410	Merge	18.22	B	
West of SC 210		78113	Basic	22.42	C	
I-95 NB		South of US 178	76308	Basic	30.14	D
		I-26 NB Off-Ramp to US 178	78126	Diverge	38.80	E
	I-26 EB Between US 178 Ramps	76152	Basic	28.69	D	
	I-26 EB On-Ramp from US 178	76159	Basic	22.57	C	
	South of I-26/I-95 Interchange	76310	Basic	22.57	C	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	19.49	B	
	Between Ramps	76178	Basic	12.95	B	
	System-to-System Weave	75978	Merge	9.95	A	
	Between Ramps	76176	Basic	14.50	B	
	On-Ramp from I-26 WB	78099	Merge	24.00	C	
	North of I-26/I-95 Interchange	76315	Basic	23.30	C	
	Off-Ramp to US 176	78128	Diverge	25.63	C	
	Between US 176 Ramps	76191	Basic	22.48	C	
	On-Ramp from US 176	76198	Merge	20.19	C	
North of US 176	78102	Basic	22.32	C		
I-95 SB	North of US 176	78079	Basic	21.69	C	
	Off-Ramp to US 176	78127	Diverge	21.52	C	
	Between US 176 Ramps	76193	Basic	21.59	C	
	On-Ramp from US 176	76320	Merge	22.15	C	
	North of I-26/I-95 Interchange	76318	Basic	23.26	C	
	Off-Ramp to I-26 WB	78167	Diverge	21.05	C	
	Between Ramps	76169	Basic	14.21	B	
	Loop On-Ramp from I-26 WB	64742	Merge	11.91	B	
	Between Ramps	76185	Basic	19.96	C	
	On-Ramp from I-26 EB	78100	Merge	75.99	E	
	South of I-26/I-95 Interchange	76311	Basic	50.53	F	
	Off-Ramp to US 178	76157	Diverge	31.25	D	
	Between US 178 Ramps	76154	Basic	29.36	D	
	On-Ramp from US 178	76309	Merge	29.98	D	
South of US 178	78098	Basic	30.28	D		

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

I-26 Westbound Segment - West of the I-26 and I-95 System Interchange

I-95 Southbound Segment - South of I-26 and I-95 System Interchange

2045 Year of Failure Analysis

Mainline	Location	TM Segment ID	Segment Type	Density	LOS	Level Of Service	Weave	Merge	Diverge	Basic Freeway	
I-26 EB	West of SC 210	78076	Basic	24.03	C						
	Off-Ramp to SC 210	78104	Diverge	18.50	B						
	Between SC 210 Ramps	77405	Basic	23.56	C						
	On-Ramp from SC 210	76161	Merge	19.46	B	A	10	10	10	11	
	West of I-26/I-95 Interchange	78105	Basic	47.57	F	B	20	20	20	18	
	Off-Ramp to I-95 SB	78131	Diverge	68.33	E	C	28	28	28	26	
	Between Ramps	76187	Basic	12.42	B	D	35	35	35	35	
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.57	A	E	43			45	
	Between Ramps	78106	Basic	10.37	A	F	>	Demand Exceeds Capacity		>	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.15	B						
	East of I-26/I-95 Interchange	78151	Basic	14.89	B						
	Off-Ramp to US 15 SB	78107	Diverge	14.04	B						
	Between Ramps	77374	Basic	16.92	B						
	Weave to/from US 15	77377	Weave	8.31	A						
	Between Ramps	77372	Basic	18.44	C						
	On-Ramp from US 15 NB	77369	Merge	16.70	B						
	East of US 15	78108	Basic	18.38	C						
	I-26 WB	East of US 15	77362	Basic	20.69	C					
		Off-Ramp to US 15 NB	78130	Diverge	15.74	B					
Between Ramps		78123	Basic	20.61	C						
Weave to/from US 15		77360	Weave	9.81	A						
Between Ramps		77357	Basic	20.34	C						
On-Ramp from US 15 SB		78075	Merge	16.55	B						
East of I-26/I-95 Interchange		78072	Basic	20.81	C						
Off-Ramp to I-95 NB		78111	Diverge	20.27	C						
Between Ramps		76172	Basic	14.35	B						
Loop Off-Ramp to I-95 SB		76162	Diverge	10.31	B						
Between Ramps		76170	Basic	12.16	B						
CD On-Ramp from I-95 NB + I-95 SB		78164	Merge	17.77	B						
West of I-26/I-95 Interchange		78160	Basic	56.03	F					I-26 Westbound Segment - West of the I-26 and I-95 System Interchange	
Off-Ramp to SC 210		78124	Diverge	30.83	D						
Between SC 210 Ramps		77403	Basic	25.82	C						
On-Ramp from SC 210		77410	Merge	18.66	B						
West of SC 210		78113	Basic	22.50	C						
I-95 NB		South of US 178	76308	Basic	30.90	D					
		I-26 NB Off-Ramp to US 178	78126	Diverge	39.36	E					
	I-26 EB Between US 178 Ramps	76152	Basic	29.00	D						
	I-26 EB On-Ramp from US 178	76159	Basic	23.46	C						
	South of I-26/I-95 Interchange	76310	Basic	23.46	C						
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	20.14	C						
	Between Ramps	76178	Basic	14.40	B						
	System-to-System Weave	75978	Merge	9.66	A						
	Between Ramps	76176	Basic	15.17	B						
	On-Ramp from I-26 WB	78099	Merge	25.93	C						
	North of I-26/I-95 Interchange	76315	Basic	24.59	C						
	Off-Ramp to US 176	78128	Diverge	26.88	C						
	Between US 176 Ramps	76191	Basic	23.21	C						
	On-Ramp from US 176	76198	Merge	23.32	C						
North of US 176	78102	Basic	23.42	C							
I-95 SB	North of US 176	78079	Basic	22.87	C						
	Off-Ramp to US 176	78127	Diverge	23.98	C						
	Between US 176 Ramps	76193	Basic	22.80	C						
	On-Ramp from US 176	76320	Merge	23.85	C						
	North of I-26/I-95 Interchange	76318	Basic	24.53	C						
	Off-Ramp to I-26 WB	78167	Diverge	22.62	C						
	Between Ramps	76169	Basic	14.90	B						
	Loop On-Ramp from I-26 WB	64742	Merge	12.52	B						
	Between Ramps	76185	Basic	22.05	C						
	On-Ramp from I-26 EB	78100	Merge	91.14	E						
	South of I-26/I-95 Interchange	76311	Basic	52.03	F					I-95 Southbound Segment - South of I-26 and I-95 System Interchange	
	Off-Ramp to US 178	76157	Diverge	29.98	D						
	Between US 178 Ramps	76154	Basic	29.32	D						
	On-Ramp from US 178	76309	Merge	29.57	D						
South of US 178	78098	Basic	29.08	D							

**APPENDIX P.  
I-26 AT I-95 TRANSMODELER SOUTHBOUND  
SOUTH OF THE SYSTEM INTERCHANGE OUTPUT**

2030 Build Alternative 1 Conditions - No I-95 Widening

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.04	C
	Off-Ramp to SC 210	78104	Diverge	14.29	B
	Between SC 210 Ramps	77405	Basic	17.73	B
	On-Ramp from SC 210	76161	Merge	14.30	B
	West of I-26/I-95 Interchange	78105	Basic	18.34	C
	Off-Ramp to I-95 SB	78131	Diverge	11.27	B
	Between Ramps	76187	Basic	8.49	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.75	A
I-26 EB	Between Ramps	78106	Basic	8.47	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.46	B
	East of I-26/I-95 Interchange	78151	Basic	11.54	B
	Off-Ramp to US 15 SB	78107	Diverge	11.57	B
	Between Ramps	77374	Basic	14.44	B
	Weave to/from US 15	77377	Weave	6.37	A
	Between Ramps	77372	Basic	14.07	B
	On-Ramp from US 15 NB	77369	Merge	12.98	B
	East of US 15	78108	Basic	14.84	B
	East of US 15	77362	Basic	15.04	B
	Off-Ramp to US 15 NB	78130	Diverge	11.02	B
	Between Ramps	78123	Basic	15.12	B
	Weave to/from US 15	77360	Weave	6.57	A
	Between Ramps	77357	Basic	14.62	B
	On-Ramp from US 15 SB	78075	Merge	11.72	B
	East of I-26/I-95 Interchange	78072	Basic	15.18	B
	Off-Ramp to I-95 NB	78111	Diverge	15.13	B
I-26 WB	Between Ramps	76172	Basic	10.23	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.31	A
	Between Ramps	76170	Basic	8.68	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.55	B
	West of I-26/I-95 Interchange	78159	Basic	14.01	B
	Off-Ramp to SC 210	78124	Diverge	21.60	C
	Between SC 210 Ramps	77403	Basic	18.28	C
	On-Ramp from SC 210	77410	Merge	13.71	B
	West of SC 210	78113	Basic	18.25	C
	South of US 178	76308	Basic	29.14	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	38.36	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.84	D
	I-26 EB On-Ramp from US 178	76159	Merge	26.86	C
	South of I-26/I-95 Interchange	76310	Basic	30.03	D
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	20.10	C
	Between Ramps	76178	Basic	12.81	B
I-95 NB	System-to-System Weave	75978	Merge	8.65	A
	Between Ramps	76176	Basic	13.09	B
	On-Ramp from I-26 WB	78099	Merge	21.35	C
	North of I-26/I-95 Interchange	76315	Basic	20.77	C
	Off-Ramp to US 176	78128	Diverge	23.98	C
	Between US 176 Ramps	76191	Basic	19.48	C
	On-Ramp from US 176	76198	Merge	18.50	B
	North of US 176	78102	Basic	19.86	C
	North of US 176	78079	Basic	19.12	C
	Off-Ramp to US 176	78127	Diverge	21.46	C
	Between US 176 Ramps	76193	Basic	18.97	C
	On-Ramp from US 176	76320	Merge	19.46	B
	North of I-26/I-95 Interchange	76318	Basic	20.50	C
	Off-Ramp to I-26 WB	78167	Diverge	18.55	B
	Between Ramps	76169	Basic	12.89	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.37	B
	Between Ramps	76185	Basic	15.42	B
	On-Ramp from I-26 EB	78100	Merge	25.39	C
	South of I-26/I-95 Interchange	76311	Basic	36.14	E
	Off-Ramp to US 178	76157	Diverge	29.77	D
	Between U 178 Ramps	76154	Basic	29.68	D
	On-Ramp from US 178	76309	Merge	32.01	D
	South of US 178	78098	Basic	29.69	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 1 Conditions - No I-95 Widening

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	79.31	1.32	01:19	70.030622	1.545991	108.2658	
		78104	2.08	0.03	00:02	59.95638725	0.03471	2.081086	
		77405	20.94	0.35	00:21	68.6770546	0.400254	27.48827	
		76161	2.20	0.04	00:02	64.5112146	0.039546	2.55116	
		78105	141.98	2.37	02:22	69.3266712	2.739932	189.9504	
		78135	12.92	0.22	00:13	67.73203025	0.243723	16.50785	
		78138	10.12	0.17	00:10	66.57551025	0.187705	12.49656	
		78131	2.30	0.04	00:02	55.974119	0.035936	2.011486	
		76187	16.12	0.27	00:16	71.2183704			
		64745	4.28	0.07	00:04	59.6790494			
	78106	20.35	0.34	00:20	70.8516986				
	East of Sys-to-Sys	78150	5.56	0.09	00:06	66.094843			
		78074	4.38	0.07	00:04	66.1100882			
		78151	11.81	0.20	00:12	68.3670062			
		78152	95.55	1.59	01:36	69.7598575			
		78107	2.86	0.05	00:03	61.7732588			
		77374	7.80	0.13	00:08	67.7122666			
		77377	3.56	0.06	00:04	66.8811366			
		77372	7.85	0.13	00:08	67.2098376			
		77369	3.81	0.06	00:04	51.7664404			
		78108	28.88	0.48	00:29	70.2442746			
	<b>Total Time</b>					<b>08:05</b>	<b>65.73577035</b>		
	I-26 WB	East of Sys-to-Sys	77362	29.10	0.48	00:29	69.4710962		
			78130	3.28	0.05	00:03	66.2728648		
			78123	7.64	0.13	00:08	69.1032145		
			77360	3.82	0.06	00:04	66.1967064		
			77357	7.57	0.13	00:08	69.7103914		
			78075	1.83	0.03	00:02	66.6954122		
78072		118.61	1.98	01:59	70.2688324				
78111		2.04	0.03	00:02	56.5957026				
Sys-to-Sys		76172	18.70	0.31	00:19	70.3519564			
		76162	5.68	0.09	00:06	56.5548508			
		76170	28.58	0.48	00:29	71.0278464			
West of Sys-to-Sys		78164	12.39	0.21	00:12	66.57613575			
		78159	16.06	0.27	00:16	67.7280325			
		78160	127.38	2.12	02:07	67.9662415			
		78124	1.47	0.02	00:01	55.7369418			
		77403	21.30	0.36	00:21	68.0911732			
		77410	1.77	0.03	00:02	65.4807922			
78113		79.47	1.32	01:19	69.8794276				
<b>Total Time</b>					<b>08:07</b>	<b>66.31708993</b>			
I-95 NB	South of Sys-to-Sys	76308	54.66	0.91	00:55	67.9990714			
		78126	1.02	0.02	00:01	56.365926			
		76152	20.58	0.34	00:21	67.7498144			
		76159	3.31	0.06	00:03	59.3218			
		78080	119.64	1.99	02:00	67.27852725			
		76310	1.71	0.03	00:02	60.4397474			
		76313	10.21	0.17	00:10	63.4881406			
		78143	9.18	0.15	00:09	46.6212745			
	Sys-to-Sys	76178	12.13	0.20	00:12	68.3045746			
		75978	4.92	0.08	00:05	69.7024138			
		76176	20.24	0.34	00:20	70.0572706			
	North of Sys-to-Sys	78099	1.54	0.03	00:02	50.4791308			
		76315	164.47	2.74	02:44	68.8777432			
		78128	3.04	0.05	00:03	62.0286448			
		76191	33.37	0.56	00:33	68.6231636			
		76198	1.90	0.03	00:02	65.1165512			
		78102	61.54	1.03	01:02	69.2363528			
		<b>Total Time</b>					<b>08:43</b>	<b>63.77817983</b>	
I-95 SB	North of Sys-to-Sys	78079	59.69	0.99	01:00	70.4766192			
		78127	2.54	0.04	00:03	64.99668075			
		76193	32.65	0.54	00:33	70.0879216			
		76320	2.20	0.04	00:02	65.11084			
		78103	21.81	0.36	00:22	69.1206458			
		76318	164.54	2.74	02:45	68.7700484			
		76166	8.83	0.15	00:09	65.0557194			
		78167	6.89	0.11	00:07	60.76157175			
	Sys-to-Sys	76169	23.96	0.40	00:24	69.5122464			
		64742	4.44	0.07	00:04	65.306357			
		76185	17.81	0.30	00:18	68.0286886			
	South of Sys-to-Sys	78100	10.08	0.17	00:10	61.992968	0.173952	10.7838	
		78139	14.07	0.23	00:14	58.4794254	0.228613	13.36916	
		78140	7.50	0.12	00:07	52.194407	0.10989	5.735643	
		76311	8.73	0.15	00:09	59.5576256	0.144474	8.604528	
		76157	122.07	2.03	02:02	67.6909146	0.465046	31.47939	
		76154	21.66	0.36	00:22	64.3389278	0.388017	24.9646	
		76309	2.28	0.04	00:02	57.5301676	0.036536	2.101922	
78098	54.40	0.91	00:54	66.87911925	1.013358	67.77249			
<b>Total Time</b>					<b>09:46</b>	<b>64.73665484</b>			
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.49	0.72	00:43	47.9039835	0.579881	27.77861	
		78172	13.21	0.22	00:13	27.388216			
		78148	12.49	0.21	00:12	36.850381			
	I-95 NB to I-26 EB	78144	28.53	0.48	00:29	45.987951			
		78154	9.46	0.16	00:09	54.1743215			
		76174	54.68	0.91	00:55	46.0313324			
	I-26 WB to I-95 NB	78165	7.60	0.13	00:08	47.09210125			
		78170	6.61	0.11	00:07	47.6609935			
		76168	29.36	0.49	00:29	47.6612934			
	I-95 SB to I-26 WB	78161	10.22	0.17	00:10	47.213405			
		78163	10.50	0.17	00:10	54.48953875			
		78165	7.60	0.13	00:08	47.09210125			
	I-95 SB to I-26 EB (Flyover)	78170	6.61	0.11	00:07	47.6609935			
		78155	52.36	0.87	00:52	48.2672918			
		78154	9.46	0.16	00:09	54.1743215			
	I-26 EB to I-95 NB (Loop)	76183	28.24	0.47	00:28	42.8185422			
		78172	13.21	0.22	00:13	27.388216			
		78148	12.49	0.21	00:12	36.850381			
I-95 NB to I-26 WB (Flyover)	78149	53.44	0.89	00:53	48.123953				
	78161	10.22	0.17	00:10	47.213405				
	78163	10.50	0.17	00:10	54.48953875				
I-26 WB to I-95 SB (Loop)	76171	27.08	0.45	00:27	41.5580412				

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	66
I-26 EB	I-95 NB	10:12	64
I-26 EB	I-95 SB	09:16	62
I-26 WB	I-26 WB	08:07	66
I-26 WB	I-95 NB	08:14	64
I-26 WB	I-95 SB	08:08	63
I-95 NB	I-26 EB	07:36	60
I-95 NB	I-26 WB	09:40	58
I-95 NB	I-95 NB	08:43	64
I-95 SB	I-26 EB	09:07	63
I-95 SB	I-26 WB	10:23	62
I-95 SB	I-95 SB	09:46	65

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2030 Build Alternative 1 Conditions - No I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.03	C
	Off-Ramp to SC 210	78104	Diverge	14.83	B
	Between SC 210 Ramps	77405	Basic	18.06	C
	On-Ramp from SC 210	76161	Merge	14.13	B
	West of I-26/I-95 Interchange	78105	Basic	18.25	C
	Off-Ramp to I-95 SB	78131	Diverge	12.11	B
	Between Ramps	76187	Basic	8.58	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.16	A
I-26 EB	Between Ramps	78106	Basic	8.26	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.24	B
	East of I-26/I-95 Interchange	78151	Basic	12.15	B
	Off-Ramp to US 15 SB	78107	Diverge	11.42	B
	Between Ramps	77374	Basic	14.01	B
	Weave to/from US 15	77377	Weave	5.74	A
	Between Ramps	77372	Basic	14.91	B
	On-Ramp from US 15 NB	77369	Merge	12.96	B
	East of US 15	78108	Basic	14.50	B
	East of US 15	77362	Basic	14.88	B
	Off-Ramp to US 15 NB	78130	Diverge	11.30	B
	Between Ramps	78123	Basic	15.12	B
	Weave to/from US 15	77360	Weave	6.89	A
	Between Ramps	77357	Basic	14.55	B
	On-Ramp from US 15 SB	78075	Merge	12.08	B
	East of I-26/I-95 Interchange	78072	Basic	15.10	B
	Off-Ramp to I-95 NB	78111	Diverge	15.20	B
I-26 WB	Between Ramps	76172	Basic	10.34	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	8.00	A
	Between Ramps	76170	Basic	8.45	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.64	B
	West of I-26/I-95 Interchange	78159	Basic	13.95	B
	Off-Ramp to SC 210	78124	Diverge	18.03	B
	Between SC 210 Ramps	77403	Basic	18.29	C
	On-Ramp from SC 210	77410	Merge	14.20	B
	West of SC 210	78113	Basic	18.16	C
	South of US 178	76308	Basic	29.09	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	35.35	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.97	D
	I-26 EB On-Ramp from US 178	76159	Merge	25.15	C
	South of I-26/I-95 Interchange	76310	Basic	30.03	D
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.98	B
	Between Ramps	76178	Basic	12.39	B
I-95 NB	System-to-System Weave	75978	Merge	8.89	A
	Between Ramps	76176	Basic	13.10	B
	On-Ramp from I-26 WB	78099	Merge	21.06	C
	North of I-26/I-95 Interchange	76315	Basic	20.68	C
	Off-Ramp to US 176	78128	Diverge	21.03	C
	Between US 176 Ramps	76191	Basic	19.96	C
	On-Ramp from US 176	76198	Merge	18.47	B
	North of US 176	78102	Basic	19.73	C
	North of US 176	78079	Basic	19.13	C
	Off-Ramp to US 176	78127	Diverge	21.24	C
	Between US 176 Ramps	76193	Basic	18.76	C
	On-Ramp from US 176	76320	Merge	19.45	B
	North of I-26/I-95 Interchange	76318	Basic	20.43	C
	Off-Ramp to I-26 WB	78167	Diverge	19.64	B
	Between Ramps	76169	Basic	12.09	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	10.83	B
	Between Ramps	76185	Basic	16.20	B
	On-Ramp from I-26 EB	78100	Merge	18.60	B
	South of I-26/I-95 Interchange	76311	Basic	19.98	C
	Off-Ramp to US 178	76157	Basic	19.98	B
	Between U 178 Ramps	76154	Basic	29.96	D
	On-Ramp from US 178	76309	Merge	32.37	D
	South of US 178	78098	Basic	29.93	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 1 Conditions - No I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	79.48	1.32	01:19	69.883281	1.545991	108.0389	
		78104	2.08	0.03	00:02	59.9252635	0.03471	2.080006	
		77405	20.96	0.35	00:21	68.611683	0.400254	27.4621	
		76161	2.20	0.04	00:02	64.5160824	0.039546	2.551353	
		78105	142.09	2.37	02:22	69.2746436	2.739932	189.8078	
		78135	12.91	0.22	00:13	67.8867945	0.243723	16.54557	
		78138	10.11	0.17	00:10	66.68912325	0.187705	12.51788	
		78131	2.31	0.04	00:02	55.9893855	0.035936	2.012035	
		76187	16.13	0.27	00:16	71.179067			
	64745	4.28	0.07	00:04	59.6655398				
	78106	20.36	0.34	00:20	70.8030084				
	East of Sys-to-Sys	78150	5.57	0.09	00:06	65.957333			
		78074	4.39	0.07	00:04	65.9158			
		78151	11.83	0.20	00:12	68.2869508			
		78152	95.66	1.59	01:36	69.68480275			
		78107	2.86	0.05	00:03	61.79229175			
		77374	7.79	0.13	00:08	67.7554364			
		77377	3.56	0.06	00:04	66.8996872			
		77372	7.86	0.13	00:08	67.1671138			
		77369	3.82	0.06	00:04	51.7054636			
		78108	28.91	0.48	00:29	70.159439			
	<b>Total Time</b>					<b>08:05</b>	<b>65.70229477</b>		
	I-26 WB	East of Sys-to-Sys	77362	29.07	0.48	00:29	69.5455674		
			78130	3.28	0.05	00:03	66.3690314		
78123			7.64	0.13	00:08	69.1121565			
77360			3.82	0.06	00:04	66.144768			
77357			7.58	0.13	00:08	69.6815732			
78075			1.83	0.03	00:02	66.6858554			
78072		118.55	1.98	01:59	70.3016854				
78111		2.04	0.03	00:02	56.6520034				
Sys-to-Sys		76172	18.68	0.31	00:19	70.4137074			
		76162	5.68	0.09	00:06	56.6206414			
		76170	28.56	0.48	00:29	71.0804742			
West of Sys-to-Sys		78164	12.34	0.21	00:12	66.85546875			
		78159	16.00	0.27	00:16	67.880929			
		78160	127.24	2.12	02:07	67.96716275			
		78124	1.46	0.02	00:01	56.0053016			
		77403	21.27	0.35	00:21	68.1779074			
		77410	1.77	0.03	00:02	65.5844256			
78113		79.43	1.32	01:19	69.9153714				
<b>Total Time</b>					<b>08:06</b>	<b>66.38855723</b>			
I-95 NB	South of Sys-to-Sys	76308	54.58	0.91	00:55	68.1008846			
		78126	1.01	0.02	00:01	56.7092496			
		76152	20.57	0.34	00:21	67.7743008			
		76159	3.34	0.06	00:03	58.8354202			
		78080	119.58	1.99	02:00	67.33296			
		76310	1.70	0.03	00:02	60.5058038			
		76313	9.61	0.16	00:10	67.4634516			
		78143	9.02	0.15	00:09	47.4133325			
	Sys-to-Sys	76178	12.12	0.20	00:12	68.3872592			
		75978	4.91	0.08	00:05	69.8464948			
		76176	20.24	0.34	00:20	70.0910718			
	North of Sys-to-Sys	78099	1.56	0.03	00:02	49.798818			
		76315	163.87	2.73	02:44	69.1289682			
		78128	3.02	0.05	00:03	62.3914276			
		76191	33.24	0.55	00:33	68.8769286			
		76198	1.90	0.03	00:02	65.3290766			
		78102	61.42	1.02	01:01	69.3689606			
		<b>Total Time</b>					<b>08:42</b>	<b>64.09683143</b>	
I-95 SB	North of Sys-to-Sys	78079	59.68	0.99	01:00	70.4901842			
		78127	2.54	0.04	00:03	64.97697875			
		76193	32.66	0.54	00:33	70.0806956			
		76320	2.20	0.04	00:02	65.0168698			
		78103	21.83	0.36	00:22	69.0714428			
		76318	164.22	2.74	02:44	68.9057622			
		76166	8.81	0.15	00:09	65.1676064			
		78167	6.86	0.11	00:07	60.92922575			
		76169	23.94	0.40	00:24	69.5668778			
	Sys-to-Sys	64742	4.44	0.07	00:04	65.3292284			
		76185	17.76	0.30	00:18	68.2283354			
		78100	10.06	0.17	00:10	62.203336	0.173952	10.82039	
	South of Sys-to-Sys	78139	12.60	0.21	00:13	65.2931494	0.228613	14.92686	
		78140	5.87	0.10	00:06	67.346422	0.10989	7.400698	
		76311	7.64	0.13	00:08	68.0516018	0.144474	9.831687	
		76157	13.99	0.23	00:14	68.832392	0.465046	32.01023	
		76154	21.68	0.36	00:22	64.306623	0.388017	24.95206	
		76309	2.33	0.04	00:02	56.4139384	0.036536	2.06114	
78098		54.69	0.91	00:55	66.4847825	1.013358	67.37289		
<b>Total Time</b>					<b>07:54</b>	<b>66.54939237</b>			
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.52	0.73	00:44	47.8834205	0.579881	27.76669	
		78172	13.37	0.22	00:13	27.0629704			
	I-95 NB to I-26 EB	78148	12.56	0.21	00:13	36.637682			
		78144	28.87	0.48	00:29	45.42529575			
		78154	9.45	0.16	00:09	54.26784925			
	I-26 WB to I-95 NB	76174	54.82	0.91	00:55	45.9057424			
		78165	7.54	0.13	00:08	47.2643625			
	I-95 SB to I-26 WB	78170	6.56	0.11	00:07	47.8712835			
		76168	28.82	0.48	00:29	48.5723196			
		78161	10.20	0.17	00:10	47.30890875			
	I-95 SB to I-26 EB (Flyover)	78163	10.48	0.17	00:10	54.5677215			
		78165	7.54	0.13	00:08	47.2643625			
		78170	6.56	0.11	00:07	47.8712835			
		78155	52.03	0.87	00:52	48.5754508			
	I-26 EB to I-95 NB (Loop)	78154	9.45	0.16	00:09	54.26784925			
		76183	28.01	0.47	00:28	43.1662178			
		78172	13.37	0.22	00:13	27.0629704			
		78148	12.56	0.21	00:13	36.637682			
78149		53.53	0.89	00:54	48.0722295				
78161		10.20	0.17	00:10	47.30890875				
78163		10.48	0.17	00:10	54.5677215				
I-26 WB to I-95 SB (Loop)	76171	27.08	0.45	00:27	41.5644172				

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	66
I-26 EB	I-95 NB	10:11	64
I-26 EB	I-95 SB	07:25	64
I-26 WB	I-26 WB	08:06	66
I-26 WB	I-95 NB	08:14	64
I-26 WB	I-95 SB	06:16	65
I-95 NB	I-26 EB	07:36	60
I-95 NB	I-26 WB	09:39	59
I-95 NB	I-95 NB	08:42	64
I-95 SB	I-26 EB	09:07	63
I-95 SB	I-26 WB	10:22	62
I-95 SB	I-95 SB	07:54	67

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2030 Build Alternative 1 Conditions - I-95 Widening

Mainline	Location	TM Segment ID	Segment Type	Density	LOS	Weave	Merge	Diverge	Basic Freeway	
I-26 EB	West of SC 210	78076	Basic	18.10	C					
	Off-Ramp to SC 210	78104	Diverge	14.37	B					
	Between SC 210 Ramps	77405	Basic	17.90	B					
	On-Ramp from SC 210	76161	Merge	14.49	B	10	10	10	11	
	West of I-26/I-95 Interchange	78105	Basic	18.23	C	20	20	20	18	
	Off-Ramp to I-95 SB	78131	Diverge	12.14	B	28	28	28	26	
	Between Ramps	76187	Basic	9.08	A	35	35	35	35	
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.52	A	43			45	
	Between Ramps	78106	Basic	7.87	A	>	Demand Exceeds Capacity		>	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.57	B					
	East of I-26/I-95 Interchange	78151	Basic	12.24	B					
	Off-Ramp to US 15 SB	78107	Diverge	11.40	B					
	Between Ramps	77374	Basic	14.00	B					
	Weave to/from US 15	77377	Weave	6.54	A					
	Between Ramps	77372	Basic	15.40	B					
	On-Ramp from US 15 NB	77369	Merge	12.92	B					
	East of US 15	78108	Basic	14.66	B					
	I-26 WB	East of US 15	77362	Basic	14.91	B				
		Off-Ramp to US 15 NB	78130	Diverge	11.41	B				
		Between Ramps	78123	Basic	14.96	B				
Weave to/from US 15		77360	Weave	6.77	A					
Between Ramps		77357	Basic	14.69	B					
On-Ramp from US 15 SB		78075	Merge	11.77	B					
East of I-26/I-95 Interchange		78072	Basic	15.20	B					
Off-Ramp to I-95 NB		78111	Diverge	14.70	B					
Between Ramps		76172	Basic	10.58	A					
Loop Off-Ramp to I-95 SB		76162	Diverge	7.16	A					
Between Ramps		76170	Basic	8.53	A					
CD On-Ramp from I-95 NB + I-95 SB		78164	Merge	13.17	B					
West of I-26/I-95 Interchange		78159	Basic	13.75	B					
Off-Ramp to SC 210		78124	Basic	14.10	B					
Between SC 210 Ramps		77403	Basic	17.39	B					
On-Ramp from SC 210	77410	Merge	17.92	B						
West of SC 210	78113	Basic	18.24	C						
I-95 NB	South of US 178	76308	Basic	18.78	C					
	I-26 NB Off-Ramp to US 178	78126	Diverge	23.02	C					
	I-26 EB Between US 178 Ramps	76152	Basic	17.74	B					
	I-26 EB On-Ramp from US 178	76159	Merge	18.74	B					
	South of I-26/I-95 Interchange	76310	Basic	19.57	C					
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	13.36	B					
	Between Ramps	76178	Basic	8.24	A					
	System-to-System Weave	75978	Merge	4.90	A					
	Between Ramps	76176	Basic	8.45	A					
	On-Ramp from I-26 WB	78099	Merge	13.87	B					
	North of I-26/I-95 Interchange	76315	Basic	13.64	B					
	Off-Ramp to US 176	78128	Diverge	13.65	B					
	Between US 176 Ramps	76191	Basic	12.72	B					
On-Ramp from US 176	76198	Merge	11.06	B						
North of US 176	78102	Basic	12.92	B						
I-95 SB	North of US 176	78079	Basic	12.58	B					
	Off-Ramp to US 176	78127	Diverge	13.09	B					
	Between US 176 Ramps	76193	Basic	12.45	B					
	On-Ramp from US 176	76320	Merge	11.99	B					
	North of I-26/I-95 Interchange	76318	Basic	13.40	B					
	Off-Ramp to I-26 WB	78167	Diverge	13.52	B					
	Between Ramps	76169	Basic	8.24	A					
	Loop On-Ramp from I-26 WB	64742	Merge	6.65	A					
	Between Ramps	76185	Basic	9.86	A					
	On-Ramp from I-26 EB	78100	Merge	18.88	B					
	South of I-26/I-95 Interchange	76311	Basic	19.67	C					
	Off-Ramp to US 178	76157	Basic	19.67	B					
	Between U 178 Ramps	76154	Basic	18.36	C					
On-Ramp from US 178	76309	Merge	18.43	B						
South of US 178	78098	Basic	19.46	C						

2030 Build Alternative 1 Conditions - I-95 Widening

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	79.44	1.32	01:19	69.9113392	1.545991	108.0823	
		78104	2.08	0.03	00:02	60.0152285	0.03471	2.083129	
		77405	20.95	0.35	00:21	68.641263	0.400254	27.47394	
		76161	2.20	0.04	00:02	64.4916262	0.039546	2.550386	
		78105	141.96	2.37	02:22	69.3385526	2.739932	189.9829	
		78135	12.91	0.22	00:13	67.7601225	0.243723	16.5147	
		78138	10.10	0.17	00:10	66.69107325	0.187705	12.51825	
		78131	2.30	0.04	00:02	56.08455775	0.035936	2.015455	
		Sys-to-Sys	76187	16.11	0.27	00:16	71.235939		
			64745	4.28	0.07	00:04	59.641459		
	78106		20.36	0.34	00:20	70.8038298			
	78150		5.55	0.09	00:06	66.121666			
	78074		4.38	0.07	00:04	66.145776			
	East of Sys-to-Sys	78151	11.81	0.20	00:12	68.3687578			
		78152	95.53	1.59	01:36	69.824005			
		78107	2.86	0.05	00:03	61.80984675			
		77374	7.81	0.13	00:08	67.6463044			
		77377	3.57	0.06	00:04	66.7526158			
		77372	7.86	0.13	00:08	67.1003652			
		77369	3.82	0.06	00:04	51.6875492			
		78108	28.92	0.48	00:29	70.1400724			
		<b>Total Time</b>			<b>08:05</b>	<b>65.72437854</b>			
		I-26 WB	East of Sys-to-Sys	77362	29.05	0.48	00:29	69.592996	
	78130			3.27	0.05	00:03	66.5205368		
	78123			7.63	0.13	00:08	69.17919		
77360	3.81			0.06	00:04	66.2378264			
77357	7.56			0.13	00:08	69.8032136			
78075	1.83			0.03	00:02	66.7416778			
Sys-to-Sys	78072		118.47	1.97	01:58	70.3521922			
	78111		2.03	0.03	00:02	56.7471538			
	76172		18.69	0.31	00:19	70.411596			
West of Sys-to-Sys	76162		5.68	0.09	00:06	56.6217498			
	76170		28.55	0.48	00:29	71.1153598			
	78164		12.22	0.20	00:12	67.424071			
	78159		15.59	0.26	00:16	69.60670975			
	78160		123.51	2.06	02:04	70.03632375			
	78124		1.35	0.02	00:01	60.398258			
Sys-to-Sys	77403	20.91	0.35	00:21	69.3692434				
	77410	1.78	0.03	00:02	65.2695032				
	78113	79.82	1.33	01:20	69.579				
<b>Total Time</b>			<b>08:02</b>	<b>66.94481118</b>					
I-95 NB	South of Sys-to-Sys	76308	52.81	0.88	00:53	70.3839666			
		78126	0.99	0.02	00:01	57.646814			
		76152	19.96	0.33	00:20	69.8887122			
		76159	2.99	0.05	00:03	65.7737072			
		78080	116.05	1.93	01:56	69.372012			
		76310	1.66	0.03	00:02	62.1236076			
		76313	9.59	0.16	00:10	67.5576876			
		78143	8.93	0.15	00:09	47.67179225			
	Sys-to-Sys	76178	11.97	0.20	00:12	69.1411496			
		75978	4.89	0.08	00:05	70.1836788			
		76176	19.99	0.33	00:20	70.9357654			
	North of Sys-to-Sys	78099	1.43	0.02	00:01	54.44325725			
		76315	162.47	2.71	02:42	69.7251944			
		78128	2.93	0.05	00:03	64.3306254			
		76191	32.67	0.54	00:33	70.0982996			
		76198	1.87	0.03	00:02	66.5285758			
		78102	60.62	1.01	01:01	70.3421546			
		<b>Total Time</b>			<b>08:32</b>	<b>65.72732286</b>			
I-95 SB	North of Sys-to-Sys	78079	58.94	0.98	00:59	71.3192706			
		78127	2.50	0.04	00:03	65.7183205			
		76193	32.27	0.54	00:32	70.900581			
		76320	2.14	0.04	00:02	66.8369082			
		78103	21.47	0.36	00:21	70.216636			
		76318	161.68	2.69	02:42	69.966334			
		76166	8.56	0.14	00:09	67.2172264			
		78167	6.82	0.11	00:07	60.799366			
	Sys-to-Sys	76169	23.72	0.40	00:24	70.2353686			
		64742	4.35	0.07	00:04	66.658607			
		76185	17.44	0.29	00:17	69.4486668			
	South of Sys-to-Sys	78100	9.92	0.17	00:10	63.02480075	0.173952	10.96329	
		78139	12.71	0.21	00:13	64.603327	0.228613	14.76916	
		78140	6.21	0.10	00:06	63.484859	0.10989	6.976351	
		76311	7.72	0.13	00:08	67.2060838	0.144474	9.709532	
		76157	24.04	0.40	00:24	69.5034114	0.465046	32.32228	
		76154	20.49	0.34	00:20	68.0442312	0.388017	26.40232	
		76309	2.08	0.03	00:02	63.2458524	0.036536	2.31075	
		78098	52.57	0.88	00:53	69.23684975	1.013358	70.16172	
		<b>Total Time</b>			<b>07:56</b>	<b>67.27285117</b>			
	Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.61	0.73	00:44	47.71404025	0.579881	27.66847
78172			13.50	0.23	00:14	26.8039274			
78148			12.60	0.21	00:13	36.5282788			
I-95 NB to I-26 EB		78144	28.63	0.48	00:29	45.8804335			
		78154	9.43	0.16	00:09	54.37990925			
		76174	54.63	0.91	00:55	46.0711078			
I-26 WB to I-95 NB		78165	7.58	0.13	00:08	47.029463			
		78170	6.58	0.11	00:07	47.75148125			
		76168	29.05	0.48	00:29	48.1921678			
I-95 SB to I-26 WB		78161	10.24	0.17	00:10	47.05396075			
		78163	10.51	0.18	00:11	54.34127875			
		78165	7.58	0.13	00:08	47.029463			
I-95 SB to I-26 EB (Flyover)		78170	6.58	0.11	00:07	47.75148125			
		78155	51.97	0.87	00:52	48.6313332			
		78154	9.43	0.16	00:09	54.37990925			
I-26 EB to I-95 NB (Loop)	76183	28.56	0.48	00:29	42.3465428				
	78172	13.50	0.23	00:14	26.8039274				
	78148	12.60	0.21	00:13	36.5282788				
	78149	53.69	0.89	00:54	47.87237				
	78161	10.24	0.17	00:10	47.05396075				
	78163	10.51	0.18	00:11	54.34127875				
I-95 NB to I-26 WB (Flyover)	78161	10.24	0.17	00:10	47.05396075				
	78163	10.51	0.18	00:11	54.34127875				
	76171	27.23	0.45	00:27	41.3388644				

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	70
	I-95 NB	10:08	66
	I-95 SB	07:31	66
I-26 WB	I-26 WB	08:02	70
	I-95 NB	08:10	66
	I-95 SB	06:23	66
I-95 NB	I-26 EB	07:29	61
	I-26 WB	09:29	60
	I-95 NB	08:32	70
I-95 SB	I-26 EB	09:02	64
	I-26 WB	10:14	63
	I-95 SB	07:56	69

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2030 Build Alternative 1 Conditions - I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.05	C
	Off-Ramp to SC 210	78104	Diverge	14.45	B
	Between SC 210 Ramps	77405	Basic	18.14	C
	On-Ramp from SC 210	76161	Merge	14.04	B
	West of I-26/I-95 Interchange	78105	Basic	18.26	C
	Off-Ramp to I-95 SB	78131	Diverge	12.49	B
	Between Ramps	76187	Basic	8.94	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.62	A
I-26 EB	Between Ramps	78106	Basic	8.30	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.29	B
	East of I-26/I-95 Interchange	78151	Basic	11.48	B
	Off-Ramp to US 15 SB	78107	Diverge	11.78	B
	Between Ramps	77374	Basic	13.33	B
	Weave to/from US 15	77377	Weave	5.83	A
	Between Ramps	77372	Basic	14.69	B
	On-Ramp from US 15 NB	77369	Merge	12.99	B
	East of US 15	78108	Basic	14.90	B
	East of US 15	77362	Basic	14.94	B
	Off-Ramp to US 15 NB	78130	Diverge	11.43	B
	Between Ramps	78123	Basic	14.64	B
	Weave to/from US 15	77360	Weave	7.18	A
	Between Ramps	77357	Basic	14.70	B
	On-Ramp from US 15 SB	78075	Merge	11.82	B
	East of I-26/I-95 Interchange	78072	Basic	15.19	B
	Off-Ramp to I-95 NB	78111	Diverge	14.62	B
I-26 WB	Between Ramps	76172	Basic	10.12	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.66	A
	Between Ramps	76170	Basic	8.70	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.26	B
	West of I-26/I-95 Interchange	78159	Basic	13.75	B
	Off-Ramp to SC 210	78124	Basic	13.88	B
	Between SC 210 Ramps	77403	Basic	17.58	B
	On-Ramp from SC 210	77410	Merge	17.69	B
	West of SC 210	78113	Basic	18.32	C
	South of US 178	76308	Basic	18.80	C
	I-26 NB Off-Ramp to US 178	78126	Diverge	21.92	C
	I-26 EB Between US 178 Ramps	76152	Basic	17.94	B
	I-26 EB On-Ramp from US 178	76159	Merge	18.65	B
	South of I-26/I-95 Interchange	76310	Basic	19.67	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	13.90	B
	Between Ramps	76178	Basic	8.02	A
I-95 NB	System-to-System Weave	75978	Merge	4.78	A
	Between Ramps	76176	Basic	8.62	A
	On-Ramp from I-26 WB	78099	Merge	14.18	B
	North of I-26/I-95 Interchange	76315	Basic	13.64	B
	Off-Ramp to US 176	78128	Diverge	15.20	B
	Between US 176 Ramps	76191	Basic	13.04	B
	On-Ramp from US 176	76198	Merge	10.55	B
	North of US 176	78102	Basic	12.95	B
	North of US 176	78079	Basic	12.59	B
	Off-Ramp to US 176	78127	Diverge	13.13	B
	Between US 176 Ramps	76193	Basic	12.43	B
	On-Ramp from US 176	76320	Merge	12.41	B
	North of I-26/I-95 Interchange	76318	Basic	13.44	B
	Off-Ramp to I-26 WB	78167	Diverge	13.62	B
	Between Ramps	76169	Basic	8.31	A
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	6.78	A
	Between Ramps	76185	Basic	10.09	A
	On-Ramp from I-26 EB	78100	Merge	15.69	B
	South of I-26/I-95 Interchange	76311	Basic	14.58	B
	Off-Ramp to US 178	76157	Basic	14.58	B
	Between U 178 Ramps	76154	Basic	18.89	C
	On-Ramp from US 178	76309	Merge	18.80	B
	South of US 178	78098	Basic	19.67	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Alternative 1 Conditions - I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	79.44	1.32	01:19	69.91618	1.545991	108.0898	
		78104	2.08	0.03	00:02	59.902611	0.03471	2.07922	
		77405	20.96	0.35	00:21	68.5893674	0.400254	27.45317	
		76161	2.20	0.04	00:02	64.5343654	0.039546	2.552076	
		78105	141.95	2.37	02:22	69.3424238	2.739932	189.9935	
		78135	12.90	0.21	00:13	67.8124855	0.243723	16.52746	
		78138	10.09	0.17	00:10	66.7773725	0.187705	12.53444	
		78131	2.30	0.04	00:02	55.9567225	0.035936	2.010861	
		Sys-to-Sys	76187	16.13	0.27	00:16	71.1818588		
			64745	4.28	0.07	00:04	59.6378032		
	78106		20.36	0.34	00:20	70.8198368			
	78150		5.55	0.09	00:06	66.0984255			
	78074		4.38	0.07	00:04	66.0337084			
	East of Sys-to-Sys	78151	11.82	0.20	00:12	68.3529526			
		78152	95.57	1.59	01:36	69.76993325			
		78107	2.86	0.05	00:03	61.798352			
		77374	7.79	0.13	00:08	67.8317786			
		77377	3.56	0.06	00:04	66.9702298			
		77372	7.85	0.13	00:08	67.2420276			
		77369	3.82	0.06	00:04	51.6768258			
		78108	28.90	0.48	00:29	70.179065			
		<b>Total Time</b>			<b>08:05</b>	<b>65.73449001</b>			
		I-26 WB	East of Sys-to-Sys	77362	29.04	0.48	00:29	69.6072324	
	78130			3.27	0.05	00:03	66.4781024		
	78123			7.63	0.13	00:08	69.2319305		
77360	3.81			0.06	00:04	66.358368			
77357	7.57			0.13	00:08	69.7552898			
78075	1.83			0.03	00:02	66.6755288			
Sys-to-Sys	78072		118.64	1.98	01:59	70.250524			
	78111		2.04	0.03	00:02	56.6798904			
	76172		18.68	0.31	00:19	70.4445988			
West of Sys-to-Sys	76162		5.68	0.09	00:06	56.594689			
	76170		28.59	0.48	00:29	71.0262642			
	78164		12.22	0.20	00:12	67.42823975			
	78159		15.61	0.26	00:16	69.584518			
	78160		123.61	2.06	02:04	69.98977625			
	78124		1.36	0.02	00:01	60.205529			
Sys-to-Sys	77403	20.93	0.35	00:21	69.288738				
	77410	1.78	0.03	00:02	65.183053				
	78113	79.93	1.33	01:20	69.4847872				
<b>Total Time</b>			<b>08:02</b>	<b>66.90372553</b>					
I-95 NB	South of Sys-to-Sys	76308	52.82	0.88	00:53	70.3738804			
		78126	0.99	0.02	00:01	57.5822492			
		76152	19.98	0.33	00:20	69.8208402			
		76159	3.01	0.05	00:03	65.4569522			
		78080	116.19	1.94	01:56	69.280438			
		76310	1.67	0.03	00:02	61.92625			
		76313	9.60	0.16	00:10	67.4666734			
	Sys-to-Sys	78143	8.93	0.15	00:09	47.760535			
		76178	11.98	0.20	00:12	69.1075108			
		75978	4.89	0.08	00:05	70.213763			
	North of Sys-to-Sys	76176	19.98	0.33	00:20	70.9720956			
		78099	1.43	0.02	00:01	54.39844325			
		76315	162.52	2.71	02:43	69.7061214			
		78128	2.94	0.05	00:03	64.2117958			
		76191	32.68	0.54	00:33	70.0752684			
Sys-to-Sys	76198	1.87	0.03	00:02	66.458463				
	78102	60.63	1.01	01:01	70.3312916				
	<b>Total Time</b>			<b>08:32</b>	<b>65.66923871</b>				
I-95 SB	North of Sys-to-Sys	78079	58.94	0.98	00:59	71.325404			
		78127	2.51	0.04	00:03	65.682423			
		76193	32.24	0.54	00:32	70.9821874			
		76320	2.14	0.04	00:02	66.8980804			
		78103	21.47	0.36	00:21	70.219689			
		76318	161.73	2.70	02:42	69.9430766			
		76166	8.55	0.14	00:09	67.2674456			
		78167	6.82	0.11	00:07	60.76321625			
	Sys-to-Sys	76169	23.74	0.40	00:24	70.1760992			
		64742	4.34	0.07	00:04	66.7778936			
		76185	17.45	0.29	00:17	69.4390312			
	South of Sys-to-Sys	78100	9.90	0.17	00:10	63.04626675	0.173952	10.96702	
		78139	12.33	0.21	00:12	66.6139756	0.228613	15.22882	
		78140	5.77	0.10	00:06	68.478952	0.10989	7.525152	
		76311	7.49	0.12	00:07	69.310775	0.144474	10.0136	
76157		23.87	0.40	00:24	69.9876902	0.465046	32.5475		
76154		20.52	0.34	00:21	67.9301288	0.388017	26.35804		
76309		2.08	0.03	00:02	63.195201	0.036536	2.3089		
Sys-to-Sys	78098	52.59	0.88	00:53	69.28119325	1.013358	70.20665		
	<b>Total Time</b>			<b>07:54</b>	<b>67.80619852</b>				
	I-26 EB to I-95 SB	78137	43.53	0.73	00:44	47.85583	0.579881	27.75069	
Sys-to-Sys Ramps	I-26 EB to I-95 NB	78172	13.50	0.22	00:13	26.8127532			
		78148	12.60	0.21	00:13	36.5354914			
		78144	28.70	0.48	00:29	45.72347525			
	I-26 WB to I-95 NB	78154	9.43	0.16	00:09	54.33957			
		76174	54.70	0.91	00:55	46.0128186			
		78165	7.60	0.13	00:08	46.94183725			
	I-95 SB to I-26 WB	78170	6.59	0.11	00:07	47.6974485			
		76168	29.06	0.48	00:29	48.1609922			
		78161	10.21	0.17	00:10	47.23120575			
	I-95 NB to I-26 EB (Flyover)	78163	10.50	0.18	00:11	54.38482425			
		78165	7.60	0.13	00:08	46.94183725			
		78170	6.59	0.11	00:07	47.6974485			
	I-26 WB to I-95 SB (Loop)	78155	52.09	0.87	00:52	48.5211402			
		78154	9.43	0.16	00:09	54.33957			
		76183	28.50	0.47	00:28	42.431281			
78172		13.50	0.22	00:13	26.8127532				
78148		12.60	0.21	00:13	36.5354914				
78149		53.60	0.89	00:54	47.95967775				
I-95 NB to I-26 WB (Flyover)	78161	10.21	0.17	00:10	47.23120575				
	78163	10.50	0.18	00:11	54.38482425				
	76171	27.13	0.45	00:27	41.4904778				

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:05	66
I-26 EB	I-95 NB	10:08	65
I-26 EB	I-95 SB	07:30	65
I-26 WB	I-26 WB	08:02	67
I-26 WB	I-95 NB	08:11	65
I-26 WB	I-95 SB	06:22	66
I-95 NB	I-26 EB	07:29	60
I-95 NB	I-26 WB	09:29	60
I-95 NB	I-95 NB	08:32	66
I-95 SB	I-26 EB	09:02	63
I-95 SB	I-26 WB	10:14	63
I-95 SB	I-95 SB	07:54	68

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2050 Build Alternative 1 Conditions - No I-95 Widening

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	29.02	D
	Off-Ramp to SC 210	78104	Diverge	26.60	C
	Between SC 210 Ramps	77405	Basic	42.72	E
	On-Ramp from SC 210	76161	Merge	44.62	F
	West of I-26/I-95 Interchange	78105	Basic	73.47	F
	Off-Ramp to I-95 SB	78131	Diverge	76.89	E
	Between Ramps	76187	Basic	12.64	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.51	A
	Between Ramps	78106	Basic	10.49	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.12	B
	East of I-26/I-95 Interchange	78151	Basic	14.55	B
	Off-Ramp to US 15 SB	78107	Diverge	14.84	B
	Between Ramps	77374	Basic	17.23	B
	Weave to/from US 15	77377	Weave	8.51	A
	Between Ramps	77372	Basic	17.71	B
	On-Ramp from US 15 NB	77369	Merge	15.69	B
	East of US 15	78108	Basic	20.25	C
	East of US 15	77362	Basic	22.53	C
	Off-Ramp to US 15 NB	78130	Diverge	17.28	B
	Between Ramps	78123	Basic	22.09	C
	Weave to/from US 15	77360	Weave	11.71	B
	Between Ramps	77357	Basic	22.32	C
	On-Ramp from US 15 SB	78075	Merge	18.52	B
	East of I-26/I-95 Interchange	78072	Basic	22.54	C
	Off-Ramp to I-95 NB	78111	Diverge	22.70	C
	Between Ramps	76172	Basic	15.18	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	11.36	B
	Between Ramps	76170	Basic	12.57	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	16.39	B
	West of I-26/I-95 Interchange	78160	Basic	44.56	E
	Off-Ramp to SC 210	78124	Diverge	30.51	D
	Between SC 210 Ramps	77403	Basic	25.73	C
	On-Ramp from SC 210	77410	Merge	19.16	B
	West of SC 210	78113	Basic	22.60	C
	South of US 178	76308	Basic	94.32	F
	I-26 NB Off-Ramp to US 178	78126	Diverge	117.04	E
	I-26 EB Between US 178 Ramps	76152	Basic	97.36	F
	I-26 EB On-Ramp from US 178	76159	Merge	80.41	E
	South of I-26/I-95 Interchange	76310	Basic	89.60	F
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	26.61	C
	Between Ramps	76178	Basic	10.48	A
	System-to-System Weave	75978	Merge	7.41	A
	Between Ramps	76176	Basic	11.30	B
	On-Ramp from I-26 WB	78099	Merge	23.71	C
	North of I-26/I-95 Interchange	76315	Basic	22.18	C
	Off-Ramp to US 176	78128	Diverge	26.21	C
	Between US 176 Ramps	76191	Basic	20.87	C
	On-Ramp from US 176	76198	Merge	20.45	C
	North of US 176	78102	Basic	21.35	C
	North of US 176	78079	Basic	24.14	C
	Off-Ramp to US 176	78127	Diverge	27.17	C
	Between US 176 Ramps	76193	Basic	23.98	C
	On-Ramp from US 176	76320	Merge	24.29	C
	North of I-26/I-95 Interchange	76318	Basic	25.74	C
	Off-Ramp to I-26 WB	78167	Diverge	23.65	C
	Between Ramps	76169	Basic	15.08	B
	Loop On-Ramp from I-26 WB	64742	Merge	13.58	B
	Between Ramps	76185	Basic	23.95	C
	On-Ramp from I-26 EB	78100	Merge	93.78	E
	South of I-26/I-95 Interchange	76311	Basic	51.40	F
	Off-Ramp to US 178	76157	Diverge	29.73	D
	Between US 178 Ramps	76154	Basic	29.37	D
	On-Ramp from US 178	76309	Merge	30.81	D
	South of US 178	78098	Basic	29.66	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 1 Conditions - No I-95 Widening

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	88.05	1.47	01:28	63.1310758	1.545991	97.60008	
		78104	2.86	0.05	00:03	44.37985775	0.03471	1.540425	
		77405	34.99	0.58	00:35	41.6942316	0.400254	16.68828	
		76161	4.29	0.07	00:04	33.3407254	0.039546	1.318492	
		78105	385.46	6.42	06:25	25.7162672	2.739932	70.46082	
		78135	53.57	0.89	00:54	16.46574375	0.243723	4.01308	
		78138	71.12	1.19	01:11	9.602671	0.187705	1.802469	
		78131	14.39	0.24	00:14	9.03436725	0.035936	0.324659	
		Sys-to-Sys	76187	18.53	0.31	00:19	61.9659798		
			64745	4.42	0.07	00:04	57.7805888		
	East of Sys-to-Sys	78150	5.61	0.09	00:06	65.3692415			
		78074	4.46	0.07	00:04	64.888125			
		78151	12.03	0.20	00:12	67.1456582			
		78152	96.25	1.60	01:36	69.3028405			
		78107	2.90	0.05	00:03	60.9163052			
		77374	7.96	0.13	00:08	66.3245456			
		77377	3.66	0.06	00:04	65.0374384			
		77372	8.00	0.13	00:08	65.9218196			
		77369	3.92	0.07	00:04	50.330022			
		78108	29.25	0.49	00:29	69.346105			
<b>Total Time</b>			<b>14:32</b>		<b>51.3254674</b>				
I-26 WB	East of Sys-to-Sys	77362	30.60	0.51	00:31	66.0635412			
		78130	3.48	0.06	00:03	62.5546532			
		78123	8.06	0.13	00:08	65.33507625			
		77360	4.06	0.07	00:04	62.1571878			
		77357	7.92	0.13	00:08	66.6428456			
		78075	1.91	0.03	00:02	64.0776444			
	Sys-to-Sys	78072	121.16	2.02	02:01	68.7849458			
		78111	2.10	0.04	00:02	54.827488			
		76172	18.93	0.32	00:19	69.5139384			
	West of Sys-to-Sys	76162	5.72	0.10	00:06	56.1984852			
		76170	28.82	0.48	00:29	70.4514724			
		78164	12.42	0.21	00:12	66.44053975			
		78159	16.37	0.27	00:16	66.4058505			
		78160	234.22	3.90	03:54	34.9639185			
		78124	2.11	0.04	00:02	38.8356904			
Sys-to-Sys	77403	24.02	0.40	00:24	60.3829702				
	77410	1.82	0.03	00:02	63.8650776				
	78113	79.66	1.33	01:20	69.7167796				
<b>Total Time</b>			<b>10:03</b>		<b>61.5121186</b>				
I-95 NB	South of Sys-to-Sys	76308	176.97	2.95	02:57	21.018719			
		78126	3.27	0.05	00:03	17.5439426			
		76152	72.21	1.20	01:12	19.3314188			
		76159	10.32	0.17	00:10	19.0676198			
		78080	349.96	5.83	05:50	22.985496			
		76310	4.82	0.08	00:05	21.407993			
		76313	35.38	0.59	00:35	18.3295314			
	Sys-to-Sys	78143	11.77	0.20	00:12	36.26574025			
		76178	12.30	0.21	00:12	67.3773474			
		75978	4.93	0.08	00:05	69.5893066			
	North of Sys-to-Sys	76176	20.50	0.34	00:20	69.193597			
		78099	1.78	0.03	00:02	43.7364114			
		76315	164.16	2.74	02:44	69.0050742			
		78128	3.03	0.05	00:03	62.2158678			
		76191	33.36	0.56	00:33	68.6400206			
Sys-to-Sys	76198	1.91	0.03	00:02	65.002157				
	78102	61.60	1.03	01:02	69.1594502				
	<b>Total Time</b>			<b>16:08</b>		<b>45.63232287</b>			
I-95 SB	North of Sys-to-Sys	78079	60.41	1.01	01:00	69.6379744			
		78127	2.57	0.04	00:03	64.20157175			
		76193	33.09	0.55	00:33	69.168477			
		76320	2.26	0.04	00:02	63.3767634			
		78103	22.18	0.37	00:22	67.9724386			
		76318	166.00	2.77	02:46	68.1649418			
		76166	9.20	0.15	00:09	62.42			
		78167	7.10	0.12	00:07	58.71744225			
	Sys-to-Sys	76169	24.11	0.40	00:24	69.0880066			
		64742	4.58	0.08	00:05	63.39191			
	South of Sys-to-Sys	76185	22.89	0.38	00:23	52.9269842			
		78100	71.25	1.19	01:11	8.74010925	0.173952	1.520359	
		78139	73.37	1.22	01:13	11.215809	0.228613	2.56408	
		78140	12.57	0.21	00:13	31.41962025	0.10989	3.452702	
		76311	10.94	0.18	00:11	47.504552	0.144474	6.863173	
76157		122.67	2.04	02:03	67.3630478	0.465046	31.32692		
76154		21.50	0.36	00:22	64.8293244	0.388017	25.15488		
Sys-to-Sys	76309	2.29	0.04	00:02	57.3959198	0.036536	2.097017		
	78098	54.31	0.91	00:54	67.10245875	1.013358	67.99881		
	<b>Total Time</b>			<b>12:03</b>		<b>54.76507198</b>			
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	429.87	7.16	07:10	4.8526035	0.579881	2.813933	
		78172	13.18	0.22	00:13	27.4481372			
	I-95 NB to I-26 EB	78148	12.57	0.21	00:13	36.6201072			
		78144	28.48	0.47	00:28	46.01330875			
		78154	9.58	0.16	00:10	53.42529825			
	I-26 WB to I-95 NB	76174	56.70	0.95	00:57	44.3848752			
		78165	7.68	0.13	00:08	46.441714			
	I-95 SB to I-26 WB	78170	6.69	0.11	00:07	46.9245895			
		76168	28.87	0.48	00:29	48.473038			
		78161	10.28	0.17	00:10	46.97898625			
	I-95 SB to I-26 EB (Flyover)	78163	10.59	0.18	00:11	54.1054825			
		78165	7.68	0.13	00:08	46.441714			
		78170	6.69	0.11	00:07	46.9245895			
		78155	53.02	0.88	00:53	47.6601862			
	I-26 EB to I-95 NB (Loop)	78154	9.58	0.16	00:10	53.42529825			
76183		28.54	0.48	00:29	42.370038				
I-95 NB to I-26 WB (Flyover)	78172	13.18	0.22	00:13	27.4481372				
	78148	12.57	0.21	00:13	36.6201072				
	78149	53.79	0.90	00:54	47.82692				
	78161	10.28	0.17	00:10	46.97898625				
	78163	10.59	0.18	00:11	54.1054825				
I-26 WB to I-95 SB (Loop)	76171	27.62	0.46	00:28	40.7468858				

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	14:32	51
	I-95 NB	16:37	49
	I-95 SB	24:14	36
I-26 WB	I-26 WB	10:03	62
	I-95 NB	08:22	62
I-95 NB	I-95 SB	10:28	54
	I-26 EB	15:03	45
I-95 SB	I-26 WB	18:56	39
	I-95 NB	16:08	46
I-95 SB	I-26 EB	09:14	62
	I-26 WB	12:18	58
I-95 SB	I-95 SB	12:03	55

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2050 Build Alternative 1 Conditions - No I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	26.35	D
	Off-Ramp to SC 210	78104	Diverge	21.54	C
	Between SC 210 Ramps	77405	Basic	25.67	C
	On-Ramp from SC 210	76161	Merge	21.76	C
	West of I-26/I-95 Interchange	78105	Basic	38.38	E
	Off-Ramp to I-95 SB	78131	Diverge	49.21	E
	Between Ramps	76187	Basic	13.21	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.77	A
	Between Ramps	78106	Basic	12.01	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	15.45	B
	East of I-26/I-95 Interchange	78151	Basic	16.45	B
	Off-Ramp to US 15 SB	78107	Diverge	15.57	B
	Between Ramps	77374	Basic	19.91	C
	Weave to/from US 15	77377	Weave	9.58	A
	Between Ramps	77372	Basic	20.19	C
	On-Ramp from US 15 NB	77369	Merge	18.04	B
	East of US 15	78108	Basic	20.84	C
	East of US 15	77362	Basic	22.37	C
	Off-Ramp to US 15 NB	78130	Diverge	17.09	B
	Between Ramps	78123	Basic	22.35	C
	Weave to/from US 15	77360	Weave	10.25	B
	Between Ramps	77357	Basic	22.04	C
	On-Ramp from US 15 SB	78075	Merge	17.99	B
	East of I-26/I-95 Interchange	78072	Basic	22.26	C
	Off-Ramp to I-95 NB	78111	Diverge	22.43	C
	Between Ramps	76172	Basic	15.08	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.77	B
	Between Ramps	76170	Basic	12.45	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	28.66	D
	West of I-26/I-95 Interchange	78160	Basic	86.77	F
	Off-Ramp to SC 210	78124	Diverge	28.08	D
	Between SC 210 Ramps	77403	Basic	25.84	C
	On-Ramp from SC 210	77410	Merge	19.04	B
	West of SC 210	78113	Basic	22.47	C
	South of US 178	76308	Basic	80.15	F
	I-26 NB Off-Ramp to US 178	78126	Diverge	97.40	E
	I-26 EB Between US 178 Ramps	76152	Basic	82.02	E
	I-26 EB On-Ramp from US 178	76159	Merge	41.35	E
	South of I-26/I-95 Interchange	76310	Basic	37.77	E
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	21.17	C
	Between Ramps	76178	Basic	12.03	B
	System-to-System Weave	75978	Merge	8.82	A
	Between Ramps	76176	Basic	13.44	B
	On-Ramp from I-26 WB	78099	Merge	25.87	C
	North of I-26/I-95 Interchange	76315	Basic	24.25	C
	Off-Ramp to US 176	78128	Diverge	26.09	C
	Between US 176 Ramps	76191	Basic	23.35	C
	On-Ramp from US 176	76198	Merge	21.78	C
	North of US 176	78102	Basic	23.33	C
	North of US 176	78079	Basic	24.15	C
	Off-Ramp to US 176	78127	Diverge	26.46	C
	Between US 176 Ramps	76193	Basic	24.12	C
	On-Ramp from US 176	76320	Merge	23.90	C
	North of I-26/I-95 Interchange	76318	Basic	25.70	C
	Off-Ramp to I-26 WB	78167	Diverge	24.08	C
	Between Ramps	76169	Basic	15.11	B
	Loop On-Ramp from I-26 WB	64742	Merge	13.11	B
	Between Ramps	76185	Basic	22.01	C
	On-Ramp from I-26 EB	78100	Merge	109.26	E
	South of I-26/I-95 Interchange	76311	Basic	115.41	F
	Off-Ramp to US 178	76157	Basic	115.41	F
	Between U 178 Ramps	76154	Basic	38.83	D
	On-Ramp from US 178	76309	Merge	30.74	D
	South of US 178	78098	Basic	29.87	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 1 Conditions - No I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L		
I-26 EB	West of Sys-to-Sys	78076	83.45	1.39	01:23	66.71311375	1.545991	103.1379		
		78104	2.23	0.04	00:02	56.899525	0.03471	1.974983		
		77405	21.62	0.36	00:22	66.517214	0.400254	26.62378		
		76161	2.25	0.04	00:02	63.0611154	0.039546	2.493815		
		78105	189.84	3.16	03:10	53.660946	2.739932	147.0273		
		78135	29.79	0.50	00:30	32.64671625	0.243723	7.956756		
		78138	35.82	0.60	00:36	21.4661575	0.187705	4.029305		
		78131	8.08	0.13	00:08	17.79860675	0.035936	0.639611		
		Sys-to-Sys	76187	17.45	0.29	00:17	65.7996084			
			64745	4.37	0.07	00:04	58.3774706			
	78106		20.58	0.34	00:21	70.0321688				
	78150		5.62	0.09	00:06	65.3327635				
	78074		4.49	0.07	00:04	64.4027234				
	78151		12.19	0.20	00:12	66.2847936				
	East of Sys-to-Sys	78152	96.85	1.61	01:37	68.868089				
		78107	2.91	0.05	00:03	60.7103985				
		77374	8.01	0.13	00:08	65.950908				
		77377	3.68	0.06	00:04	64.7448254				
		77372	8.06	0.13	00:08	65.4391754				
		77369	3.96	0.07	00:04	49.853664				
		78108	29.43	0.49	00:29	68.9156888				
		<b>Total Time</b>			<b>09:51</b>	<b>57.78455975</b>				
		I-26 WB	East of Sys-to-Sys	77362	30.48	0.51	00:30	66.3113112		
				78130	3.47	0.06	00:03	62.6945584		
	78123			8.02	0.13	00:08	65.8024505			
	77360			4.02	0.07	00:04	62.7761348			
	77357			7.88	0.13	00:08	66.9912874			
	78075			1.90	0.03	00:02	64.2322534			
78072	121.02			2.02	02:01	68.8648866				
78111	2.10			0.04	00:02	54.9331776				
Sys-to-Sys	76172		18.91	0.32	00:19	69.5665588				
	76162		5.69	0.09	00:06	56.5304296				
	76170		28.86	0.48	00:29	70.3442506				
	78164		16.24	0.27	00:16	57.5267955				
West of Sys-to-Sys	78159		35.78	0.60	00:36	34.1487335				
	78160		447.20	7.45	07:27	19.749711				
	78124		2.12	0.04	00:02	38.5288936				
	77403		24.03	0.40	00:24	60.3647828				
	77410		1.81	0.03	00:02	63.9438104				
	78113		79.63	1.33	01:20	69.7428432				
	<b>Total Time</b>			<b>13:59</b>	<b>58.50293716</b>					
	I-95 NB		South of Sys-to-Sys	76308	130.39	2.17	02:10	28.5165056		
78126		2.38		0.04	00:02	24.1174714				
76152		52.47		0.87	00:52	26.5863892				
76159		7.55		0.13	00:08	26.0211976				
78080		133.61		2.23	02:14	59.98907025				
76310		2.06		0.03	00:02	53.1570968				
76313		10.16		0.17	00:10	63.931216				
78143		9.64		0.16	00:10	44.30992675				
Sys-to-Sys		76178	12.14	0.20	00:12	68.2878274				
		75978	4.93	0.08	00:05	69.6117788				
		76176	20.57	0.34	00:21	68.9486384				
		78099	1.80	0.03	00:02	43.1475325				
North of Sys-to-Sys		76315	165.01	2.75	02:45	68.649672				
		78128	3.05	0.05	00:03	61.831316				
		76191	33.52	0.56	00:34	68.2965442				
		76198	1.91	0.03	00:02	64.7617118				
		78102	61.86	1.03	01:02	68.8779808				
		<b>Total Time</b>			<b>10:53</b>	<b>53.75248959</b>				
		I-95 SB	North of Sys-to-Sys	78079	60.45	1.01	01:00	69.5946044		
				78127	2.56	0.04	00:03	64.278738		
76193	33.13			0.55	00:33	69.085263				
76320	2.26			0.04	00:02	63.2691894				
78103	22.22			0.37	00:22	67.8484886				
76318	166.35			2.77	02:46	68.0218956				
76166	9.24			0.15	00:09	62.1306218				
78167	7.13			0.12	00:07	58.53476125				
Sys-to-Sys	76169		24.06	0.40	00:24	69.235516				
	64742		4.53	0.08	00:05	64.0346164				
	76185		21.61	0.36	00:22	56.1332386				
	78100		53.62	0.89	00:54	12.4086635	0.173952	2.158512		
South of Sys-to-Sys	78139		61.21	1.02	01:01	13.7267678	0.228613	3.138118		
	78140		31.33	0.52	00:31	13.12015525	0.10989	1.441774		
	76311		41.79	0.70	00:42	12.6327428	0.144474	1.825103		
	76157		82.45	1.37	01:22	11.7940138	0.465046	5.484759		
	76154		21.42	0.36	00:21	65.067934	0.388017	25.24746		
	76309		2.30	0.04	00:02	57.1805038	0.036536	2.089147		
	78098		54.32	0.91	00:54	66.9495335	1.013358	67.84385		
	<b>Total Time</b>			<b>11:42</b>	<b>49.70387221</b>					
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	227.60	3.79	03:48	10.23012775	0.579881	5.932257		
		78172	13.87	0.23	00:14	26.0850188				
	I-95 NB to I-26 EB	78148	12.99	0.22	00:13	35.4257758				
		78144	28.68	0.48	00:29	45.812057				
		78154	9.57	0.16	00:10	53.49983425				
	I-26 WB to I-95 NB	76174	56.67	0.94	00:57	44.4104032				
		78165	7.72	0.13	00:08	46.155705				
	I-95 SB to I-26 WB	78170	6.73	0.11	00:07	46.67444575				
		76168	29.08	0.48	00:29	48.1243748				
		78161	10.42	0.17	00:10	46.41871225				
		78163	11.07	0.18	00:11	53.12254475				
	I-95 SB to I-26 EB (Flyover)	78165	7.72	0.13	00:08	46.155705				
		78170	6.73	0.11	00:07	46.67444575				
		78155	53.19	0.89	00:53	47.5098874				
		78154	9.57	0.16	00:10	53.49983425				
	I-26 EB to I-95 NB (Loop)	76183	28.40	0.47	00:28	42.576638				
		78172	13.87	0.23	00:14	26.0850188				
	I-95 NB to I-26 WB (Flyover)	78148	12.99	0.22	00:13	35.4257758				
		78149	54.41	0.91	00:54	47.30580975				
		78161	10.42	0.17	00:10	46.41871225				
78163		11.07	0.18	00:11	53.12254475					
I-26 WB to I-95 SB (Loop)	76171	27.60	0.46	00:28	40.7757506					

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	09:51	58
	I-95 NB	11:56	56
	I-95 SB	15:49	38
I-26 WB	I-26 WB	13:59	59
	I-95 NB	08:23	62
I-95 NB	I-95 SB	10:06	49
	I-26 EB	09:49	51
I-95 SB	I-26 WB	17:38	44
	I-95 NB	10:53	54
I-95 SB	I-26 EB	09:16	62
	I-26 WB	16:15	55
I-95 SB	I-95 SB	11:42	50

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2050 Build Alternative 1 Conditions - I-95 Widening

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	26.30	D
	Off-Ramp to SC 210	78104	Diverge	20.92	C
	Between SC 210 Ramps	77405	Basic	25.27	C
	On-Ramp from SC 210	76161	Merge	20.89	C
	West of I-26/I-95 Interchange	78105	Basic	25.68	C
	Off-Ramp to I-95 SB	78131	Diverge	17.74	B
	Between Ramps	76187	Basic	13.26	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.52	A
I-26 EB	Between Ramps	78106	Basic	13.09	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.50	B
	East of I-26/I-95 Interchange	78151	Basic	17.48	B
	Off-Ramp to US 15 SB	78107	Diverge	16.60	B
	Between Ramps	77374	Basic	21.08	C
	Weave to/from US 15	77377	Weave	9.01	A
	Between Ramps	77372	Basic	20.87	C
	On-Ramp from US 15 NB	77369	Merge	19.05	B
	East of US 15	78108	Basic	21.96	C
	East of US 15	77362	Basic	22.50	C
	Off-Ramp to US 15 NB	78130	Diverge	17.37	B
	Between Ramps	78123	Basic	22.30	C
	Weave to/from US 15	77360	Weave	9.86	A
	Between Ramps	77357	Basic	21.90	C
	On-Ramp from US 15 SB	78075	Merge	17.90	B
	East of I-26/I-95 Interchange	78072	Basic	22.12	C
	Off-Ramp to I-95 NB	78111	Diverge	22.03	C
I-26 WB	Between Ramps	76172	Basic	14.76	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	11.17	B
	Between Ramps	76170	Basic	12.55	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.92	B
	West of I-26/I-95 Interchange	78160	Basic	20.34	C
	Off-Ramp to SC 210	78124	Basic	21.26	C
	Between SC 210 Ramps	77403	Basic	26.75	D
	On-Ramp from SC 210	77410	Merge	25.30	C
	West of SC 210	78113	Basic	27.10	D
	South of US 178	76308	Basic	23.62	C
	I-26 NB Off-Ramp to US 178	78126	Diverge	25.83	C
	I-26 EB Between US 178 Ramps	76152	Basic	23.14	C
	I-26 EB On-Ramp from US 178	76159	Merge	26.25	C
	South of I-26/I-95 Interchange	76310	Basic	25.10	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	18.55	B
	Between Ramps	76178	Basic	8.94	A
I-95 NB	System-to-System Weave	75978	Merge	5.42	A
	Between Ramps	76176	Basic	9.10	A
	On-Ramp from I-26 WB	78099	Merge	18.34	B
	North of I-26/I-95 Interchange	76315	Basic	16.76	B
	Off-Ramp to US 176	78128	Diverge	17.23	B
	Between US 176 Ramps	76191	Basic	15.70	B
	On-Ramp from US 176	76198	Merge	13.54	B
	North of US 176	78102	Basic	15.91	B
	North of US 176	78079	Basic	15.68	B
	Off-Ramp to US 176	78127	Diverge	16.95	B
	Between US 176 Ramps	76193	Basic	15.52	B
	On-Ramp from US 176	76320	Merge	14.94	B
	North of I-26/I-95 Interchange	76318	Basic	16.74	B
	Off-Ramp to I-26 WB	78167	Diverge	17.45	B
	Between Ramps	76169	Basic	9.48	A
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	8.73	A
	Between Ramps	76185	Basic	12.14	B
	On-Ramp from I-26 EB	78100	Merge	23.12	C
	South of I-26/I-95 Interchange	76311	Basic	24.51	C
	Off-Ramp to US 178	76157	Basic	24.51	C
	Between U 178 Ramps	76154	Basic	23.52	C
	On-Ramp from US 178	76309	Merge	21.04	C
	South of US 178	78098	Basic	24.04	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Alternative 1 Conditions - I-95 Widening

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	83.25	1.39	01:23	66.7170058	1.545991	103.1439	
		78104	2.18	0.04	00:02	57.16778	0.03471	1.984294	
		77405	21.47	0.36	00:21	66.9841854	0.400254	26.81069	
		76161	2.25	0.04	00:02	63.2508454	0.039546	2.501318	
		78105	144.12	2.40	02:24	68.301073	2.739932	187.1403	
		78135	13.15	0.22	00:13	66.54003425	0.243723	16.21734	
		78138	10.25	0.17	00:10	65.75653925	0.187705	12.34283	
		78131	2.32	0.04	00:02	55.65996425	0.035936	2.000196	
		76187	16.26	0.27	00:16	70.589193			
	64745	4.31	0.07	00:04	59.2425764				
	78106	20.54	0.34	00:21	70.1799394				
	East of Sys-to-Sys	78150	5.62	0.09	00:06	65.424464			
		78074	4.50	0.07	00:04	64.34564			
		78151	12.22	0.20	00:12	66.1189346			
		78152	97.08	1.62	01:37	68.74647775			
		78107	2.91	0.05	00:03	60.69315975			
		77374	8.01	0.13	00:08	65.9255006			
		77377	3.67	0.06	00:04	64.8097894			
		77372	8.06	0.13	00:08	65.4267014			
		77369	3.97	0.07	00:04	49.6798566			
		78108	29.47	0.49	00:29	68.8334182			
		<b>Total Time</b>			<b>08:16</b>	<b>64.30443231</b>			
	I-26 WB	East of Sys-to-Sys	77362	30.70	0.51	00:31	65.8451442		
			78130	3.50	0.06	00:03	62.2206508		
			78123	8.02	0.13	00:08	65.728666		
			77360	4.00	0.07	00:04	63.1677558		
			77357	7.85	0.13	00:08	67.2733244		
78075			1.89	0.03	00:02	64.5050722			
78072		121.07	2.02	02:01	68.8418402				
78111		2.10	0.04	00:02	54.8953856				
Sys-to-Sys		76172	18.93	0.32	00:19	69.5035114			
		76162	5.66	0.09	00:06	56.7668876			
		76170	28.86	0.48	00:29	70.354607			
West of Sys-to-Sys		78164	12.58	0.21	00:13	65.5250415			
		78159	15.88	0.26	00:16	68.3259145			
		78160	125.64	2.09	02:06	68.85249925			
		78124	1.42	0.02	00:01	57.7549972			
	77403	21.64	0.36	00:22	67.0371898				
	77410	1.84	0.03	00:02	62.985054				
78113	81.53	1.36	01:22	68.1196398					
<b>Total Time</b>			<b>08:13</b>	<b>64.87238986</b>					
I-95 NB	South of Sys-to-Sys	76308	53.41	0.89	00:53	69.592919			
		78126	1.00	0.02	00:01	57.2134264			
		76152	20.30	0.34	00:20	68.6979898			
		76159	3.13	0.05	00:03	62.9147412			
		78080	117.83	1.96	01:58	68.3565915			
		76310	1.73	0.03	00:02	59.5565816			
		76313	10.02	0.17	00:10	64.69132			
		78143	9.80	0.16	00:10	43.3584325			
	Sys-to-Sys	76178	12.00	0.20	00:12	69.0108448			
		75978	4.90	0.08	00:05	69.9689478			
		76176	20.09	0.33	00:20	70.5972008			
	North of Sys-to-Sys	78099	1.53	0.03	00:02	50.8078395			
		76315	163.46	2.72	02:43	69.304684			
		78128	2.97	0.05	00:03	63.6181652			
		76191	32.96	0.55	00:33	69.4918216			
		76198	1.88	0.03	00:02	65.9581036			
		78102	61.02	1.02	01:01	69.8762252			
		<b>Total Time</b>			<b>08:38</b>	<b>64.32712408</b>			
I-95 SB	North of Sys-to-Sys	78079	59.34	0.99	00:59	70.8464654			
		78127	2.52	0.04	00:03	65.26408225			
		76193	32.50	0.54	00:32	70.4125752			
		76320	2.17	0.04	00:02	65.8810568			
		78103	21.67	0.36	00:22	69.589641			
		76318	162.97	2.72	02:43	69.409368			
		76166	8.77	0.15	00:09	65.616391			
		78167	7.02	0.12	00:07	59.03311275			
		76169	23.79	0.40	00:24	70.040013			
	Sys-to-Sys	64742	4.37	0.07	00:04	66.291459			
		76185	17.53	0.29	00:18	69.1122418			
		78100	10.47	0.17	00:10	59.5392555	0.173952	10.35697	
	South of Sys-to-Sys	78139	13.47	0.22	00:13	60.962582	0.228613	13.93684	
		78140	6.58	0.11	00:07	59.672012	0.10989	6.557357	
		76311	7.97	0.13	00:08	65.0911934	0.144474	9.403985	
		76157	24.31	0.41	00:24	68.7346702	0.465046	31.96478	
		76154	20.79	0.35	00:21	67.0435792	0.388017	26.01405	
		76309	2.11	0.04	00:02	62.0625358	0.036536	2.267517	
78098		53.05	0.88	00:53	68.58905525	1.013358	69.50527		
<b>Total Time</b>			<b>08:01</b>	<b>65.9370457</b>					
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	44.02	0.73	00:44	47.30961525	0.579881	27.43395	
		78172	14.18	0.24	00:14	25.5134854			
	I-95 NB to I-26 EB	78148	13.24	0.22	00:13	34.7502612			
		78144	28.72	0.48	00:29	45.76720925			
		78154	9.57	0.16	00:10	53.517705			
	I-26 WB to I-95 NB	76174	56.35	0.94	00:56	44.6618566			
		78165	7.76	0.13	00:08	45.956445			
	I-95 SB to I-26 WB	78170	6.73	0.11	00:07	46.71801525			
		76168	28.76	0.48	00:29	48.6681248			
		78161	10.46	0.17	00:10	46.148981			
		78163	10.86	0.18	00:11	52.71364575			
	I-95 SB to I-26 EB (Flyover)	78165	7.76	0.13	00:08	45.956445			
		78170	6.73	0.11	00:07	46.71801525			
		78155	52.95	0.88	00:53	47.7252494			
		78154	9.57	0.16	00:10	53.517705			
	I-26 EB to I-95 NB (Loop)	76183	28.57	0.48	00:29	42.3247566			
		78172	14.18	0.24	00:14	25.5134854			
		78148	13.24	0.22	00:13	34.7502612			
78149		54.73	0.91	00:55	46.99710475				
78161		10.46	0.17	00:10	46.148981				
I-95 NB to I-26 WB (Flyover)	78163	10.86	0.18	00:11	52.71364575				
	76171	27.35	0.46	00:27	41.1483174				

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:16	64
I-26 EB	I-95 NB	10:17	64
I-26 EB	I-95 SB	07:42	63
I-26 WB	I-26 WB	08:13	65
I-26 WB	I-95 NB	08:19	63
I-26 WB	I-95 SB	06:32	63
I-95 NB	I-26 EB	07:38	59
I-95 NB	I-26 WB	09:41	58
I-95 NB	I-95 NB	08:38	64
I-95 SB	I-26 EB	09:09	62
I-95 SB	I-26 WB	10:22	62
I-95 SB	I-95 SB	08:01	66

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2050 Build Alternative 1 Conditions - I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Segment Type	Density	LOS				
I-26 EB	West of SC 210	78076	Basic	26.32	D				
	Off-Ramp to SC 210	78104	Diverge	20.61	C				
	Between SC 210 Ramps	77405	Basic	25.53	C				
	On-Ramp from SC 210	76161	Merge	20.60	C	Weave	Merge	Diverge	Basic Freeway
	West of I-26/I-95 Interchange	78105	Basic	25.77	C	10	10	10	11
	Off-Ramp to I-95 SB	78131	Diverge	16.28	B	20	20	20	18
	Between Ramps	76187	Basic	13.04	B	28	28	28	26
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.51	A	35	35	35	35
	Between Ramps	78106	Basic	13.46	B	43			45
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.44	B	>	Demand Exceeds Capacity		>
	East of I-26/I-95 Interchange	78151	Basic	17.18	B				
	Off-Ramp to US 15 SB	78107	Diverge	16.50	B				
	Between Ramps	77374	Basic	20.97	C				
	Weave to/from US 15	77377	Weave	9.24	A				
	Between Ramps	77372	Basic	20.57	C				
	On-Ramp from US 15 NB	77369	Merge	19.18	B				
	East of US 15	78108	Basic	22.20	C				
	I-26 WB	East of US 15	77362	Basic	22.63	C			
Off-Ramp to US 15 NB		78130	Diverge	17.42	B				
Between Ramps		78123	Basic	22.14	C				
Weave to/from US 15		77360	Weave	10.26	B				
Between Ramps		77357	Basic	21.79	C				
On-Ramp from US 15 SB		78075	Merge	18.03	B				
East of I-26/I-95 Interchange		78072	Basic	22.02	C				
Off-Ramp to I-95 NB		78111	Diverge	22.45	C				
Between Ramps		76172	Basic	14.86	B				
Loop Off-Ramp to I-95 SB		76162	Diverge	9.42	A				
Between Ramps		76170	Basic	12.59	B				
CD On-Ramp from I-95 NB + I-95 SB		78164	Merge	18.62	B				
West of I-26/I-95 Interchange		78160	Basic	20.24	C				
Off-Ramp to SC 210		78124	Basic	20.67	C				
Between SC 210 Ramps		77403	Basic	26.91	D				
On-Ramp from SC 210	77410	Merge	25.44	C					
West of SC 210	78113	Basic	26.97	D					
I-95 NB	South of US 178	76308	Basic	23.66	C				
	I-26 NB Off-Ramp to US 178	78126	Diverge	27.18	C				
	I-26 EB Between US 178 Ramps	76152	Basic	23.11	C				
	I-26 EB On-Ramp from US 178	76159	Merge	26.09	C				
	South of I-26/I-95 Interchange	76310	Basic	25.16	C				
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	17.59	B				
	Between Ramps	76178	Basic	9.23	A				
	System-to-System Weave	75978	Merge	5.67	A				
	Between Ramps	76176	Basic	9.02	A				
	On-Ramp from I-26 WB	78099	Merge	18.10	B				
	North of I-26/I-95 Interchange	76315	Basic	16.69	B				
	Off-Ramp to US 176	78128	Diverge	18.43	B				
Between US 176 Ramps	76191	Basic	15.47	B					
On-Ramp from US 176	76198	Merge	13.59	B					
North of US 176	78102	Basic	15.90	B					
I-95 SB	North of US 176	78079	Basic	15.78	B				
	Off-Ramp to US 176	78127	Diverge	16.67	B				
	Between US 176 Ramps	76193	Basic	15.51	B				
	On-Ramp from US 176	76320	Merge	14.68	B				
	North of I-26/I-95 Interchange	76318	Basic	16.75	B				
	Off-Ramp to I-26 WB	78167	Diverge	17.13	B				
	Between Ramps	76169	Basic	9.75	A				
	Loop On-Ramp from I-26 WB	64742	Merge	7.97	A				
	Between Ramps	76185	Basic	12.02	B				
	On-Ramp from I-26 EB	78100	Merge	18.86	B				
	South of I-26/I-95 Interchange	76311	Basic	17.81	B				
	Off-Ramp to US 178	76157	Basic	17.81	B				
Between U 178 Ramps	76154	Basic	22.88	C					
On-Ramp from US 178	76309	Merge	22.17	C					
South of US 178	78098	Basic	23.82	C					

2050 Build Alternative 1 Conditions - I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
I-26 EB	West of Sys-to-Sys	78076	83.37	1.39	01:23	66.61657	1.545991	102.9886
		78104	2.20	0.04	00:02	56.8305355	0.03471	1.972588
		77405	21.52	0.36	00:22	66.8062476	0.400254	26.73947
		76161	2.25	0.04	00:02	63.0916508	0.039546	2.495022
		78105	144.32	2.41	02:24	68.2057268	2.739932	186.8791
		78135	13.23	0.22	00:13	66.18746475	0.243723	16.13141
		78138	10.29	0.17	00:10	65.4585335	0.187705	12.28689
		78131	2.32	0.04	00:02	55.63967925	0.035936	1.999468
		76187	16.30	0.27	00:16	70.42682		
		64745	4.32	0.07	00:04	59.1207718		
	78106	20.58	0.34	00:21	70.0560958			
	East of Sys-to-Sys	78150	5.61	0.09	00:06	65.43513875		
		78074	4.50	0.08	00:05	64.251013		
		78151	12.29	0.20	00:12	65.7269724		
		78152	97.30	1.62	01:37	68.58499275		
		78107	2.92	0.05	00:03	60.52109125		
		77374	8.06	0.13	00:08	65.5560574		
		77377	3.70	0.06	00:04	64.4012194		
		77372	8.12	0.14	00:08	65.0099342		
		77369	3.99	0.07	00:04	49.4444004		
78108		29.58	0.49	00:30	68.5822816			
<b>Total Time</b>			<b>08:17</b>	<b>64.09300938</b>				
I-26 WB	East of Sys-to-Sys	77362	30.81	0.51	00:31	65.6471274		
		78130	3.49	0.06	00:03	62.3526818		
		78123	8.02	0.13	00:08	66.17774775		
		77360	4.00	0.07	00:04	63.2160046		
		77357	7.83	0.13	00:08	67.4515308		
		78075	1.89	0.03	00:02	64.665232		
	78072	120.76	2.01	02:01	69.0157548			
	78111	2.10	0.04	00:02	54.9347256			
	Sys-to-Sys	76172	18.88	0.31	00:19	69.6985764		
		76162	5.65	0.09	00:06	56.8588088		
		76170	28.79	0.48	00:29	70.5291338		
	West of Sys-to-Sys	78164	12.53	0.21	00:13	65.77239425		
		78159	15.84	0.26	00:16	68.5635035		
		78160	125.35	2.09	02:05	69.0152775		
		78124	1.40	0.02	00:01	58.244412		
77403		21.52	0.36	00:22	67.3917974			
77410		1.83	0.03	00:02	63.2811978			
78113	81.34	1.36	01:21	68.2809226				
<b>Total Time</b>			<b>08:12</b>	<b>65.06093493</b>				
I-95 NB	South of Sys-to-Sys	76308	53.41	0.89	00:53	69.5932246		
		78126	1.00	0.02	00:01	57.154039		
		76152	20.31	0.34	00:20	68.6597558		
		76159	3.14	0.05	00:03	62.8067008		
		78080	117.98	1.97	01:58	68.2627655		
		76310	1.76	0.03	00:02	58.6135248		
		76313	10.06	0.17	00:10	64.4243244		
		78143	9.79	0.16	00:10	43.4351075		
	Sys-to-Sys	76178	11.97	0.20	00:12	69.148297		
		75978	4.89	0.08	00:05	70.0725332		
		76176	20.05	0.33	00:20	70.7458688		
	North of Sys-to-Sys	78099	1.53	0.03	00:02	50.86713175		
		76315	163.24	2.72	02:43	69.3993354		
		78128	2.96	0.05	00:03	63.6997246		
		76191	32.96	0.55	00:33	69.4890942		
76198	1.89	0.03	00:02	65.8561394				
78102	61.04	1.02	01:01	69.8563074				
<b>Total Time</b>			<b>08:38</b>	<b>64.28582273</b>				
I-95 SB	North of Sys-to-Sys	78079	59.37	0.99	00:59	70.808267		
		78127	2.52	0.04	00:03	65.265277		
		76193	32.51	0.54	00:33	70.3777894		
		76320	2.17	0.04	00:02	66.1127596		
		78103	21.66	0.36	00:22	69.613608		
		76318	163.08	2.72	02:43	69.3630624		
		76166	8.79	0.15	00:09	65.4123916		
		78167	7.02	0.12	00:07	58.96680225		
	Sys-to-Sys	76169	23.83	0.40	00:24	69.9214462		
		64742	4.37	0.07	00:04	66.2348222		
		76185	17.54	0.29	00:18	69.0683632		
	South of Sys-to-Sys	78100	10.25	0.17	00:10	60.99625975	0.173952	10.61042
		78139	12.64	0.21	00:13	64.9673742	0.228613	14.85239
		78140	5.82	0.10	00:06	67.74397175	0.10989	7.444385
		76311	7.55	0.13	00:08	68.7633548	0.144474	9.934517
76157		24.16	0.40	00:24	69.1622484	0.465046	32.16363	
76154		20.79	0.35	00:21	67.0460844	0.388017	26.01502	
76309	2.13	0.04	00:02	61.524228	0.036536	2.247849		
78098	53.20	0.89	00:53	68.43299625	1.013358	69.34712		
<b>Total Time</b>			<b>07:59</b>	<b>66.8949836</b>				
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.97	0.73	00:44	47.38356725	0.579881	27.47683
		78172	14.17	0.24	00:14	25.5446492		
	I-95 NB to I-26 EB	78148	13.23	0.22	00:13	34.7793186		
		78144	28.65	0.48	00:29	45.76596925		
		78154	9.56	0.16	00:10	53.58556825		
	I-26 WB to I-95 NB	76174	56.51	0.94	00:57	44.5338194		
		78165	7.78	0.13	00:08	45.80090925		
	I-95 SB to I-26 WB	78170	6.74	0.11	00:07	46.617063		
		76168	28.70	0.48	00:29	48.772554		
		78161	10.46	0.17	00:10	46.11319525		
	I-95 SB to I-26 EB (Flyover)	78163	10.82	0.18	00:11	52.80579975		
		78165	7.78	0.13	00:08	45.80090925		
		78170	6.74	0.11	00:07	46.617063		
		78155	53.08	0.88	00:53	47.6110568		
	I-95 NB to I-26 WB (Flyover)	78154	9.56	0.16	00:10	53.58556825		
76183		28.49	0.47	00:28	42.4504858			
78172		14.17	0.24	00:14	25.5446492			
78148		13.23	0.22	00:13	34.7793186			
78149		54.76	0.91	00:55	46.9475185			
I-26 WB to I-95 SB (Loop)	78161	10.46	0.17	00:10	46.11319525			
	78163	10.82	0.18	00:11	52.80579975			
	76171	27.34	0.46	00:27	41.1599958			

Travel Time Path		Total Travel Time	Average Speed
Start	End		
I-26 EB	I-26 EB	08:17	64
I-26 EB	I-95 NB	10:17	64
I-26 EB	I-95 SB	07:40	64
I-26 WB	I-26 WB	08:12	65
I-26 WB	I-95 NB	08:19	63
I-26 WB	I-95 SB	06:29	64
I-95 NB	I-26 EB	07:39	59
I-95 NB	I-26 WB	09:41	58
I-95 NB	I-95 NB	08:38	64
I-95 SB	I-26 EB	09:10	62
I-95 SB	I-26 WB	10:21	62
I-95 SB	I-95 SB	07:59	67

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2030 No Build Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.00	C
	Off-Ramp to SC 210	78104	Diverge	15.23	B
	Between SC 210 Ramps	77405	Basic	17.94	B
	On-Ramp from SC 210	76161	Merge	14.71	B
	West of I-26/I-95 Interchange	78105	Basic	18.99	C
	Off-Ramp to I-95 SB	78131	Diverge	26.99	C
	Between Ramps	76187	Basic	9.18	A
	System-to-System Weave	64745	Weave	10.40	B
I-26 EB	Between Ramps	76179	Basic	13.14	B
	On-Ramp from I-95 NB	78073	Merge	13.30	B
	East of I-26/I-95 Interchange	78074	Basic	14.98	B
	Off-Ramp to US 15 SB	78107	Diverge	11.16	B
	Between Ramps	77374	Basic	14.22	B
	Weave to/from US 15	77377	Weave	4.43	A
	Between Ramps	77372	Basic	15.18	B
	On-Ramp from US 15 NB	77369	Merge	11.96	B
	East of US 15	78108	Basic	14.18	B
	East of US 15	77362	Basic	15.06	B
	Off-Ramp to US 15 NB	78130	Diverge	11.16	B
	Between Ramps	78123	Basic	14.48	B
	Weave to/from US 15	77360	Weave	6.89	A
	Between Ramps	77357	Basic	15.29	B
	On-Ramp from US 15 SB	78075	Merge	13.23	B
	East of I-26/I-95 Interchange	78110	Basic	15.37	B
	Off-Ramp to I-95 NB	78111	Diverge	13.97	B
I-26 WB	Between Ramps	76172	Basic	10.85	A
	System-to-System Weave	76162	Weave	28.99	D
	Between Ramps	76170	Basic	21.31	C
	On-Ramp from I-95 SB	76163	Merge	17.01	B
	West of I-26/I-95 Interchange	78112	Basic	18.53	C
	Off-Ramp to SC 210	78124	Diverge	16.50	B
	Between SC 210 Ramps	77403	Basic	17.70	B
	On-Ramp from SC 210	77410	Merge	13.85	B
	West of SC 210	78113	Basic	18.23	C
	South of US 178	76308	Basic	29.33	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	37.93	E
	I-26 EB Between US 178 Ramps	76152	Basic	27.34	D
	I-26 EB On-Ramp from US 178	76159	Basic	21.62	C
	South of I-26/I-95 Interchange	76310	Basic	21.62	C
	Off-Ramp to I-26 EB	76313	Basic	21.62	C
	Between Ramps	76178	Basic	66.01	F
I-95 NB	System-to-System Weave	75978	Weave	48.61	F
	Between Ramps	76176	Basic	14.88	B
	On-Ramp from I-26 WB	78099	Merge	21.09	C
	North of I-26/I-95 Interchange	76315	Basic	20.49	C
	Off-Ramp to US 176	78128	Diverge	21.66	C
	Between US 176 Ramps	76191	Basic	19.54	C
	On-Ramp from US 176	76198	Merge	17.80	B
	North of US 176	78102	Basic	19.78	C
	North of US 176	78079	Basic	19.09	C
	Off-Ramp to US 176	78127	Diverge	23.49	C
	Between US 176 Ramps	76193	Basic	19.00	C
	On-Ramp from US 176	76320	Merge	19.56	B
	North of I-26/I-95 Interchange	76318	Basic	20.50	C
	Off-Ramp to I-26 WB	76166	Diverge	20.52	C
	Between Ramps	76169	Basic	22.07	C
I-95 SB	System-to-System Weave	64742	Weave	19.53	B
	Between Ramps	76185	Basic	15.90	B
	On-Ramp from I-26 EB	76314	Merge	28.96	D
	South of I-26/I-95 Interchange	76311	Basic	30.86	D
	Off-Ramp to US 178	76157	Diverge	30.37	D
	Between U 178 Ramps	76154	Basic	29.92	D
	On-Ramp from US 178	76309	Merge	31.40	D
	South of US 178	78098	Basic	29.67	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 No Build Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	76186	48.702	F
	I-26 EB On-Ramp from I-95 SB	76189	33.3874	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	2.12202	A
	I-26 EB On-Ramp from I-95 NB	76180	7.23422	A
	I-26 WB Off-Ramp to I-95 NB	76174	24.6052	C
	I-26 WB On-Ramp from I-95 NB	76177	75.757	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	10.5741	A
	I-26 WB On-Ramp from I-95 SB	76168	1.07256	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 No Build Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L		
I-26 EB	West of Sys-to-Sys	78076	79.44	1.32	01:19	69.9166438	1.545991	108.0905021		
		78104	2.08	0.03	00:02	60.0496996	0.03471	2.084325073		
		77405	20.97	0.35	00:21	68.5847114	0.400276	27.45281394		
		76161	2.20	0.04	00:02	64.4916676	0.039546	2.550387487		
		78105	170.84	2.85	02:51	66.8914162	3.180857	212.7720295		
		78131	2.65	0.04	00:03	50.2838804	0.037053	1.86316862		
		76187	16.54	0.28	00:17	69.664007	0.32068	22.33985376		
		64745	3.57	0.06	00:04	59.8696616	0.059514	3.56308304		
	76179	13.93	0.23	00:14	67.8538488	0.263146	17.8554689			
	East of Sys-to-Sys	78073	2.53	0.04	00:03	64.8382146	0.045661	2.960577717		
		78106	11.29	0.19	00:11	69.1324378	0.217201	15.01563462		
		78074	111.59	1.86	01:52	69.7499504	2.166471	151.1112448		
		78107	2.93	0.05	00:03	60.2084826	0.049144	2.958885669		
		77374	7.86	0.13	00:08	67.1043812	0.146898	9.85749939		
		77377	3.58	0.06	00:04	66.5566094	0.066282	4.411505184		
		77372	7.84	0.13	00:08	67.281888	0.146868	9.881556327		
		77369	3.80	0.06	00:04	51.9557358	0.054924	2.853616833		
		78108	28.77	0.48	00:29	70.508703	0.564635	39.81168152		
		<b>Total Time</b>			<b>08:12</b>		<b>64.7189662</b>	<b>9.339857</b>	<b>637.4338344</b>	
		I-26 WB	East of Sys-to-Sys	77362	29.07	0.48	00:29	69.5296774	0.562657	39.1213597
				78130	3.29	0.05	00:03	66.2322334	0.06059	4.013011022
	78123			7.65	0.13	00:08	69.0438956	0.146991	10.14883126	
	77360			3.83	0.06	00:04	66.0284364	0.070324	4.643383761	
	77357			7.58	0.13	00:08	69.6515332	0.146935	10.23424803	
	78075			1.83	0.03	00:02	66.6025894	0.033981	2.26322259	
	78110			112.12	1.87	01:52	69.9294114	2.182443	152.6169544	
	78072			7.58	0.13	00:08	64.0957304	0.13527	8.670229451	
	78111		2.15	0.04	00:02	53.7489874	0.032118	1.726309977		
Sys-to-Sys	76172		19.93	0.33	00:20	66.0291984	0.366213	24.18075083		
	76162		6.26	0.10	00:06	43.892881	0.076524	3.358858826		
	76170		15.45	0.26	00:15	61.216677	0.263288	16.11761645		
	76163		1.64	0.03	00:02	62.809739	0.02859	1.795730438		
West of Sys-to-Sys	78112		169.14	2.82	02:49	68.8263102	3.24049	223.0309699		
	78124		1.43	0.02	00:01	57.0524814	0.022767	1.298913844		
	77403		21.19	0.35	00:21	68.4512604	0.403734	27.63610117		
	77410	1.77	0.03	00:02	65.5376678	0.032277	2.115359304			
78113	79.67	1.33	01:20	69.7085916	1.545997	107.7692735				
<b>Total Time</b>			<b>08:12</b>		<b>64.35485008</b>	<b>9.351189</b>	<b>640.7411245</b>			
I-95 NB	South of Sys-to-Sys	76308	54.69	0.91	00:55	67.9545172	1.034563	70.30322918		
		78126	1.01	0.02	00:01	56.6926378	0.015936	0.903453876		
		76152	20.40	0.34	00:20	68.3476642	0.388154	26.52941925		
		76159	3.02	0.05	00:03	65.1986734	0.054721	3.567736607		
		78080	116.39	1.94	01:56	69.254087	2.243634	155.3808242		
		76310	8.04	0.13	00:08	67.9924978	0.15221	10.34913809		
	76313	43.85	0.73	00:44	51.8675326	0.564328	29.27030094			
	Sys-to-Sys	76178	32.83	0.55	00:33	28.0731626	0.253229	7.108938892		
		75978	9.68	0.16	00:10	30.0767872	0.080978	2.435558074		
	76176	22.94	0.38	00:23	61.8258592	0.39479	24.40823095			
	North of Sys-to-Sys	78099	1.67	0.03	00:02	46.7093548	0.021676	1.012471975		
		78101	20.39	0.34	00:20	64.6917174	0.367172	23.75298726		
		76315	163.44	2.72	02:43	69.3090872	3.153217	218.546592		
		76319	21.05	0.35	00:21	67.3302584	0.394605	26.56885662		
		78128	3.01	0.05	00:03	62.615958	0.05252	3.288590114		
		76191	33.13	0.55	00:33	69.1020538	0.637323	44.04032823		
76198	1.89	0.03	00:02	65.6844844	0.03451	2.266771557				
78102	61.28	1.02	01:01	69.5291036	1.185951	82.45810994				
<b>Total Time</b>			<b>10:19</b>		<b>60.12530203</b>	<b>11.02952</b>	<b>732.1915378</b>			
I-95 SB	North of Sys-to-Sys	78079	59.68	0.99	01:00	70.493701	1.170968	82.54586807		
		78127	2.55	0.04	00:03	64.7091766	0.045876	2.968598186		
		76193	32.68	0.54	00:33	70.0346398	0.637056	44.61598749		
		76320	2.19	0.04	00:02	65.2683268	0.039784	2.596635113		
		78103	21.79	0.36	00:22	69.1927486	0.419619	29.03459197		
		76318	164.20	2.74	02:44	68.9821574	3.152917	217.4950168		
		76166	20.50	0.34	00:20	67.6057158	0.385741	26.07829642		
		76169	21.19	0.35	00:21	63.737044	0.375997	23.96493733		
	Sys-to-Sys	64742	5.16	0.09	00:05	48.9979868	0.070345	3.446763381		
		76185	18.65	0.31	00:19	64.9567182	0.337205	21.90373016		
	South of Sys-to-Sys	76314	1.66	0.03	00:02	53.8155128	0.024913	1.34070587		
		78100	8.85	0.15	00:09	58.693113	0.144563	8.484852495		
		78132	19.53	0.33	00:20	63.2725554	0.343887	21.75860926		
		76311	7.76	0.13	00:08	66.9791596	0.144688	9.691080644		
		76157	121.93	2.03	02:02	67.773066	2.300157	155.8886922		
		76154	21.78	0.36	00:22	63.9947412	0.388003	24.83015157		
76309		2.32	0.04	00:02	56.5462178	0.036537	2.06602916			
78098		54.55	0.91	00:55	66.7436308	1.013395	67.63766173			
<b>Total Time</b>			<b>09:47</b>		<b>63.98867842</b>	<b>11.03165</b>	<b>746.3482078</b>			
Sys-to-Sys Ramps	I-26 EB to I-95 SB	76186	53.18	0.89	00:53	39.5070196	0.584783	23.10303344		
	I-95 NB to I-26 EB	76180	28.77	0.48	00:29	46.3946696	0.372234	17.26967344		
	I-26 WB to I-95 NB	76174	61.05	1.02	01:01	41.226806	0.700539	28.88098545		
	I-95 SB to I-26 WB	76168	38.47	0.64	00:38	46.9529046	0.502597	23.59838899		
	I-95 SB to I-26 EB (Loop)	76189	46.02	0.77	00:46	30.0556348	0.385004	11.57153962		
	I-26 EB to I-95 NB (Loop)	76183	28.72	0.48	00:29	32.2444352	0.257708	8.309648907		
	I-95 NB to I-26 WB (Loop)	76177	48.90	0.81	00:49	25.1618602	0.342374	8.614766724		
I-26 WB to I-95 SB (Loop)	76171	30.24	0.50	00:30	33.4211232	0.281245	9.399523794			

Travel Time Path		Total Travel Time	Average Speed	Weighted Avg Speeds
Start	End			
I-26 EB	I-26 EB	08:12	65	68
	I-95 NB	11:05	60	67
	I-95 SB	09:30	61	66
I-26 WB	I-26 WB	08:12	64	69
	I-95 NB	09:02	64	67
	I-95 SB	08:14	61	66
I-95 NB	I-26 EB	07:36	64	67
	I-26 WB	10:35	57	65
I-95 SB	I-26 EB	09:34	64	67
	I-26 WB	10:17	65	68
	I-95 SB	09:47	64	68

2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	18.05	C
	Off-Ramp to SC 210	78104	Diverge	13.94	B
	Between SC 210 Ramps	77405	Basic	18.02	C
	On-Ramp from SC 210	76161	Merge	14.16	B
	West of I-26/I-95 Interchange	78105	Basic	18.31	C
	Off-Ramp to I-95 SB	78131	Diverge	12.19	B
	Between Ramps	76187	Basic	8.60	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.62	A
I-26 EB	Between Ramps	78106	Basic	8.36	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.56	B
	East of I-26/I-95 Interchange	78151	Basic	11.54	B
	Off-Ramp to US 15 SB	78107	Diverge	11.43	B
	Between Ramps	77374	Basic	14.14	B
	Weave to/from US 15	77377	Weave	6.13	A
	Between Ramps	77372	Basic	14.90	B
	On-Ramp from US 15 NB	77369	Merge	13.16	B
	East of US 15	78108	Basic	14.30	B
	East of US 15	77362	Basic	14.99	B
	Off-Ramp to US 15 NB	78130	Diverge	11.18	B
	Between Ramps	78123	Basic	14.83	B
	Weave to/from US 15	77360	Weave	5.75	A
	Between Ramps	77357	Basic	14.96	B
	On-Ramp from US 15 SB	78075	Merge	12.18	B
	East of I-26/I-95 Interchange	78072	Basic	15.02	B
	Off-Ramp to I-95 NB	78111	Diverge	15.41	B
	Between Ramps	76172	Basic	10.30	A
I-26 WB	Loop Off-Ramp to I-95 SB	76162	Diverge	7.79	A
	Between Ramps	76170	Basic	8.57	A
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.99	B
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	13.77	B
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	18.99	C
	Off-Ramp to SC 210	78124	Diverge	18.12	B
	Between SC 210 Ramps	77403	Basic	18.56	C
	On-Ramp from SC 210	77410	Merge	13.83	B
	West of SC 210	78113	Basic	18.15	C
	South of US 178	76308	Basic	29.20	D
I-26 NB Off-Ramp to US 178		78126	Diverge	34.49	D
I-26 EB Between US 178 Ramps		76152	Basic	27.63	D
I-26 EB On-Ramp from US 178		76159	Basic	19.76	B
South of I-26/I-95 Interchange		76310	Basic	19.76	C
CD Off-Ramp to I-26 EB + I-26 WB		78143	Diverge	16.95	B
Between Ramps		76178	Basic	12.44	B
I-95 NB System-to-System Weave		75978	Merge	8.17	A
Between Ramps		76176	Basic	12.95	B
On-Ramp from I-26 WB		78099	Merge	21.10	C
North of I-26/I-95 Interchange		76315	Basic	20.63	C
Off-Ramp to US 176		78128	Diverge	21.81	C
Between US 176 Ramps		76191	Basic	19.54	C
On-Ramp from US 176		76198	Merge	18.92	B
North of US 176		78102	Basic	19.55	C
North of US 176		78079	Basic	19.00	C
Off-Ramp to US 176		78127	Diverge	22.43	C
Between US 176 Ramps		76193	Basic	18.89	C
On-Ramp from US 176		76320	Merge	19.72	B
North of I-26/I-95 Interchange		76318	Basic	20.50	C
Off-Ramp to I-26 WB		78167	Diverge	18.64	B
Between Ramps		76169	Basic	12.23	B
Loop On-Ramp from I-26 WB		64742	Merge	11.18	B
Between Ramps		76185	Basic	16.31	B
On-Ramp from I-26 EB		78100	Merge	20.29	C
South of I-26/I-95 Interchange - 3 Lane		76157	Basic	20.17	C
South of I-26/I-95 Interchange - 2 Lane		78173	Basic	30.47	D
Off-Ramp to US 178		78175	Diverge	19.95	B
Between U 178 Ramps		76154	Basic	30.45	D
On-Ramp from US 178		76309	Merge	31.32	D
South of US 178		78098	Basic	30.15	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>



2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	20.4295	C
	I-26 EB On-Ramp from I-95 SB	78155	20.354	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.34568	A
	I-26 EB On-Ramp from I-95 NB	78144	7.57848	A
	I-26 WB Off-Ramp to I-95 NB	76174	21.7019	C
	I-26 WB On-Ramp from I-95 NB	78149	20.088	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	7.9727	A
	I-26 WB On-Ramp from I-95 SB	76168	1.09547	A
	CD Roads	I-95 NB to I-26	78148	19.9
I-95 to I-26 EB		78154	12.8	B
I-95 SB to I-26		78165	19.9	C
I-95 to I-26 WB		78161	13.6	B

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L	
I-26 EB	West of Sys-to-Sys	78076	79.45	1.32	01:19	69.85680325	1.545991	107.9979891	
		78104	2.08	0.03	00:02	59.93727525	0.03471	2.080422824	
		77405	20.95	0.35	00:21	68.6388342	0.400254	27.47296794	
		76161	2.20	0.04	00:02	64.4583888	0.039546	2.549071443	
		78105	142.10	2.37	02:22	69.2703126	2.739932	189.7959461	
		78135	12.95	0.22	00:13	67.59615675	0.243723	16.47473811	
		78138	10.13	0.17	00:10	66.51526925	0.187705	12.48524861	
		78131	2.31	0.04	00:02	56.00643275	0.035934	2.012535154	
		76187	16.13	0.27	00:16	71.1838198	0.319508	22.7437999	
		64745	4.28	0.07	00:04	59.6504738	0.071049	4.238106513	
	78106	20.37	0.34	00:20	70.7627028	0.401276	28.39537433		
	Sys-to-Sys	78150	5.58	0.09	00:06	65.75660975	0.102209	6.720917326	
		78074	4.40	0.07	00:04	65.832906	0.080563	5.303696406	
		78151	11.83	0.20	00:12	68.2585206	0.224843	15.34745055	
		78152	95.57	1.59	01:36	69.75708575	1.856376	129.4953798	
		78107	2.86	0.05	00:03	61.7954545	0.049189	3.039656611	
		77374	7.79	0.13	00:08	67.7797856	0.147006	9.964035162	
		77377	3.56	0.06	00:04	66.9116958	0.066282	4.435041021	
		77372	7.85	0.13	00:08	67.2525138	0.146868	9.877242197	
		77369	3.81	0.06	00:04	51.788346	0.054924	2.844423116	
		78108	28.87	0.48	00:29	70.272628	0.564635	39.67838531	
	<b>Total Time</b>					<b>08:05</b>	<b>65.68009595</b>	<b>9.312523</b>	<b>642.9524276</b>
	I-26 WB	East of Sys-to-Sys	77362	29.05	0.48	00:29	69.576981	0.562657	39.1479754
			78130	3.27	0.05	00:03	66.468585	0.06059	4.027331565
			78123	7.63	0.13	00:08	69.27804725	0.146991	10.18324944
77360			3.81	0.06	00:04	66.3240772	0.070324	4.664174405	
77357			7.57	0.13	00:08	69.7249058	0.146935	10.24502903	
Sys-to-Sys		78075	1.83	0.03	00:02	66.7361684	0.033981	2.267761738	
		78072	118.51	1.98	01:59	70.323434	2.319893	163.1428423	
		78111	2.03	0.03	00:02	56.8514554	0.032118	1.825955045	
		76172	18.67	0.31	00:19	70.4658486	0.366213	25.80550981	
		76162	5.69	0.09	00:06	56.530634	0.089473	5.057965416	
West of Sys-to-Sys		76170	28.59	0.48	00:29	70.9988142	0.56512	40.12284988	
		78164	12.39	0.21	00:12	66.63064675	0.229565	15.29606442	
		78159	15.76	0.26	00:16	68.92569375	0.302228	20.83127457	
		78160	38.61	0.64	00:39	70.10688125	0.753206	52.8049236	
		78124	1.46	0.02	00:01	56.0006042	0.022767	1.274965756	
Total Time	77403	21.29	0.35	00:21	68.1292664	0.403712	27.5046024		
	77410	1.77	0.03	00:02	65.5220186	0.032275	2.11472315		
	78113	79.55	1.33	01:20	69.8107502	1.545881	107.9191123		
	<b>Total Time</b>					<b>06:37</b>	<b>66.57804511</b>	<b>7.683929</b>	<b>534.2363102</b>
	I-95 NB	South of Sys-to-Sys	76308	54.68	0.91	00:55	67.9750774	1.034563	70.3245
78126			1.01	0.02	00:01	56.5727268	0.015936	0.901542974	
76152			20.44	0.34	00:20	68.2153152	0.388147	26.47756995	
76159			3.02	0.05	00:03	65.0998682	0.054699	3.560897691	
78080			116.31	1.94	01:56	69.21055625	2.241046	155.1040402	
Sys-to-Sys		76310	1.65	0.03	00:02	62.4806916	0.028705	1.793508252	
		76313	9.75	0.16	00:10	66.4754674	0.180396	11.99190842	
		78143	9.13	0.15	00:09	46.75068625	0.118979	5.562349899	
		76178	12.16	0.20	00:12	68.1682236	0.230691	15.72579567	
		75978	4.93	0.08	00:05	69.5453406	0.095474	6.639771848	
North of Sys-to-Sys		76176	20.29	0.34	00:20	69.8991886	0.39479	27.59550067	
		78099	1.56	0.03	00:02	49.693563	0.021676	1.077157672	
		78101	20.04	0.33	00:20	65.8044934	0.367064	24.15446057	
		76315	164.35	2.74	02:44	68.9251628	3.153217	217.3359951	
		76319	21.18	0.35	00:21	66.942773	0.394605	26.41595294	
Total Time	76191	33.33	0.56	00:33	68.6951042	0.637323	43.78096989		
	76198	1.90	0.03	00:02	65.2605658	0.03451	2.252142126		
	78102	61.57	1.03	01:02	69.1949738	1.185951	82.06184837		
	<b>Total Time</b>					<b>09:17</b>	<b>64.81514858</b>	<b>10.57777</b>	<b>722.7559122</b>
	I-95 SB	North of Sys-to-Sys	78079	59.67	0.99	01:00	70.4979698	1.170968	82.5508667
78127			2.54	0.04	00:03	64.9157695	0.045876	2.978075842	
76193			32.63	0.54	00:33	70.143472	0.637056	44.6853197	
76320			2.19	0.04	00:02	65.1445116	0.039784	2.591709249	
78103			21.79	0.36	00:22	69.1955476	0.419619	29.03576649	
Sys-to-Sys		76318	164.18	2.74	02:44	68.9229588	3.149738	217.0892624	
		76166	8.84	0.15	00:09	64.9944132	0.159834	10.38831704	
		78167	6.87	0.11	00:07	60.73051425	0.116355	7.066298986	
		76169	23.94	0.40	00:24	69.5673356	0.463654	32.25517342	
		64742	4.44	0.07	00:04	65.2727298	0.080744	5.270381295	
South of Sys-to-Sys		76185	17.79	0.30	00:18	68.0815374	0.337194	22.95668592	
		78100	10.07	0.17	00:10	62.10266775	0.174129	10.81387543	
		78139	12.62	0.21	00:13	65.2211986	0.229061	14.93963297	
		78140	5.88	0.10	00:06	67.0871395	0.10989	7.37220576	
		78131	2.31	0.04	00:02	56.00643275	0.035934	2.012535154	
Total Time	76157	25.02	0.42	00:25	66.9003308	0.465882	31.16765991		
	78173	99.08	1.65	01:39	66.4164986	1.831769	121.6596832		
	76154	21.69	0.36	00:22	64.2637098	0.387996	24.93406235		
	76309	2.32	0.04	00:02	56.7094706	0.036536	2.071937218		
	78098	54.71	0.91	00:55	66.40917925	1.013379	67.29766766		
<b>Total Time</b>					<b>09:39</b>	<b>65.39993028</b>	<b>10.9054</b>	<b>739.1371167</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	43.54	0.73	00:44	47.8471895	0.579881	27.74567609	
		78172	13.54	0.23	00:14	26.715737	0.100719	2.690782315	
		78148	12.66	0.21	00:13	36.3587206	0.128096	4.657406674	
	I-95 NB to I-26 EB	78144	28.58	0.48	00:29	45.9180205	0.365388	16.77789367	
		78154	9.67	0.16	00:10	53.0157255	0.142577	7.558823095	
		76174	54.57	0.91	00:55	46.1213314	0.700539	32.30979138	
	I-26 WB to I-95 NB	78165	8.65	0.14	00:09	47.20374625	0.113746	5.369237321	
		78170					0.095021	0	
		76168	23.81	0.40	00:24	48.6422656	0.322242	15.67458095	
	I-95 SB to I-26 WB	78161	10.42	0.17	00:10	46.3431015	0.134299	6.223832188	
		78163	10.55	0.18	00:11	54.2788835	0.159276	8.645323448	
		78165	8.65	0.14	00:09	47.20374625	0.113746	5.369237321	
	I-95 SB to I-26 EB (Flyover)	78170					0.095021	0	
		78155	69.37	1.16	01:09	48.3524398	0.933615	45.14256308	
		78154	9.67	0.16	00:10	53.0157255	0.142577	7.558823095	
I-26 EB to I-95 NB (Loop)	76183	28.37	0.47	00:28	42.6161618	0.336545	14.34225617		
	78172	13.54	0.23	00:14	26.715737	0.100719	2.690782315		
	78148	12.66	0.21	00:13	36.3587206	0.128096	4.657406674		
I-95 NB to I-26 WB (Flyover)	78149	69.64	1.16	01:10	48.640799	0.942263	45.83242519		
	78161	10.42	0.17	00:10	46.3431015	0.134299	6.223832188		
	78163	10.55	0.18	00:11	54.2788835	0.159276	8.645323448		
I-26 WB to I-95 SB (Loop)	76171	27.16	0.45	00:27	41.4365706	0.313275	12.98104165		

Travel Time Path		Total Travel Time	Average Speed	Weighted Avg Speeds
Start	End			
I-26 EB	I-26 EB	08:05	66	69
	I-95 NB	10:50	64	68
	I-95 SB	09:09	63	66
I-26 WB	I-26 WB	06:37	67	70
	I-95 NB	08:52	65	67
	I-95 SB	08:01	64	67
I-95 NB	I-26 EB	07:33	60	66
	I-26 WB	08:24	59	65
	I-95 NB	09:17	65	68
I-95 SB	I-26 EB	09:18	64	66
	I-26 WB	08:43	63	67
	I-95 SB	09:39	65	68

2050 No Build Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	61.93	F
	Off-Ramp to SC 210	78104	Basic	39.90	E
	Between SC 210 Ramps	77405	Basic	85.10	F
	On-Ramp from SC 210	76161	Merge	87.64	E
	West of I-26/I-95 Interchange	78105	Basic	110.20	F
	Off-Ramp to I-95 SB	78131	Diverge	30.49	D
	Between Ramps	76187	Basic	11.03	B
	System-to-System Weave	64745	Weave	15.75	B
I-26 EB	Between Ramps	76179	Basic	17.53	B
	On-Ramp from I-95 NB	78073	Merge	15.73	B
	East of I-26/I-95 Interchange	78074	Basic	17.95	B
	Off-Ramp to US 15 SB	78107	Basic	13.76	B
	Between Ramps	77374	Basic	17.31	B
	Weave to/from US 15	77377	Weave	5.65	A
	Between Ramps	77372	Basic	17.56	B
	On-Ramp from US 15 NB	77369	Merge	14.42	B
	East of US 15	78108	Basic	18.22	C
	East of US 15	77362	Basic	22.71	C
	Off-Ramp to US 15 NB	78130	Diverge	17.72	B
	Between Ramps	78123	Basic	22.31	C
	Weave to/from US 15	77360	Weave	11.21	B
	Between Ramps	77357	Basic	21.43	C
	On-Ramp from US 15 SB	78075	Merge	10.92	B
	East of I-26/I-95 Interchange	78110	Basic	23.77	C
	Off-Ramp to I-95 NB	78111	Basic	20.83	C
I-26 WB	Between Ramps	76172	Basic	16.41	B
	System-to-System Weave	76162	Weave	33.71	D
	Between Ramps	76170	Basic	25.84	C
	On-Ramp from I-95 SB	76163	Merge	20.77	C
	West of I-26/I-95 Interchange	78112	Basic	23.26	C
	Off-Ramp to SC 210	78124	Diverge	22.53	C
	Between SC 210 Ramps	77403	Basic	23.30	C
	On-Ramp from SC 210	77410	Merge	17.31	B
	West of SC 210	78113	Basic	22.44	C
	South of US 178	76308	Basic	87.03	F
	I-26 NB Off-Ramp to US 178	78126	Diverge	106.54	E
	I-26 EB Between US 178 Ramps	76152	Basic	93.15	F
	I-26 EB On-Ramp from US 178	76159	Basic	121.77	E
	South of I-26/I-95 Interchange	78090	Basic	121.77	F
	Off-Ramp to I-26 EB	76313	Basic	121.77	E
	Between Ramps	76178	Basic	86.98	F
I-95 NB	System-to-System Weave	75978	Weave	51.31	F
	Between Ramps	76176	Basic	10.95	A
	On-Ramp from I-26 WB	78099	Merge	22.55	C
	North of I-26/I-95 Interchange	76315	Basic	20.55	C
	Off-Ramp to US 176	78128	Diverge	23.37	C
	Between US 176 Ramps	76191	Basic	19.21	C
	On-Ramp from US 176	76198	Merge	18.41	B
	North of US 176	78102	Basic	19.61	C
	North of US 176	78079	Basic	24.13	C
	Off-Ramp to US 176	78127	Diverge	25.30	C
	Between US 176 Ramps	76193	Basic	23.95	C
	On-Ramp from US 176	76320	Merge	24.80	C
	North of I-26/I-95 Interchange	76318	Basic	25.62	C
	Off-Ramp to I-26 WB	76166	Diverge	24.71	C
	Between Ramps	76169	Basic	29.35	D
I-95 SB	System-to-System Weave	64742	Weave	29.69	D
	Between Ramps	76185	Basic	19.84	C
	On-Ramp from I-26 EB	76314	Merge	30.22	D
	South of I-26/I-95 Interchange	76311	Basic	32.59	D
	Off-Ramp to US 178	76157	Diverge	32.63	D
	Between U 178 Ramps	76154	Basic	31.89	D
	On-Ramp from US 178	76309	Merge	32.70	D
	South of US 178	78098	#N/A	31.92	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

## **APPENDIX Q. I-26 AT I-95 TRANSMODELER 2030 AND 2050 PREFERRED ALTERNATIVE ANALYSIS**

2050 No Build Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	76186	44.1184	E
	I-26 EB On-Ramp from I-95 SB	76189	47.0562	F
	I-26 EB Loop Off-Ramp to I-95 NB	76183	2.05663	A
	I-26 EB On-Ramp from I-95 NB	76180	6.6043	A
	I-26 WB Off-Ramp to I-95 NB	76174	36.6718	E
	I-26 WB On-Ramp from I-95 NB	76177	87.4824	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	12.6148	B
	I-26 WB On-Ramp from I-95 SB	76168	1.5409	A

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 No Build Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Hours	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
I-26 EB	West of Sys-to-Sys	78076	201.39	3.36	0.06	03:21	27.6443188	1.545991	42.73786807
		78104	4.81	0.08	0.00	00:05	25.967877	0.03471	6.901345011
		77405	83.49	1.39	0.02	01:23	17.2447928	0.400276	6.902676683
		76161	9.38	0.16	0.00	00:09	15.162665	0.039546	0.59962275
		78105	908.11	15.14	0.25	15:08	12.589196	3.180857	40.04443222
	78131	3.15	0.05	0.00	00:03	42.254651	0.037053	1.565661584	
	Sys-to-Sys	76187	17.97	0.30	0.00	00:18	64.1253484	0.32068	20.56371672
		64745	3.83	0.06	0.00	00:04	55.8703888	0.059514	3.325070319
		76179	14.33	0.24	0.00	00:14	65.979682	0.263146	17.3622894
	East of Sys-to-Sys	78073	2.56	0.04	0.00	00:03	64.1941462	0.045661	2.93116891
		78106	11.36	0.19	0.00	00:11	68.6581374	0.217201	14.9126161
		78074	112.87	1.88	0.03	01:53	68.9590678	2.166471	149.3978206
		78107	3.02	0.05	0.00	00:03	58.4767896	0.049144	2.873783348
		77374	8.03	0.13	0.00	00:08	65.7137734	0.146898	9.653221885
		77377	3.64	0.06	0.00	00:04	65.4748178	0.066282	4.339801873
		77372	7.93	0.13	0.00	00:08	66.5401938	0.146868	9.772625183
		77369	3.88	0.06	0.00	00:04	50.796499	0.054924	2.789946911
		78108	29.03	0.48	0.01	00:29	69.8740902	0.564635	39.45335692
		<b>Total Distance</b>		<b>Total Time</b>	<b>0.39688</b>		<b>23:49</b>	<b>50.30702417</b>	<b>9.339857</b>
	I-26 WB	East of Sys-to-Sys	77362	30.59	0.51	0.01	00:31	66.0853294	0.562657
78130			3.49	0.06	0.00	00:03	62.3276552	0.06059	3.776432629
78123			8.03	0.13	0.00	00:08	65.793927	0.146991	9.67115124
77360			4.03	0.07	0.00	00:04	62.6258904	0.070324	4.404103116
77357			7.87	0.13	0.00	00:08	67.0799174	0.146935	9.856387663
78075		1.89	0.03	0.00	00:02	64.431909	0.033981	2.1894607	
78110		119.05	1.98	0.03	01:59	65.8748712	2.182443	143.7681515	
78072		9.00	0.15	0.00	00:09	54.0699652	0.13527	7.314044193	
78111		2.34	0.04	0.00	00:02	49.3350326	0.032118	1.584542577	
Sys-to-Sys		76172	20.87	0.35	0.01	00:21	63.0288556	0.366213	23.0819863
		76162	6.49	0.11	0.00	00:06	42.389895	0.076524	3.243844325
76170		15.96	0.27	0.00	00:16	59.2771834	0.263288	15.60697106	
West of Sys-to-Sys		76165	1.67	0.03	0.00	00:02	61.3371252	0.02859	1.753628409
		78112	173.58	2.89	0.05	02:54	67.0849866	3.24049	217.3882282
		78124	1.59	0.03	0.00	00:02	51.602147	0.022767	1.174826081
	77403	22.02	0.37	0.01	00:22	65.880109	0.403734	26.59803993	
	77410	1.79	0.03	0.00	00:02	64.6380656	0.032277	2.086322843	
78113	80.12	1.34	0.02	01:20	69.3208214	1.545997	107.1697819		
<b>Total Distance</b>		<b>Total Time</b>	<b>0.14177</b>		<b>08:30</b>	<b>61.23242701</b>	<b>9.351189</b>	<b>617.8512398</b>	
I-95 NB	South of Sys-to-Sys	76308	166.06	2.77	0.05	02:46	22.4001328	1.034563	23.17434859
		78126	3.28	0.05	0.00	00:03	17.4453672	0.015936	0.278009372
		76152	72.19	1.20	0.02	01:12	19.3282532	0.388154	7.502338793
		76159	11.77	0.20	0.00	00:12	16.7070832	0.054721	0.9142283
		78080	820.46	13.67	0.23	13:40	9.8260348	2.243634	22.04602576
	76310	63.64	1.06	0.02	01:04	8.5930342	0.15221	1.307945736	
	76313	191.48	3.19	0.05	03:11	10.589099	0.564328	5.97572506	
	Sys-to-Sys	76178	49.39	0.82	0.01	00:49	18.4191082	0.253229	4.66425235
		75978	10.91	0.18	0.00	00:11	26.6740266	0.080978	2.160009326
		76176	23.23	0.39	0.01	00:23	61.0574202	0.39479	24.10485892
	North of Sys-to-Sys	78099	1.86	0.03	0.00	00:02	41.8777794	0.021676	0.907742746
		78101	21.04	0.35	0.01	00:21	62.6816	0.367172	23.01492844
		76315	163.49	2.72	0.05	02:43	69.2891096	3.153217	218.4835983
		76319	21.09	0.35	0.01	00:21	67.2205812	0.394605	26.52557744
		78128	3.02	0.05	0.00	00:03	62.4614452	0.05252	3.280475102
76191		33.14	0.55	0.01	00:33	69.078429	0.637323	44.02527161	
76198		1.90	0.03	0.00	00:02	65.4239986	0.03451	2.257782192	
78102	61.29	1.02	0.02	01:01	69.513648	1.185951	82.43978036		
<b>Total Distance</b>		<b>Total Time</b>	<b>0.48</b>		<b>28:39</b>	<b>39.9214528</b>	<b>10.26774</b>	<b>493.0628984</b>	
I-95 SB	North of Sys-to-Sys	78079	60.39	1.01	0.02	01:00	69.6579612	1.170968	81.56724351
		78127	2.56	0.04	0.00	00:03	64.3245002	0.045876	2.950950771
		76193	33.06	0.55	0.01	00:33	69.229082	0.637056	44.10280206
		76320	2.26	0.04	0.00	00:02	63.3119122	0.039784	2.518801115
		78103	22.19	0.37	0.01	00:22	67.9498644	0.419619	28.51305415
	76318	165.89	2.76	0.05	02:46	68.2806652	3.152917	215.2832701	
	76166	20.77	0.35	0.01	00:21	66.721938	0.385741	25.73738709	
	Sys-to-Sys	76169	22.74	0.38	0.01	00:23	59.3936518	0.375997	22.3318349
		64742	5.95	0.10	0.00	00:06	42.4814918	0.070345	2.988360541
		76185	19.33	0.32	0.01	00:19	62.6631352	0.337205	21.13032251
	South of Sys-to-Sys	76314	1.64	0.03	0.00	00:02	54.550094	0.024913	1.35906492
		78100	8.87	0.15	0.00	00:09	58.5680782	0.144563	8.466777089
		78132	19.68	0.33	0.01	00:20	62.7700014	0.343887	21.58578747
		76311	7.76	0.13	0.00	00:08	66.9868254	0.144688	9.692189793
		76157	121.93	2.03	0.03	02:02	67.7693102	2.300157	155.8800532
76154		21.91	0.37	0.01	00:22	63.6285154	0.388003	24.68805486	
76309		2.36	0.04	0.00	00:02	55.6041296	0.036537	2.031608083	
78098	54.91	0.92	0.02	00:55	66.306023	1.013395	67.19419218		
<b>Total Distance</b>		<b>Total Time</b>	<b>0.17</b>		<b>09:54</b>	<b>62.78873218</b>	<b>11.03165</b>	<b>738.0216959</b>	
Sys-to-Sys Ramps	I-26 EB to I-95 SB	76186	52.39	0.87	0.01	00:52	40.1014056	0.584783	23.45062027
	I-95 NB to I-26 EB	76180	29.19	0.49	0.01	00:29	45.7272792	0.372234	17.02124805
	I-26 WB to I-95 NB	76174	62.84	1.05	0.02	01:03	40.0473782	0.700539	28.05475028
	I-95 SB to I-26 WB	76168	38.97	0.65	0.01	00:39	46.344053	0.502597	23.29238201
	I-95 SB to I-26 EB (Loop)	76189	48.16	0.80	0.01	00:48	28.7217782	0.385004	11.05799949
	I-26 EB to I-95 NB (Loop)	76183	29.79	0.50	0.01	00:30	31.0828214	0.257708	8.010291737
	I-95 NB to I-26 WB (Loop)	76177	56.57	0.94	0.02	00:57	21.7555866	0.342374	7.448547207
I-26 WB to I-95 SB (Loop)	76171	30.73	0.51	0.01	00:31	32.8847244	0.281245	9.248664314	

Travel Time Path		Total Travel Time	Average Speed	Weighted Avg Speeds
Start	End			
I-26 EB	I-26 EB	23:49	50	40
	I-95 NB	26:43	47	45
	I-95 SB	25:02	45	40
I-26 WB	I-26 WB	08:30	61	66
	I-95 NB	09:16	61	65
	I-95 SB	08:29	59	64
I-95 NB	I-26 EB	25:40	43	38
	I-26 WB	29:09	36	42
	I-95 NB	28:39	40	48
I-95 SB	I-26 EB	09:44	62	66
	I-26 WB	10:27	64	67
	I-95 SB	09:54	63	67

2050 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	26.33	D
	Off-Ramp to SC 210	78104	Diverge	20.92	C
	Between SC 210 Ramps	77405	Basic	25.58	C
	On-Ramp from SC 210	76161	Merge	21.36	C
	West of I-26/I-95 Interchange	78105	Basic	46.61	F
	Off-Ramp to I-95 SB	78131	Diverge	58.88	E
	Between Ramps	76187	Basic	13.14	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.88	A
I-26 EB	Between Ramps	78106	Basic	11.32	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	15.93	B
	East of I-26/I-95 Interchange	78151	Basic	16.59	B
	Off-Ramp to US 15 SB	78107	Diverge	15.60	B
	Between Ramps	77374	Basic	20.00	C
	Weave to/from US 15	77377	Weave	9.28	A
	Between Ramps	77372	Basic	20.50	C
	On-Ramp from US 15 NB	77369	Merge	17.93	B
	East of US 15	78108	Basic	19.78	C
	East of US 15	77362	Basic	22.59	C
	Off-Ramp to US 15 NB	78130	Diverge	17.08	B
	Between Ramps	78123	Basic	22.76	C
	Weave to/from US 15	77360	Weave	11.49	B
	Between Ramps	77357	Basic	21.76	C
	On-Ramp from US 15 SB	78075	Merge	18.30	B
	East of I-26/I-95 Interchange	78072	Basic	22.48	C
	Off-Ramp to I-95 NB	78111	Diverge	22.84	C
I-26 WB	Between Ramps	76172	Basic	14.84	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.79	B
	Between Ramps	76170	Basic	12.84	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	47.42	E
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	78.61	F
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	99.66	F
	Off-Ramp to SC 210	78124	Diverge	30.03	D
	Between SC 210 Ramps	77403	Basic	25.54	C
	On-Ramp from SC 210	77410	Merge	19.02	B
	West of SC 210	78113	Basic	22.39	C
	South of US 178	76308	Basic	38.60	E
	Off-Ramp to US 178	78126	Diverge	41.35	E
	Between US 178 Ramps	76152	Basic	35.89	E
	On-Ramp from US 178	76159	Basic	25.21	C
	South of I-26/I-95 Interchange	76310	Basic	25.21	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.39	C
I-95 NB	Between Ramps	76178	Basic	13.70	B
	On-Ramp from I-26 EB	75978	Merge	9.38	A
	Between Ramps	76176	Basic	14.15	B
	On-Ramp from I-26 WB	78099	Merge	27.27	C
	North of I-26/I-95 Interchange	76315	Basic	25.30	C
	Off-Ramp to US 176	76319	Basic	25.40	C
	Between US 176 Ramps	76191	Basic	24.21	C
	On-Ramp from US 176	76198	Merge	22.06	C
	North of US 176	78102	Basic	24.40	C
	North of US 176	78079	Basic	24.07	C
	Off-Ramp to US 176	78127	Diverge	25.21	C
	Between US 176 Ramps	76193	Basic	24.26	C
	On-Ramp from US 176	76320	Merge	23.68	C
	North of I-26/I-95 Interchange	76318	Basic	25.63	C
	Off-Ramp to I-26 WB	78167	Diverge	24.61	C
	Between Ramps	76169	Basic	14.57	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	14.13	B
	Between Ramps	76185	Basic	23.15	C
	On-Ramp from I-26 EB	78100	Merge	110.55	E
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	125.03	F
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.38	D
	Off-Ramp to US 178	78175	Diverge	104.16	E
	Between US 178 Ramps	76154	Basic	28.35	D
	On-Ramp from US 178	76309	Merge	30.52	D
	South of US 178	78098	Basic	29.50	D

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	121.281	F
	I-26 EB On-Ramp from I-95 SB	78155	28.617	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.38965	A
	I-26 EB On-Ramp from I-95 NB	78144	9.30762	A
	I-26 WB Off-Ramp to I-95 NB	76174	33.2237	D
	I-26 WB On-Ramp from I-95 NB	78149	29.3049	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	11.0859	B
	I-26 WB On-Ramp from I-95 SB	76168	1.32657	A
	CD Roads	I-95 NB to I-26	78148	29.4
I-95 to I-26 EB		78154	18.6	C
I-95 SB to I-26		78165	30.6	D
I-95 to I-26 WB		78161	22.3	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>



2050 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L		
I-26 EB	West of Sys-to-Sys	78076	83.37	1.39	01:23	66.639971	1.545991	103.0247954		
		78104	2.18	0.04	00:02	57.07334675	0.03471	1.981015866		
		77405	21.48	0.36	00:21	66.9355484	0.400254	26.79122099		
		76161	2.25	0.04	00:02	63.1913716	0.039546	2.498965981		
		78105	224.79	3.75	03:45	44.0317776	2.739932	120.6440765		
		78135	37.54	0.63	00:38	23.2254915	0.243723	5.660586465		
		78138	45.37	0.76	00:45	14.892156	0.187705	2.795332142		
		78131	9.87	0.16	00:10	13.12798075	0.035934	0.47174086		
		Sys-to-Sys	76187	17.67	0.29	00:18	64.9723286	0.319508	20.75917877	
			64745	4.37	0.07	00:04	58.3967698	0.071049	4.149032098	
	78106		20.58	0.34	00:21	70.0527426	0.401276	28.11048434		
	East of Sys-to-Sys	78150	5.68	0.09	00:06	64.6466795	0.102209	6.607472465		
		78074	4.55	0.08	00:05	63.5742512	0.080563	5.121732399		
		78151	12.25	0.20	00:12	65.9559042	0.224843	14.82972337		
		78152	96.64	1.61	01:37	69.03069725	1.856376	128.1469296		
		78107	2.91	0.05	00:03	60.68413725	0.049189	2.984992027		
		77374	8.03	0.13	00:08	65.801442	0.147006	9.673206783		
		77377	3.69	0.06	00:04	64.5507968	0.066282	4.278555913		
		77372	8.06	0.13	00:08	65.4256244	0.146868	9.608930604		
		77369	3.96	0.07	00:04	49.8558342	0.054924	2.738281838		
		78108	29.40	0.49	00:29	68.990682	0.564635	38.95455373		
	<b>Total Time</b>					<b>10:45</b>	<b>56.24073969</b>	<b>9.312523</b>	<b>539.8308081</b>	
	I-26 WB	East of Sys-to-Sys	77362	30.86	0.51	00:31	65.5207442	0.562657	36.86570537	
			78130	3.53	0.06	00:04	61.7587098	0.06059	3.741960227	
			78123	8.09	0.13	00:08	65.19105625	0.146991	9.582498549	
			77360	4.05	0.07	00:04	62.3104992	0.070324	4.381923546	
			77357	7.92	0.13	00:08	66.66088	0.146935	9.794816403	
			78075	1.90	0.03	00:02	64.1365798	0.033981	2.179425118	
			78072	121.21	2.02	02:01	68.7601284	2.319893	159.5161406	
			78111	2.11	0.04	00:02	54.803229	0.032118	1.760170109	
Sys-to-Sys			76172	18.94	0.32	00:19	69.4553946	0.366213	25.43546842	
			76162	5.70	0.10	00:06	56.3573376	0.089473	5.042460067	
		76170	29.00	0.48	00:29	70.0138028	0.56512	39.56620024		
West of Sys-to-Sys		78164	23.29	0.39	00:23	36.87067325	0.229565	8.464216105		
		78159	42.48	0.71	00:42	26.0796875	0.302228	7.882011794		
		78160	172.36	2.87	02:52	15.91715625	0.753206	11.98889759		
		78124	2.10	0.04	00:02	38.932512	0.022767	0.886376501		
		77403	23.92	0.40	00:24	60.6406842	0.403712	24.4813719		
		77410	1.81	0.03	00:02	63.9922976	0.032275	2.065351405		
		78113	79.65	1.33	01:20	69.7239444	1.545881	107.7849209		
		<b>Total Time</b>					<b>09:39</b>	<b>56.50696205</b>	<b>7.683929</b>	<b>461.41919148</b>
		I-95 NB	South of Sys-to-Sys	76308	58.01	0.97	00:58	64.0723754	1.034563	66.28690891
				78126	1.04	0.02	00:01	55.031046	0.015936	0.876974749
76152				21.04	0.35	00:21	66.288542	0.388147	25.72969871	
76159				3.11	0.05	00:03	63.1597534	0.054699	3.454775351	
78080				117.49	1.96	01:57	68.52185425	2.241046	153.5606274	
76310				1.69	0.03	00:02	61.0973546	0.028705	1.753799564	
76313				10.32	0.17	00:10	62.8018646	0.180396	11.32920517	
78143				9.86	0.16	00:10	43.39667925	0.118979	5.1632935	
Sys-to-Sys				76178	12.16	0.20	00:12	68.1327476	0.230691	15.71761168
				75978	4.94	0.08	00:05	69.4949666	0.095474	6.634962441
			76176	20.70	0.34	00:21	68.5269438	0.39479	27.05375214	
North of Sys-to-Sys	78099		1.86	0.03	00:02	41.84240475	0.021676	0.906975965		
	78101		21.49	0.36	00:21	61.3558198	0.367064	22.52151264		
	76315		165.17	2.75	02:45	68.5837086	3.153217	216.2593159		
	76319		21.32	0.36	00:21	66.4858286	0.394605	26.23564039		
	76191		33.64	0.56	00:34	68.0712168	0.637323	43.3833521		
	76198		1.93	0.03	00:02	64.3442718	0.03451	2.22052082		
	78102		62.05	1.03	01:02	68.666847	1.185951	81.43551587		
	<b>Total Time</b>					<b>09:28</b>	<b>62.77079027</b>	<b>10.57777</b>	<b>710.5244433</b>	
	I-95 SB		North of Sys-to-Sys	78079	60.36	1.01	01:00	69.6903786	1.170968	81.60520325
				78127	2.56	0.04	00:03	64.34038875	0.045876	2.951679674
76193				33.07	0.55	00:33	69.2151316	0.637056	44.09391488	
76320				2.25	0.04	00:02	63.5502016	0.039784	2.52828122	
78103				22.17	0.37	00:22	68.0018576	0.419619	28.53487148	
76318				166.21	2.77	02:46	68.081578	3.149738	214.4391333	
76166				9.27	0.15	00:09	61.9774682	0.159834	9.906106652	
78167				7.11	0.12	00:07	58.67558125	0.116355	6.827197256	
Sys-to-Sys				76169	24.02	0.40	00:24	69.337532	0.463654	32.14862406
				64742	4.53	0.08	00:05	64.0665076	0.080744	5.17298609
			76185	22.54	0.38	00:23	53.7601198	0.337194	18.12758984	
South of Sys-to-Sys		78100	63.16	1.05	01:03	9.96235025	0.174129	1.734734087		
		78139	70.15	1.17	01:10	11.739073	0.229061	2.6889638		
		76157	151.89	2.53	02:32	11.019528	0.465882	5.133799744		
		76154	21.24	0.35	00:21	65.6390318	0.387996	25.46768178		
		76309	2.29	0.04	00:02	57.32677	0.036536	2.094490869		
		78098	54.26	0.90	00:54	67.0455015	1.013379	67.94250326		
		<b>Total Time</b>					<b>11:57</b>	<b>54.90758821</b>	<b>8.927805</b>	<b>551.3977613</b>
		Sys-to-Sys Ramps	I-26 EB to I-95 SB	78137	279.12	4.65	04:39	7.45776725	0.579881	4.324617531
				78172	14.07	0.23	00:14	25.7243102	0.100719	2.590926799
			I-95 NB to I-26 EB	78148	13.15	0.22	00:13	34.9863648	0.128096	4.481613385
78144				28.59	0.48	00:29	46.0213765	0.365388	16.81565872	
I-26 WB to I-95 NB			78154	9.89	0.16	00:10	51.82370375	0.142577	7.38886821	
			76174	56.74	0.95	00:57	44.3560836	0.700539	31.07316645	
I-95 SB to I-26 WB			78165	8.84	0.15	00:09	46.1722215	0.113746	5.251905507	
			78170	7.78	0.13	00:08	43.90928725	0.095021	4.172304384	
			76168	23.77	0.40	00:24	48.6944522	0.322242	15.69139767	
			78161	10.93	0.18	00:11	44.87374175	0.134299	6.026498643	
I-95 SB to I-26 EB (Flyover)			78163	12.64	0.21	00:13	47.50102425	0.159276	7.565773138	
			78165	8.84	0.15	00:09	46.1722215	0.113746	5.251905507	
	78170		7.78	0.13	00:08	43.90928725	0.095021	4.172304384		
I-26 EB to I-95 NB (Loop)	78155		71.06	1.18	01:11	47.1981614	0.933615	44.06491146		
	78154		9.89	0.16	00:10	51.82370375	0.142577	7.38886821		
	76183		28.22	0.47	00:28	42.8496518	0.336545	14.42083607		
	78172		14.07	0.23	00:14	25.7243102	0.100719	2.590926799		
	78148		13.15	0.22	00:13	34.9863648	0.128096	4.481613385		
	78149		70.70	1.18	01:11	47.88828875	0.942263	45.12336262		
	78161		10.93	0.18	00:11	44.87374175	0.134299	6.026498643		
I-95 NB to I-26 WB (Flyover)	78163		12.64	0.21	00:13	47.50102425	0.159276	7.565773138		
	76171		27.61	0.46	00:28	40.7689128	0.313275	12.77188116		

Travel Time Path		Total Travel Time	Average Speed	Weighted Avg Speeds
Start	End			
I-26 EB	I-26 EB	10:45	56	58
	I-95 NB	13:30	55	60
	I-95 SB	17:49	39	46
I-26 WB	I-26 WB	09:39	57	60
	I-95 NB	09:04	62	66
	I-95 SB	10:22	53	58
I-95 NB	I-26 EB	07:43	58	65
	I-26 WB	11:30	50	56
	I-95 NB	09:28	63	67
I-95 SB	I-26 EB	09:36	61	65
	I-26 WB	11:53	53	60
	I-95 SB	11:57	55	62

## **APPENDIX R. I-26 AT I-95 TRANSMODELER PREFERRED ALTERNATIVE YEAR OF FAILURE OUTPUT**

2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78075	Basic	18.05	C
	Off-Ramp to SC 210	78104	Diverge	13.94	B
	Between SC 210 Ramps	77405	Basic	18.02	C
	On-Ramp from SC 210	76161	Merge	14.16	B
	West of I-26/I-95 Interchange	78105	Basic	18.31	C
	Off-Ramp to I-95 SB	78131	Diverge	12.19	B
	Between Ramps	76167	Basic	8.60	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.62	A
I-26 EB	Between Ramps	78106	Basic	8.36	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.56	B
	East of I-26/I-95 Interchange	78151	Basic	11.54	B
	Off-Ramp to US 15 SB	78107	Diverge	11.43	B
	Between Ramps	77374	Basic	14.14	B
	Weave to/from US 15	77377	Weave	6.13	A
	Between Ramps	77372	Basic	14.90	B
	On-Ramp from US 15 NB	77369	Merge	13.16	B
	East of US 15	78108	Basic	14.30	B
	East of US 15	77362	Basic	14.99	B
	Off-Ramp to US 15 NB	78130	Diverge	11.18	B
	Between Ramps	78123	Basic	14.83	B
	Weave to/from US 15	77360	Weave	5.75	A
	Between Ramps	77357	Basic	14.96	B
	On-Ramp from US 15 SB	78075	Merge	12.18	B
	East of I-26/I-95 Interchange	78072	Basic	15.02	B
	Off-Ramp to I-95 NB	78111	Diverge	15.41	B
	Between Ramps	76172	Basic	10.30	A
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.79	A
	Between Ramps	76170	Basic	8.57	A
	CD On-Ramp from I-95 NB + I-95 SB	78154	Merge	13.99	B
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	13.77	B
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	18.99	C
	Off-Ramp to SC 210	78124	Diverge	18.12	B
	Between SC 210 Ramps	77403	Basic	18.56	C
	On-Ramp from SC 210	77410	Merge	13.83	B
	West of SC 210	78113	Basic	18.15	C
I-26 WB	South of US 178	76308	Basic	29.20	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	34.49	D
	I-26 EB Between US 178 Ramps	76152	Basic	27.63	D
	I-26 EB On-Ramp from US 178	76159	Basic	19.76	B
	South of I-26/I-95 Interchange	76310	Basic	19.76	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.95	B
	Between Ramps	76178	Basic	12.44	B
	System-to-System Weave	75978	Merge	8.17	A
	Between Ramps	76176	Basic	12.95	B
	On-Ramp from I-26 WB	78099	Merge	21.10	C
	North of I-26/I-95 Interchange	76315	Basic	20.63	C
	Off-Ramp to US 176	78128	Diverge	21.81	C
	Between US 176 Ramps	76191	Basic	19.54	C
	On-Ramp from US 176	76198	Merge	18.92	B
	North of US 176	78102	Basic	19.55	C
	North of US 176	78079	Basic	19.00	C
	Off-Ramp to US 176	78127	Diverge	22.43	C
	Between US 176 Ramps	76193	Basic	18.89	C
	On-Ramp from US 176	76320	Merge	19.72	B
	North of I-26/I-95 Interchange	76318	Basic	20.50	C
	Off-Ramp to I-26 WB	78167	Diverge	18.64	B
	Between Ramps	76169	Basic	12.23	B
	Loop On-Ramp from I-26 WB	64742	Merge	11.18	B
	Between Ramps	76185	Basic	16.31	B
I-95 SB	On-Ramp from I-26 EB	78100	Merge	20.29	C
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	20.17	C
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	30.47	D
	Off-Ramp to US 178	78175	Diverge	19.95	B
	Between US 178 Ramps	76154	Basic	30.45	D
	On-Ramp from US 178	76309	Merge	31.32	D
	South of US 178	78098	Basic	30.15	D
	I-95 to I-26 WB	78149	Ramp	48.6059	
	I-26 EB to I-95 SB	78137	Ramp	47.8437	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	20.4295	C
	I-26 EB On-Ramp from I-95 SB	78155	20.354	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.34568	A
	I-26 EB On-Ramp from I-95 NB	78144	7.57848	A
	I-26 WB Off-Ramp to I-95 NB	76174	21.7019	C
	I-26 WB On-Ramp from I-95 NB	78149	20.088	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	7.9727	A
	I-26 WB On-Ramp from I-95 SB	76168	1.09547	A
	I-95 NB to I-26	78148	19.9	C
	I-95 to I-26 EB	78154	12.8	B
CD Roads	I-95 SB to I-26	78165	19.9	C
	I-95 to I-26 WB	78161	13.6	B

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	20.06	C
	Off-Ramp to SC 210	78104	Diverge	14.79	B
	Between SC 210 Ramps	77405	Basic	19.89	C
	On-Ramp from SC 210	76151	Merge	15.65	B
	West of I-26/I-95 Interchange	78105	Basic	20.25	C
	Off-Ramp to I-95 SB	78131	Diverge	13.23	B
	Between Ramps	76187	Basic	9.00	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.98	A
I-26 EB	Between Ramps	78106	Basic	10.40	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	12.56	B
	East of I-26/I-95 Interchange	78151	Basic	12.55	B
	Off-Ramp to US 15 SB	78107	Diverge	13.23	B
	Between Ramps	77374	Basic	14.05	B
	Weave to/from US 15	77377	Weave	6.12	A
	Between Ramps	77372	Basic	16.74	B
	On-Ramp from US 15 NB	77369	Merge	13.61	B
	East of US 15	78108	Basic	16.78	B
	East of US 15	77362	Basic	16.93	B
	Off-Ramp to US 15 NB	78130	Diverge	12.07	B
	Between Ramps	78123	Basic	16.38	B
	Weave to/from US 15	77360	Weave	7.22	A
	Between Ramps	77357	Basic	15.71	B
	On-Ramp from US 15 SB	78075	Merge	13.53	B
	East of I-26/I-95 Interchange	78072	Basic	17.05	B
	Off-Ramp to I-95 NB	78111	Diverge	16.19	B
	Between Ramps	76172	Basic	11.58	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	9.66	A
	Between Ramps	76170	Basic	9.67	A
I-26 WB	CD On-Ramp from I-95 NB + I-95 SB	78154	Merge	14.90	B
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	15.57	B
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	21.42	C
	Off-Ramp to SC 210	78124	Diverge	20.75	C
	Between SC 210 Ramps	77403	Basic	21.36	C
	On-Ramp from SC 210	77410	Merge	15.10	B
	West of SC 210	78113	Basic	20.40	C
	South of US 178	76308	Basic	29.45	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	39.38	E
	I-26 EB Between US 178 Ramps	76152	Basic	28.90	D
	I-26 EB On-Ramp from US 178	76159	Basic	21.07	C
	South of I-26/I-95 Interchange	76310	Basic	21.07	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	18.35	B
	Between Ramps	76178	Basic	12.78	B
I-95 NB	System-to-System Weave	75978	Merge	9.22	A
	Between Ramps	76176	Basic	13.39	B
	On-Ramp from I-26 WB	78099	Merge	23.01	C
	North of I-26/I-95 Interchange	76315	Basic	21.88	C
	Off-Ramp to US 176	78128	Diverge	25.96	C
	Between US 176 Ramps	76191	Basic	19.30	C
	On-Ramp from US 176	76198	Merge	22.01	C
	North of US 176	78102	Basic	20.43	C
	North of US 176	78079	Basic	20.37	C
	Off-Ramp to US 176	78127	Diverge	21.29	C
	Between US 176 Ramps	76193	Basic	20.57	C
	On-Ramp from US 176	76320	Merge	20.59	C
	North of I-26/I-95 Interchange	76318	Basic	21.88	C
	Off-Ramp to I-26 WB	78167	Diverge	19.51	B
	Between Ramps	76169	Basic	13.65	B
	Loop On-Ramp from I-26 WB	64742	Merge	11.66	B
	Between Ramps	76185	Basic	15.24	B
I-95 SB	On-Ramp from I-26 EB	78100	Merge	22.36	C
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	21.81	C
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.01	D
	Off-Ramp to US 178	78175	Diverge	21.40	C
	Between US 178 Ramps	76154	Basic	31.80	D
	On-Ramp from US 178	76309	Merge	35.14	E
	South of US 178	78098	Basic	31.68	D
	I-95 to I-26 WB	78149	Ramp	48.7063	
	I-26 EB to I-95 SB	78137	Ramp	47.4888	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

71  
66  
68  
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2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	22.1729	C
	I-26 EB On-Ramp from I-95 SB	78155	22.6707	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.53396	A
	I-26 EB On-Ramp from I-95 NB	78144	8.39352	A
	I-26 WB Off-Ramp to I-95 NB	76174	24.2829	C
	I-26 WB On-Ramp from I-95 NB	78149	22.1276	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.1255	A
	I-26 WB On-Ramp from I-95 SB	76168	0.90101	A
	I-95 NB to I-26	78148	21.2	C
	I-95 to I-26 EB	78154	13.1	B
CD Roads	I-95 SB to I-26	78165	22.8	C
	I-95 to I-26 WB	78161	15.3	B

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2040 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	22.08	C
	Off-Ramp to SC 210	78104	Diverge	17.87	B
	Between SC 210 Ramps	77405	Basic	21.36	C
	On-Ramp from SC 210	76151	Merge	17.75	B
	West of I-26/I-95 Interchange	78105	Basic	22.10	C
	Off-Ramp to I-95 SB	78131	Diverge	16.92	B
	Between Ramps	76187	Basic	12.04	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.44	A
I-26 EB	Between Ramps	78106	Basic	9.76	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.76	B
	East of I-26/I-95 Interchange	78151	Basic	16.13	B
	Off-Ramp to US 15 SB	78107	Diverge	14.75	B
	Between Ramps	77374	Basic	17.76	B
	Weave to/from US 15	77377	Weave	7.24	A
	Between Ramps	77372	Basic	19.97	C
	On-Ramp from US 15 NB	77369	Merge	16.19	B
	East of US 15	78108	Basic	17.56	B
	East of US 15	77362	Basic	18.57	C
	Off-Ramp to US 15 NB	78130	Diverge	14.90	B
	Between Ramps	78123	Basic	18.31	C
	Weave to/from US 15	77360	Weave	8.25	A
	Between Ramps	77357	Basic	18.37	C
	On-Ramp from US 15 SB	78075	Merge	15.15	B
	East of I-26/I-95 Interchange	78072	Basic	18.46	C
	Off-Ramp to I-95 NB	78111	Diverge	18.71	B
	Between Ramps	76172	Basic	12.37	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	9.15	A
	Between Ramps	76170	Basic	10.73	A
I-26 WB	<b>CD On-Ramp from I-95 NB + I-95 SB</b>	<b>78164</b>	<b>Merge</b>	<b>16.94</b>	<b>B</b>
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	16.96	B
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	24.04	C
	Off-Ramp to SC 210	78124	Diverge	22.29	C
	Between SC 210 Ramps	77403	Basic	23.57	C
	On-Ramp from SC 210	77410	Merge	17.28	B
	West of SC 210	78113	Basic	22.35	C
	South of US 178	76308	Basic	30.48	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	27.87	C
	I-26 EB Between US 178 Ramps	76152	Basic	30.25	D
	I-26 EB On-Ramp from US 178	76159	Basic	22.84	C
	South of I-26/I-95 Interchange	76310	Basic	22.84	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	19.33	B
	Between Ramps	76178	Basic	13.54	B
I-95 NB	System-to-System Weave	75978	Merge	9.56	A
	Between Ramps	76176	Basic	14.20	B
	On-Ramp from I-26 WB	78099	Merge	24.34	C
	North of I-26/I-95 Interchange	76315	Basic	23.29	C
	Off-Ramp to US 176	78128	Diverge	26.09	C
	Between US 176 Ramps	76191	Basic	21.71	C
	On-Ramp from US 176	76198	Merge	22.48	C
	North of US 176	78102	Basic	22.34	C
	North of US 176	78079	Basic	21.65	C
	Off-Ramp to US 176	78127	Diverge	20.78	C
	Between US 176 Ramps	76193	Basic	21.36	C
	On-Ramp from US 176	76320	Merge	22.17	C
	North of I-26/I-95 Interchange	76318	Basic	23.03	C
	Off-Ramp to I-26 WB	78167	Diverge	22.20	C
	Between Ramps	76169	Basic	13.37	B
	Loop On-Ramp from I-26 WB	64742	Merge	9.35	A
	Between Ramps	76185	Basic	19.14	C
I-95 SB	<b>On-Ramp from I-26 EB</b>	<b>78100</b>	<b>Merge</b>	<b>53.16</b>	<b>E</b>
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	76.48	F
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.21	D
	Off-Ramp to US 178	78175	Diverge	57.01	E
	Between U 178 Ramps	76154	Basic	29.97	D
	On-Ramp from US 178	76309	Merge	29.95	D
	South of US 178	78098	Basic	30.80	D
	I-95 to I-26 WB	78149	Ramp	48.3114	
	I-26 EB to I-95 SB	78137	Ramp	40.6279	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

3 - Lanes 70  
 5 - Lanes 65  
 4 - Lanes 68  
 3 - Lanes 65

2 - Lanes 66  
 4 - Lanes 32  
 3 - Lanes 17  
 2 - Lanes 62

2040 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	28.9881	D
	I-26 EB On-Ramp from I-95 SB	78155	23.2538	C
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.28069	A
	I-26 EB On-Ramp from I-95 NB	78144	8.28094	A
	I-26 WB Off-Ramp to I-95 NB	76174	27.0302	D
	I-26 WB On-Ramp from I-95 NB	78149	23.7266	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.15074	A
	I-26 WB On-Ramp from I-95 SB	76168	0.99264	A
	I-95 NB to I-26	78148	26.1	D
	I-95 to I-26 EB	78154	16.2	B
CD Roads	I-95 SB to I-26	78165	28.1	D
	I-95 to I-26 WB	78161	16.2	B

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>



2045 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	24.38	C
	Off-Ramp to SC 210	78104	Diverge	18.08	B
	Between SC 210 Ramps	77405	Basic	23.31	C
	On-Ramp from SC 210	76151	Merge	19.82	B
	West of I-26/I-95 Interchange	78105	Basic	28.44	D
	Off-Ramp to I-95 SB	78131	Diverge	47.21	E
	Between Ramps	76187	Basic	12.60	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.44	A
I-26 EB	Between Ramps	78106	Basic	12.19	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.75	B
	East of I-26/I-95 Interchange	78151	Basic	15.00	B
	Off-Ramp to US 15 SB	78107	Diverge	15.40	B
	Between Ramps	77374	Basic	18.11	C
	Weave to/from US 15	77377	Weave	7.15	A
	Between Ramps	77372	Basic	17.24	B
	On-Ramp from US 15 NB	77369	Merge	15.83	B
	East of US 15	78108	Basic	20.77	C
	East of US 15	77362	Basic	20.46	C
	Off-Ramp to US 15 NB	78130	Diverge	16.81	B
	Between Ramps	78123	Basic	19.92	C
	Weave to/from US 15	77360	Weave	7.32	A
	Between Ramps	77357	Basic	19.44	C
	On-Ramp from US 15 SB	78075	Merge	16.69	B
	East of I-26/I-95 Interchange	78072	Basic	20.54	C
	Off-Ramp to I-95 NB	78111	Diverge	19.59	B
	Between Ramps	76172	Basic	14.57	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	11.46	B
	Between Ramps	76170	Basic	11.70	B
I-26 WB	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.52	B
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	18.47	B
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	67.96	F
	Off-Ramp to SC 210	78124	Diverge	32.61	D
	Between SC 210 Ramps	77403	Basic	25.36	C
	On-Ramp from SC 210	77410	Merge	19.27	B
	West of SC 210	78113	Basic	22.76	C
	South of US 178	76308	Basic	30.76	D
	I-26 NB Off-Ramp to US 178	78126	Diverge	32.47	D
	I-26 EB Between US 178 Ramps	76152	Basic	30.08	D
	I-26 EB On-Ramp from US 178	76159	Basic	23.69	C
	South of I-26/I-95 Interchange	76310	Basic	23.69	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	21.72	C
	Between Ramps	76178	Basic	14.47	B
I-95 NB	System-to-System Weave	75978	Merge	9.01	A
	Between Ramps	76176	Basic	14.76	B
	On-Ramp from I-26 WB	78099	Merge	26.77	C
	North of I-26/I-95 Interchange	76315	Basic	24.66	C
	Off-Ramp to US 176	78128	Diverge	25.82	C
	Between US 176 Ramps	76191	Basic	23.43	C
	On-Ramp from US 176	76198	Merge	23.36	C
	North of US 176	78102	Basic	23.60	C
	North of US 176	78079	Basic	22.92	C
	Off-Ramp to US 176	78127	Diverge	24.12	C
	Between US 176 Ramps	76193	Basic	22.82	C
	On-Ramp from US 176	76320	Merge	23.05	C
	North of I-26/I-95 Interchange	76318	Basic	24.44	C
	Off-Ramp to I-26 WB	78167	Diverge	22.49	C
	Between Ramps	76169	Basic	13.62	B
	Loop On-Ramp from I-26 WB	64742	Merge	13.85	B
	Between Ramps	76185	Basic	22.27	C
I-95 SB	On-Ramp from I-26 EB	78100	Merge	99.73	E
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	119.35	F
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.26	D
	Off-Ramp to US 178	78175	Diverge	95.44	E
	Between U 178 Ramps	76154	Basic	27.11	D
	On-Ramp from US 178	76309	Merge	29.02	D
	South of US 178	78098	Basic	28.59	D
	I-95 to I-26 WB	78149	Ramp	48.2445	
	I-26 EB to I-95 SB	78137	Ramp	9.93605	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

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2045 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	101.569	F
	I-26 EB On-Ramp from I-95 SB	78155	26.3878	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.19945	A
	I-26 EB On-Ramp from I-95 NB	78144	8.16387	A
	I-26 WB Off-Ramp to I-95 NB	76174	28.7417	D
	I-26 WB On-Ramp from I-95 NB	78149	24.997	C
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.35768	A
	I-26 WB On-Ramp from I-95 SB	76168	1.39479	A
	I-95 NB to I-26	78148	25.4	C
	I-95 to I-26 EB	78154	16.0	B
CD Roads	I-95 SB to I-26	78165	25.8	C
	I-95 to I-26 WB	78161	18.0	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

2050 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	26.33	D
	Off-Ramp to SC 210	78104	Diverge	20.92	C
	Between SC 210 Ramps	77405	Basic	25.58	C
	On-Ramp from SC 210	76151	Merge	21.36	C
	West of I-26/I-95 Interchange	78105	Basic	46.61	F
	Off-Ramp to I-95 SB	78131	Diverge	58.88	E
	Between Ramps	76187	Basic	13.14	B
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.88	A
I-26 EB	Between Ramps	78106	Basic	11.32	B
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	15.93	B
	East of I-26/I-95 Interchange	78151	Basic	16.59	B
	Off-Ramp to US 15 SB	78107	Diverge	15.60	B
	Between Ramps	77374	Basic	20.00	C
	Weave to/from US 15	77377	Weave	9.28	A
	Between Ramps	77372	Basic	20.50	C
	On-Ramp from US 15 NB	77369	Merge	17.93	B
	East of US 15	78108	Basic	19.78	C
	East of US 15	77362	Basic	22.59	C
	Off-Ramp to US 15 NB	78130	Diverge	17.08	B
	Between Ramps	78123	Basic	22.76	C
	Weave to/from US 15	77360	Weave	11.49	B
	Between Ramps	77357	Basic	21.76	C
	On-Ramp from US 15 SB	78075	Merge	18.30	B
	East of I-26/I-95 Interchange	78072	Basic	22.48	C
	Off-Ramp to I-95 NB	78111	Diverge	22.84	C
I-26 WB	Between Ramps	76172	Basic	14.84	B
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.79	B
	Between Ramps	76170	Basic	12.84	B
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	47.42	E
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	78.61	F
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	99.66	F
	Off-Ramp to SC 210	78124	Diverge	30.03	D
	Between SC 210 Ramps	77403	Basic	25.54	C
	On-Ramp from SC 210	77410	Merge	19.02	B
	West of SC 210	78113	Basic	22.39	C
	South of US 178	76308	Basic	38.60	E
	Off-Ramp to US 178	78126	Diverge	41.35	E
	Between US 178 Ramps	76152	Basic	35.89	E
	On-Ramp from US 178	76159	Basic	25.21	C
	South of I-26/I-95 Interchange	76310	Basic	25.21	C
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.39	C
I-95 NB	Between Ramps	76178	Basic	13.70	B
	On-Ramp from I-26 EB	75978	Merge	9.38	A
	Between Ramps	76176	Basic	14.15	B
	On-Ramp from I-26 WB	78099	Merge	27.27	C
	North of I-26/I-95 Interchange	76315	Basic	25.30	C
	Off-Ramp to US 176	76319	Basic	25.40	C
	Between US 176 Ramps	76191	Basic	24.21	C
	On-Ramp from US 176	76198	Merge	22.06	C
	North of US 176	78102	Basic	24.40	C
	North of US 176	78079	Basic	24.07	C
	Off-Ramp to US 176	78127	Diverge	25.21	C
	Between US 176 Ramps	76193	Basic	24.26	C
	On-Ramp from US 176	76320	Merge	23.68	C
	North of I-26/I-95 Interchange	76318	Basic	25.63	C
	Off-Ramp to I-26 WB	78167	Diverge	24.61	C
	Between Ramps	76169	Basic	14.57	B
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	14.13	B
	Between Ramps	76185	Basic	23.15	C
	On-Ramp from I-26 EB	78100	Merge	110.55	E
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	125.03	F
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.38	D
	Off-Ramp to US 178	78175	Diverge	104.16	E
	Between US 178 Ramps	76154	Basic	28.35	D
	On-Ramp from US 178	76309	Merge	30.52	D
	South of US 178	78098	Basic	29.50	D
	I-95 to I-26 WB	78149	Ramp	47.8768	
	I-26 EB to I-95 SB	78137	Ramp	7.47839	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

3 - Lanes 70  
 5 - Lanes 36  
 4 - Lanes 26  
 3 - Lanes 16

54  
 10  
 11  
 61

2050 Build Preferred Alternative Conditions

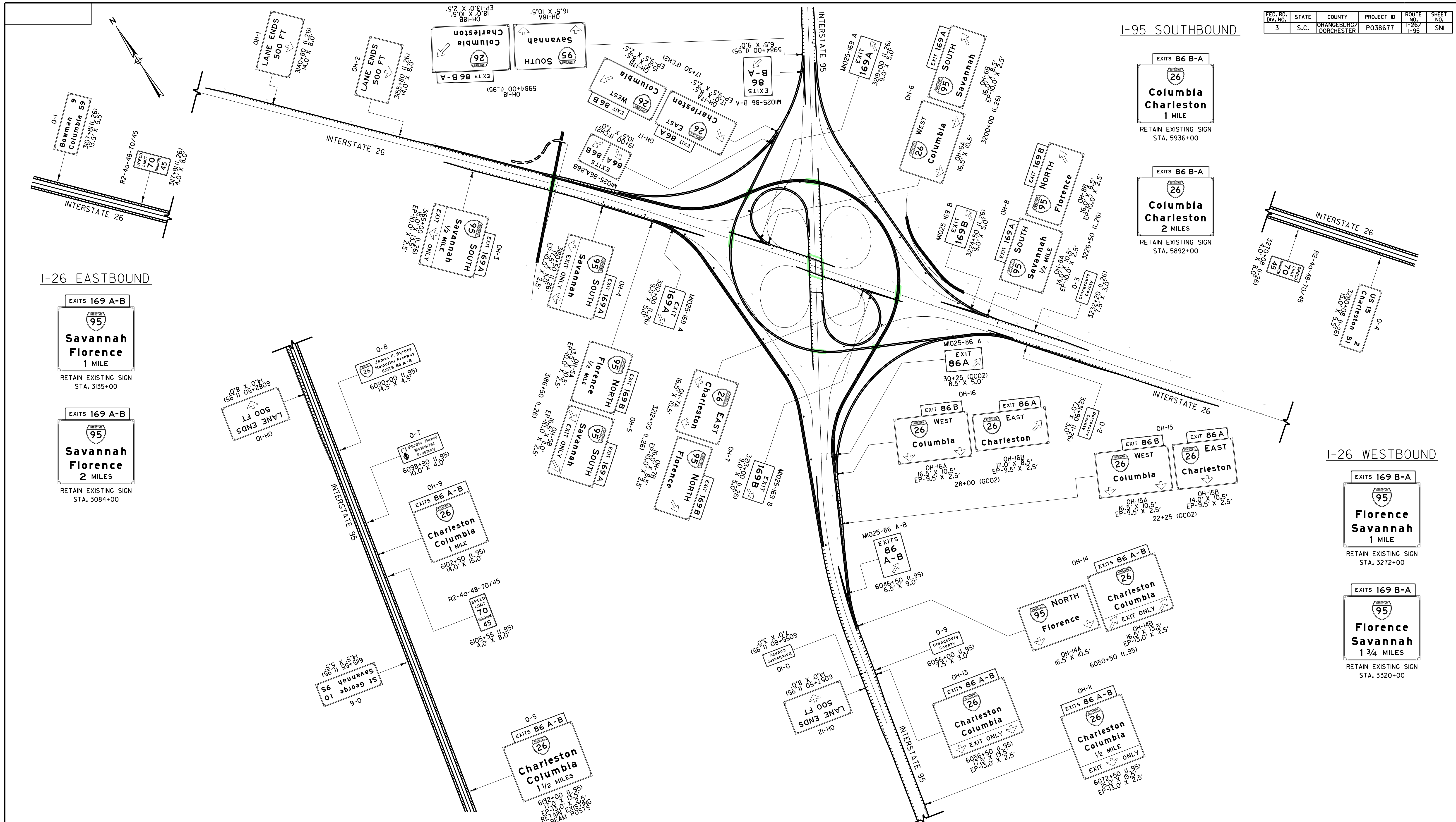
Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	121.281	F
	I-26 EB On-Ramp from I-95 SB	78155	28.617	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.38965	A
	I-26 EB On-Ramp from I-95 NB	78144	9.30762	A
	I-26 WB Off-Ramp to I-95 NB	76174	33.2237	D
	I-26 WB On-Ramp from I-95 NB	78149	29.3049	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	11.0859	B
	I-26 WB On-Ramp from I-95 SB	76168	1.32657	A
	I-95 NB to I-26	78148	29.3532	D
	I-95 to I-26 EB	78154	18.5887	C
CD Roads	I-95 SB to I-26	78165	30.5885	D
	I-95 to I-26 WB	78161	22.2811	C

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

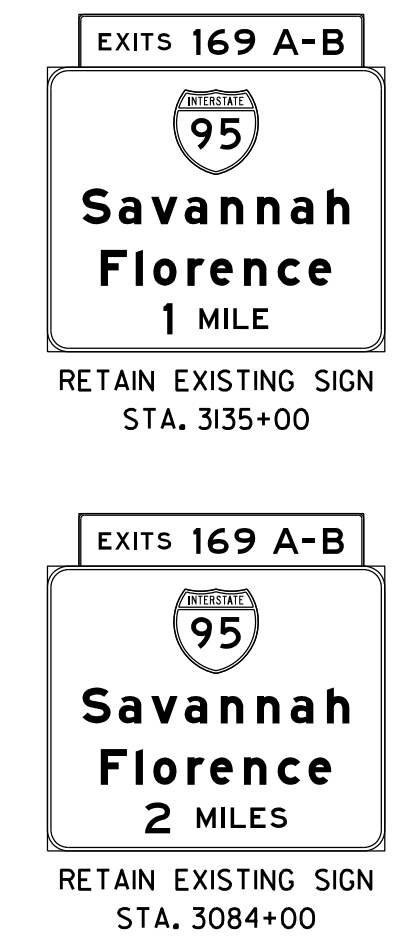
## **APPENDIX S. I-26 AT I-95 CONCEPTUAL SIGNING PLAN**



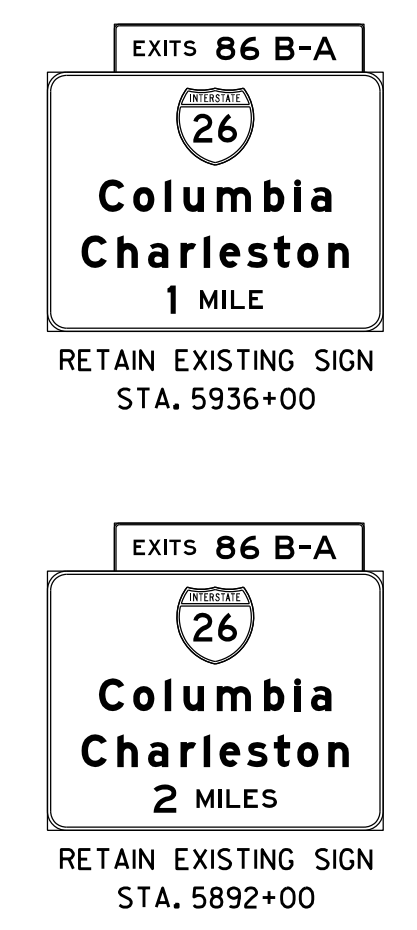
FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	ORANGEBURG/DORCHESTER	P038677	I-26/I-95	SNI



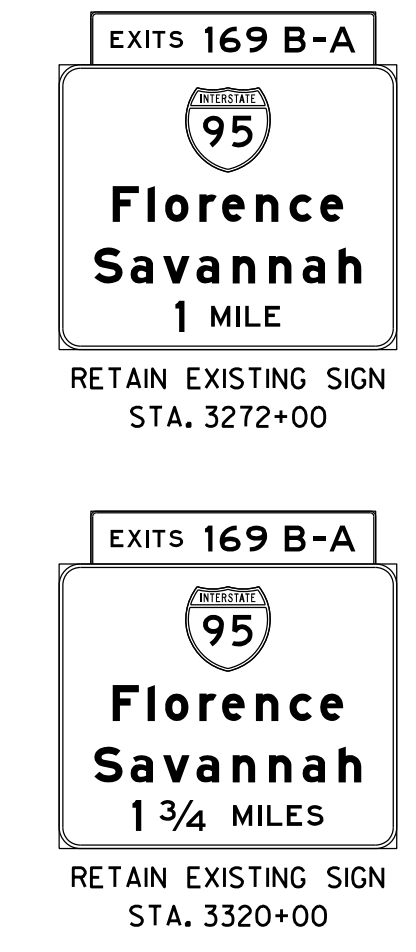
**I-26 EASTBOUND**



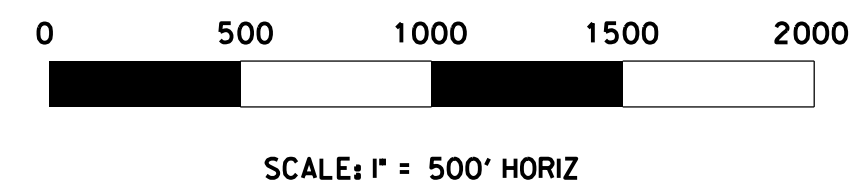
**I-95 SOUTHBOUND**



**I-26 WESTBOUND**



REVISIONS				REVISIONS			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY



SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
**SCDOT**  
 I-26 / I-95 INTERCHANGE IMPROVEMENTS  
 DESIGN BUILD PREP  
 ALTERNATIVE 2  
 SIGNING CONCEPT

