Charting a Course to 2040

SOUTH CAROLINA | MULTIMODAL TRANSPORTATION PLAN

INTERSTATE PLAN

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August 2014

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1 INTRODUCTION

The South Carolina Interstate Plan was developed in parallel and in close coordination with the 2040 South Carolina Multimodal Transportation Plan (MTP), as were similar plans for Strategic Corridor Network, Public Transit, Freight and Rail Plans. All of these plans have a common planning horizon of 2040, shared stakeholder and public outreach efforts, including a website[1], used the same SCDOT and national databases, and had a common foundation of statewide vision, goals, and objectives.

The Interstate Plan updates and replaces the previous plan developed in 2008, which had been prepared in parallel with the 2030 MTP. The purpose of the plan is to support South Carolina's statewide vision and goals by documenting existing and projected conditions on the state's interstate network in a way that is easily understood and helpful to all stakeholders and members of the public and to guide decision makers in investment decisions. The processes developed for this plan are consistent with state policies, use commonly available databases, are quantitative in nature and so repeatable, and provide the tools and information necessary to measure progress toward meeting goals and objectives as strategies and projects are implemented over time.

South Carolina's network of 11 Interstate freeways includes 851 centerline miles and 3,800 lane-miles of roadway. In 2013, vehicle-miles of travel (VMT) on this network amounted to 13.8 billion VMT, which accounted for 28 percent of total VMT in the state, even though Interstate highways account for only 2 percent of the lane-miles. Maintaining a safe and efficient interstate system is vital to moving people of goods throughout South Carolina. The existing and future interstate conditions analysis provides SCDOT with vital information on congested areas and bottlenecks where additional in-depth studies will be needed to identify investments required to improve investments. The analysis and output from the existing and future conditions will also be used in prioritizing interstate improvements based on Act 114 requirements.

The Interstate Plan has been updated using a revised methodology for determining interstate mainline capacity deficiencies with a new calculation of traffic congestion, which utilized probe speed data as part of the determination of freeway density for the entire interstate system. This approach is consistent with level of service determination for freeways in the 2010 *Highway Capacity Manual.* The Statewide Interstate Plan also reflects and references elements of the Statewide Multimodal Transportation Plan as well as the Statewide Freight Plan, Statewide Strategic Corridor Plan, the Statewide Transit and Human Services Coordination Plan, and the Statewide Rail Plan.

[1] www.scdot.org/Multimodal/

2 GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The vision statement of the 2040 MTP is ***Safe, reliable surface transportation and infrastructure that effectively supports a healthy economy for South Carolina.***

In addition to this vision statement, the following goals were developed during the development of the 2040 MTP.

MOBILITY AND SYSTEM RELIABILITY GOAL: Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.

SAFETY GOAL: Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

INFRASTRUCTURE CONDITION GOAL: Maintain surface transportation infrastructure assets in a state of good repair.

ECONOMIC AND COMMUNITY VITALITY GOAL: Provide an efficient and effective interconnected transportation system that is coordinated with the state and local planning efforts to support thriving communities and South Carolina's economic competitiveness in global markets.

ENVIRONMENTAL GOAL: Partner to sustain South Carolina's natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.

EQUITY GOAL: Manage a transportation system that recognizes the diversity of the state and strives to accommodate the mobility needs of all of South Carolina's citizens.

Plan goals and objectives define investment priorities and describe how SCDOT will work with its planning partners to achieve a shared transportation vision. Objectives for the 2040 MTP define the outcomes that SCDOT intends to achieve related to each goal. Performance measures "operationalize" that objective and define how that outcome will be measured, monitored, and reported. Performance targets will be established by SCDOT and the MPOs after FHWA provides the final performance management rules in 2016. Guiding Principles are implemented through process or policy changes or through enhanced relationships with local government, other state agencies, modal owners, and operators. The 2040 MTP vision, goals, objectives, performance measures, and guiding principles were developed in coordination with the State's transportation planning partners.

The specific 2040 MTP objectives, performance measures, and guiding principles relevant to the Interstate Plan are shown in **Table 2-1** through **Table 2-6**. The main focus of the Interstate Plan is analyzing existing and future congestion, which provides the basis for establishing future

improvement priorities. Interstate pavement, bridge conditions and safety issues are included in the Highway and Bridge and Safety and Security Technical Memorandums, as well as in the 2040 MTP.

Table 2-1: Mobility and System Reliability Goal

Objective	Measures
Reduce the number of system miles at unacceptable congestion levels.	Annual hours of delay on the Interstate, NHS and Strategic Corridor Network.
Improve the average speed on congested corridors.	Annual average speed of the congested interstate system corridors, as based upon probe speed data.
Improve travel time reliability (on priority corridors or congested corridors).	Travel time reliability Index.
Reduce the time it takes to clear incident traffic.	Average time to clear traffic incidents in urban areas.
Guiding Principles	
Encourage availability of both rail and truck modes to major freight hubs (ports, airports, intermodal facilities).	

Table 2-2: Safety Goal

Objective	Measures
Reduce roadway departure related fatality and serious injury crashes.	Number of roadway departure crashes involving fatality or injury.
Reduce highway fatalities and serious injuries.	Number or rate of fatalities and serious injuries (MAP-21 measure).
Reduce fatal and serious injury crashes within work zones.	Number of work zone fatal and serious injury crashes.
Reduce fatal and serious injury crashes at intersections	Number of crashes at intersections involving fatality or serious injury.
Reduce fatal and serious injury crashes involving commercial motor vehicle	Percent of commercial motor vehicle crashes involving fatality or serious injury
Guiding Principles	
Improve safety data collection, access, and analysis.	
Better integrate safety and emergency management considerations into project selection and decision making.	
Improve substandard roadways (one or more of the minimum current design standards are not met).	

Table 2-3: Infrastructure Condition Goal

Objective	Measures
Maintain or improve the current state of good repair for the National Highway System (NHS).	Number of Miles of interstate and NHS rated at “good” or higher condition.
Reduce the percentage of remaining state highway miles (non-interstate/strategic corridors) moving from a “fair” to a “very poor” rating while maintaining or increasing the percent of miles rated as “good.”	Percent of miles moving from “fair” to “very poor” condition. Percent of miles rated “good” condition.
Improve the condition of the state highway system bridges.	Percent of deficient bridge deck area (MAP-21 requirement).
Guiding Principles	
Recognize the importance of infrastructure condition in attracting new jobs to South Carolina by considering economic development when determining improvement priorities.	
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports, and intermodal facilities).	
Comply with Federal requirements for risk-based asset management planning while ensuring that State asset management priorities are also addressed.	

Table 2-4: Economic and Community Vitality Goal

Objective	Measure
Utilize the existing transportation system to facilitate enhanced freight movement to support a growing economy.	Truck travel time index on the freight corridor network, Annual hours of truck delay, Freight Reliability.
Guiding Principles	
Improve access and interconnectivity of the state highway system to major freight hubs (road, rail, marine, and air).	
Determine economic impacts of potential projects and include quantitative results in the Act 114 project prioritization process.	
Work with economic development partners to identify transportation investments that will improve South Carolina's economic competitiveness.	
Partner with public and private sectors to identify and implement transportation projects and services that facilitate freight movement.	
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports, and intermodal facilities).	

Table 2-5: Environmental Goal

Guiding Principles
Plan, design, construct, and maintain projects to avoid, minimize, and mitigate impact on the state's natural and cultural resources.
Improve travel time delay on the Interstate and Strategic Corridor Network to reduce Greenhouse Gas emissions.
Work with state and public transit agencies to purchase clean or alternative fueled transit vehicles to reduce Greenhouse Gas emissions
Partner to be more proactive and collaborative in avoiding vs. mitigating environmental impacts. Utilize Mitigation Forecast Model.
Work with environmental resource agency partners to explore the development of programmatic mitigation in South Carolina.

Table 2-6: Equity Goal

Guiding Principles
Ensure planning and project selection processes adequately consider rural accessibility and the unique mobility needs of specific groups.
Ensure broad-based public participation is incorporated into all planning and project development processes.

3 RELATED STUDIES AND PRACTICES

As part of the development of the Interstate Plan, a review of previous studies and practices was undertaken to consider the impacts of intermodal connectivity in South Carolina, interstate plans of neighboring states, and several interstate feasibility studies conducted by SCDOT.

3.1 Intermodal Connectivity

Several large-scale port-related and airport-related projects are currently under construction in South Carolina that will have a significant impact on adjacent interstate operations in the near future. These large-scale projects and their associated impacts were included in the travel demand modeling of 2040 horizon-year conditions of the statewide model discussed in later sections. These projects are summarized in the following sections.

3.1.1 Port-Related Projects

Navy Base Container Terminal

The South Carolina State Ports Authority is currently constructing a new container port on the site of the former Charleston Naval Complex in North Charleston, South Carolina. The new container terminal covers approximately 280 acres and will consist of three container ship berths that will have an annual capacity of 1,400,000 Twenty-Foot Equivalent Units (TEU). The primary access to the Navy Base Container Terminal will be provided by the Port Access Road, a limited-access facility that will connect the port directly with I-26 near the existing North Meeting Street exit (#217).

Several studies have been completed with the development of the Navy Base Container Terminal site, which were reviewed as part of the development of the Interstate Plan, including the *Marine Container Terminal EIS Traffic Study* and the *Environmental Assessment for I-26 Improvements from I-526 to North Meeting Street.* The latter study considers the widening of I-26 between I-526 and North Meeting Street from six to eight/ten lanes and the reconstruction of the I-26 interchanges with Dorchester Road and Cosgrove Avenue due in part to area growth and the construction of the new container terminal.

South Carolina Inland Port

An Inland Port facility has recently been constructed by the South Carolina Ports Authority in Greer, South Carolina. The Inland Port facility, which began operations in October 2013, is located off of the Brockman McClimon Road exit (#58) along I-85 between Greenville and Spartanburg.

It is anticipated that approximately 100,000 containers will be moved annually at the Inland Port within the next five years via Norfolk Southern rail from the Port of Charleston, which will reduce the number of Port-related trucks traveling on I-26 from Charleston to the Upstate. With primary access

to the I-85 corridor, the Inland Port has the potential to be a significant economic generator for the region, and efficient traffic operations along I-85 will be important.

3.1.2 Airport-Related Projects

Charleston International Airport Terminal Expansion

Charleston County Aviation Authority has recently begun an expansion of the main passenger terminal at the Charleston International Airport, which will include six new gates, expanded concourses, a larger baggage claim area with the addition of the third baggage carousel, and a larger parking garage. The expansion is planned to be complete in four years, resulting in a 25 percent increase in overall terminal area. According to the aviation activity forecast contained in the *Charleston International Airport Master Plan Update* (2011), the airport authority projects annual growth of 3.2% in enplanements between 2010 and 2035.

Boeing South Carolina Expansion

Boeing currently employs approximately 6,600 employees at their North Charleston 787 plant adjacent to the Charleston International Airport and I-526. Boeing has committed to an additional 2,000 employees at the facility by 2020, resulting in a 30 percent increase in operations. Employment projections beyond 2020 are not available at this time; however, it is anticipated that Boeing will continue to grow beyond 2020. Recent studies in Charleston County have utilized an annual 3% growth factor to project Boeing employment beyond 2020, which would result in approximately 15,500 Boeing employees in 2040.

Airport Connector Road

To accommodate the growth of Charleston International Airport and Boeing, modifications to the local roadway network are being proposed by Charleston County. Currently, access to Charleston International Airport and Boeing is provided to I-526 through International Boulevard. The new Airport Connector Road roadway will provide a new access to Charleston International Airport to I-526 via Montague Avenue. This new access scenario was evaluated by SCDOT as part of an addendum to the I-526 Corridor Analysis Study. The results of the area growth and new roadway connection included recommendations for additional turn lanes along International Boulevard at the I-526 interchange and widening improvements along Montague Avenue and a new diverging diamond interchange form at the I-526 & Montague Avenue interchange. The area growth and new roadway connection did not change any of the recommendations along the I-526 mainline and ramps.

3.2 Neighboring Interstate Plans

A summary of the Interstate Plans of Georgia and North Carolina are summarized herein.

3.2.1 Georgia Department of Transportation (GDOT) Interstate System Plan

GDOT developed the Interstate System Plan for Georgia that identified improvements based on a comprehensive assessment of system travel demand and mobility needs through the horizon year

2035. As part of the development of the plan, potential funding sources to implement the projects were evaluated and proposed decision-making and project development guidelines were considered.

For analysis purposes, four categories of needs were identified: Congestion, Safety, System Preservation (bridges and pavement), and Connectivity (interchanges and access routes). The primary Congestion metric utilized in the GDOT Interstate System Plan analysis was the volume-to-capacity ratio for study segments, for both the existing and horizon-year timeframes.

In 2010, GDOT completed the widening of the entire length of I-95 in Georgia to six lanes, including up to the South Carolina state line. No GDOT improvements to I-85, I-20, or I-520 are planned or funded at the respective Georgia/South Carolina state lines.

3.2.2 North Carolina Strategic Prioritization

The North Carolina Department of Transportation has developed a strategic prioritization process that categorizes similar projects together into "buckets" where they are compared against each other using a data-driven methodology. The process focuses on highway mobility, highway modernization, bicycle and pedestrian, and public transportation.

In evaluating the performance of the highway mobility criteria, a number of quantitative data for congestion, safety, and project benefits compared to cost are considered, in addition to local input and multimodal characteristics. North Carolina's third version of the prioritization process, Prioritization 3.0, updated the Congestion criteria metric to include a weighted average of Travel Time Index information from INRIX (60 percent) and Existing Volume information (40 percent). In addition, the Benefit/Cost criteria metric was updated to consider future Travel Time Savings benefits based upon output from the North Carolina Statewide Travel Demand Model.

NCDOT has recently proposed future widening improvements to I-77 to include two new high-occupancy toll (HOT) lanes in each direction outside of Charlotte.

No NCDOT improvements to I-26, I-85, or I-95 are planned or funded at the respective North Carolina/South Carolina state lines.

3.3 Interstate Feasibility Studies Review

SCDOT has conducted several large-scale corridor-level studies for select segments of the South Carolina interstate system to identify improvements at high congestion locations and review the viability of implementing HOV/HOT along several major interstate corridors in the State. A summary of these studies are summarized in the following sections.

3.3.1 I-20/I-26/I-126 Plan of Action Study

Utilizing a Congestion Management Process, SCDOT developed a study of the I-26/I-20/I-126 corridor to address existing and future traffic volumes and congestion. Located in Richland and Lexington Counties, the three corridors are the crossroads of the South Carolina Interstate System. The study

consisted of an 8.5-mile segment of I-26, which included the two system-to-system interchanges of I-26 & I-20 and I-26 & I-126; the three-mile length of I-126; and a two-mile segment of I-20.

A study taskforce committee was established to develop a plan of action for the corridor. The study identified 39 strategies in four categories that could address the existing and future congestion needs of the corridor. The four categories consisted of strategies for: Travel Demand Management, Modal Options, Traffic Operations, and Capacity Improvements. Each strategy was evaluated based upon suitability and benefit-to-cost comparisons.

The results of the I-26/I-126/I-20 Plan of Action Study were utilized as one of the data sources when validating the Interstate Plan analyses discussed in Section 4.

3.3.2 Corridor Studies

In addition to the I-20/I-26/I-126 Plan of Action Study, SCDOT has conducted corridor studies for three other major interstate corridors. The studies include the three corridors identified in the previous Interstate Plan as being "mega" projects. Mega projects are defined as having improvement construction costs projected to exceed $400 million dollars for each project. The three mega projects consisted of I-26 in Lexington and Richland Counties, I-85 in Greenville and Spartanburg Counties, and I-526 in Charleston County. A corridor analysis for I-85 in Cherokee County has also recently been completed by SCDOT.

The goal of the corridor studies was to provide a holistic long-range management plan that did not just consider capacity needs, but also travel demand management and modal strategies to reduce future travel demand during the peak hours and traffic operations improvements to target specific, local congestion or safety issues. The analyses identified alternatives to resolve current congestion issues and address future ones. In addition to congestion relief benefits, all improvements were also evaluated on potential environmental impacts, right-of-way impacts, and cost. Alternatives were identified and evaluated for improvements ranging from near term and low-cost strategies to more costly future-year additional capacity strategies. It should be noted that a significant portion of the recommendations from these corridor studies have been programmed in the SCDOT TIP. The results of the corridor studies were utilized as one of the data sources when validating the Interstate Plan analyses discussed in Section 4. The extents of the three corridor studies are summarized below:

- I-85 Corridor Study (Greenville and Spartanburg Counties): conducted for a 22-mile segment of the I-85 corridor from US 25/White Horse Road to Fort Prince Boulevard in Greenville and Spartanburg Counties. I-85 is a vital transportation link in Upstate South Carolina and regionally between Atlanta and Charlotte, especially for the high demand of truck traffic.
- I-526 Corridor Study: conducted for a 9-mile segment from US 17/Savannah Highway to US 52/US 78/Rivers Avenue, including the I-26 and I-526 system-to-system interchange, in Charleston County. I-526 currently experiences high traffic volumes with considerable congestion during the weekday morning and afternoon peak periods. Future traffic volumes are expected to increase considerably with several large developments planned in the area.

- I-85 Corridor Study (Spartanburg and Cherokee Counties): conducted for the 26-mile corridor from Gossett Road to the North Carolina State line in Spartanburg and Cherokee Counties. As already notes, I-85 is a vital transportation link in Upstate South Carolina with heavy truck volumes.

It should be noted that SCDOT has identified three additional corridor studies to be initiated in the near future, including additional portions of I-85 in Greenville and Spartanburg Counties, I-26/I-20/I-77 in the Columbia area, and I-26 in the Charleston area.

3.3.3 HOV/HOT Feasibility Study

SCDOT conducted a feasibility assessment study of adding new High-Occupancy Vehicle (HOV) or High-Occupancy Toll (HOT) lanes on six major interstate corridors in South Carolina. The six locations consisted of I-385 in Greenville, I-77 in Rock Hill, I-26/I-126 in Columbia, I-20 and I-26 in Columbia, and I-26 in Charleston.

The study considered three basic analysis criteria: traffic congestion (existing and future), physical constraints, and user benefits and costs. The I-26 corridor in Charleston was selected for more detailed study after an initial screening process, as it provided the greatest opportunity for implementation of HOV or HOT lanes. Considering the traffic volume projections, the results of the study indicated that the implementation of HOV lanes would be viable in the intermediate term and the implementation of HOT lanes would be viable in the long term. However, numerous existing physical constraints along the corridor made the implementation of HOV and HOT lanes along I-26 in Charleston not cost effective or feasible. Therefore, further investigation of HOV/HOT feasibility of the study corridors was not recommended.

3.4 Future I-73

Interstate 73 was originally identified as a high priority route that was authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) originating in Myrtle Beach, South Carolina and ultimately connecting to Michigan. An Environmental Impact Study has been completed by SCDOT for the South Carolina section of the future I-73 and ROW acquisition and other permitting is currently underway. However, there is currently no construction funding programmed for the project.

The northern part of I-73 ties to I-73/I-74 in the Rockingham/Hamlet, North Carolina region and runs along a new alignment south across the South Carolina/North Carolina state line through Marlboro and Dillon Counties to a connection at I-95. The southern part of the I-73 project continues from I-95 and runs along a new alignment to SC 22 (Conway Bypass/Veteran's Highway) in the Myrtle Beach/Conway area.

4 CONGESTION ANALYSES

The Statewide Interstate Plan has been updated using a revised methodology for determining interstate mainline capacity needs with a new calculation of traffic congestion. The new calculation utilizes probe speed data as part of the determination of freeway density for all interstate mainline segments in South Carolina, which is consistent with level of service determination for freeways in the 2010 *Highway Capacity Manual.*

4.1 Previous Practice Review

For the 2008 Interstate Plan analysis, interstate mainline corridors were evaluated based upon then-present day volume-to-capacity (V/C) ratios and lane capacities based upon information documented in the *Highway Capacity Manual.* Data was gathered from various sources, including vehicle and truck volume data from permanent traffic count stations, crash data provided by the South Carolina Department of Public Safety, existing pavement conditions data from the SCDOT Pavement Management Section, financial viability considerations reflecting SCDOT's ability to fund and implement the proposed improvement, economic development impact as provided by the South Carolina Department of Commerce, and environmental impact as provided by the SCDOT Environmental Office. Interchanges were evaluated using the IIMS, which considered existing traffic volume data, crash data, geometric data, and the other applicable Act 114 criteria.

In addition to the evaluation of the interstate mainline and interchange capacity needs, a review of potential funding was considered utilizing then-existing funding levels and an annual inflation factor for potential construction costs. Included within the lists of potential improvements were three mega projects, with respective construction costs projected to exceed $400 million dollars for each project. The three mega projects consisted of a series of interchange improvements along I-26 in Lexington and Richland Counties, the I-85 corridor in Greenville and Spartanburg Counties, and the I-526 corridor in Charleston County. It should be noted that each of these three projects have had detailed corridor studies conducted to better detail needed improvements and to determine more detailed cost estimates.

The results of the 2008 Interstate Plan included a schedule of proposed interstate improvements that was developed for the 2030 horizon year, and included a constrained plan of five interstate mainline widening projects and five interchange reconstruction projects. The top three priority interstate mainline widening projects and two of the top interchange projects identified are summarized herein, and have been since widened or are currently under construction.

- I-26 in Charleston County from the US 52 Connector to I-526 – Completed in 2012, I-26 was widened from six to eight lanes between Ashley Phosphate Road and Remount Road, which

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included new collector-distributor ramps for both directions through the West Aviation Avenue and Remount Road interchanges.

- I-385 in Greenville County from north of Georgia Road to I-85 – Completed in 2012, I-385 was widened from four lanes to six lanes between Georgia Road and Woodruff Road. Widening of I-385 from Woodruff Road through the I-85 interchange is funded for construction as part of the I-85 & I-385 Interchange Design-Build project, with construction expected to begin in 2014.
- I-20 in Richland County from I-77 to Spears Creek Church Road – Currently under construction, I-20 is being widened from four to six lanes between I-77 and Spears Creek Church Road, with construction expected to be complete in 2014.
- I-26 & Remount Road/West Aviation Avenue – Reconstructed the interchanges to improve safety and capacity and widened I-26 to four lanes in each direction and with collector-distributor roadways providing access for both the interchanges
- I-95 & SC 327 – Reconstructed the interchanges to improve safety and capacity.

In addition, SCDOT Commission approved funding for and initiated construction on four additional prioritized projects through Act 98 in 2014. These projects are as follows:

- I-20 in Lexington County from US 378 to Longs Pond Road – Widen I-20 to three travel lanes in each direction for 11 miles;
- I-77 in Richland County from I-20 to north of SC 277 – Widen I-77 to three travel lanes in each direction for approximately seven miles;
- I-85 in Cherokee and Spartanburg Counties – Widen I-85 to three travel lanes in each direction for approximately 16 miles; and
- I-85 & I-385 Interchange – Reconfiguration of the interchange to improve safety and capacity and widening I-385 to provide three travel lanes in each direction in the interchange area.

The next three priority interstate mainline widening projects include the following, each of which have had detailed corridor studies currently underway or completed.

- I-26 in Lexington and Richland Counties from US 176 to Saint Andrews Road
- I-85 in Greenville and Spartanburg Counties from US 25/White Horse Road to SC 129
- I-526 in Charleston County from Sam Rittenberg Boulevard to Long Point Road

4.2 Existing Mainline Conditions

Existing conditions for all interstate mainline segments in South Carolina were determined using, in part, probe speed data in a calculation of freeway density, which is consistent with level of service determination for freeways in the 2010 *Highway Capacity Manual*. The analysis methodology, a summary of the data considered, and results summaries of freeway density and corresponding level of service for all South Carolina interstates are provided in the following sections.

4.2.1 Analysis Methodology

In the determination of interstate mainline improvement priorities, the primary measure of traffic and congestion considered for this analysis was freeway density, measured by the number of passenger cars per mile per lane, which is consistent with the 2010 *Highway Capacity Manual (HCM)* methodologies for determining freeway level of service (LOS). Density describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream. The measure of density is sensitive to variation of flow rates throughout the range of flows, whereas a measure of speed is relatively constant up to a certain flow rate.

The previous Interstate Plan developed in 2008 utilized the V/C ratio as its primary measure of traffic volume and congestion.

Table 4-1 summarizes the *HCM* density thresholds associated with each LOS grade for freeways.

Table 4-1: HCM LOS Criteria for Freeways

LOS	Density (passenger cars/mile/lane)
A	≤ 11
B	> 11 and ≤ 18
C	> 18 and ≤ 26
D	> 26 and ≤ 35
E	> 35 and ≤ 45
F	> 45 or V/C ratio > 1.00

For individual interstate mainline segments, Density (D) is calculated by dividing the segment Flow Rate (v_p), measured in passenger cars per hour per lane, by the segment Speed (S), measured in miles per hour, as shown below.

$$D = \frac{v_p}{S}$$

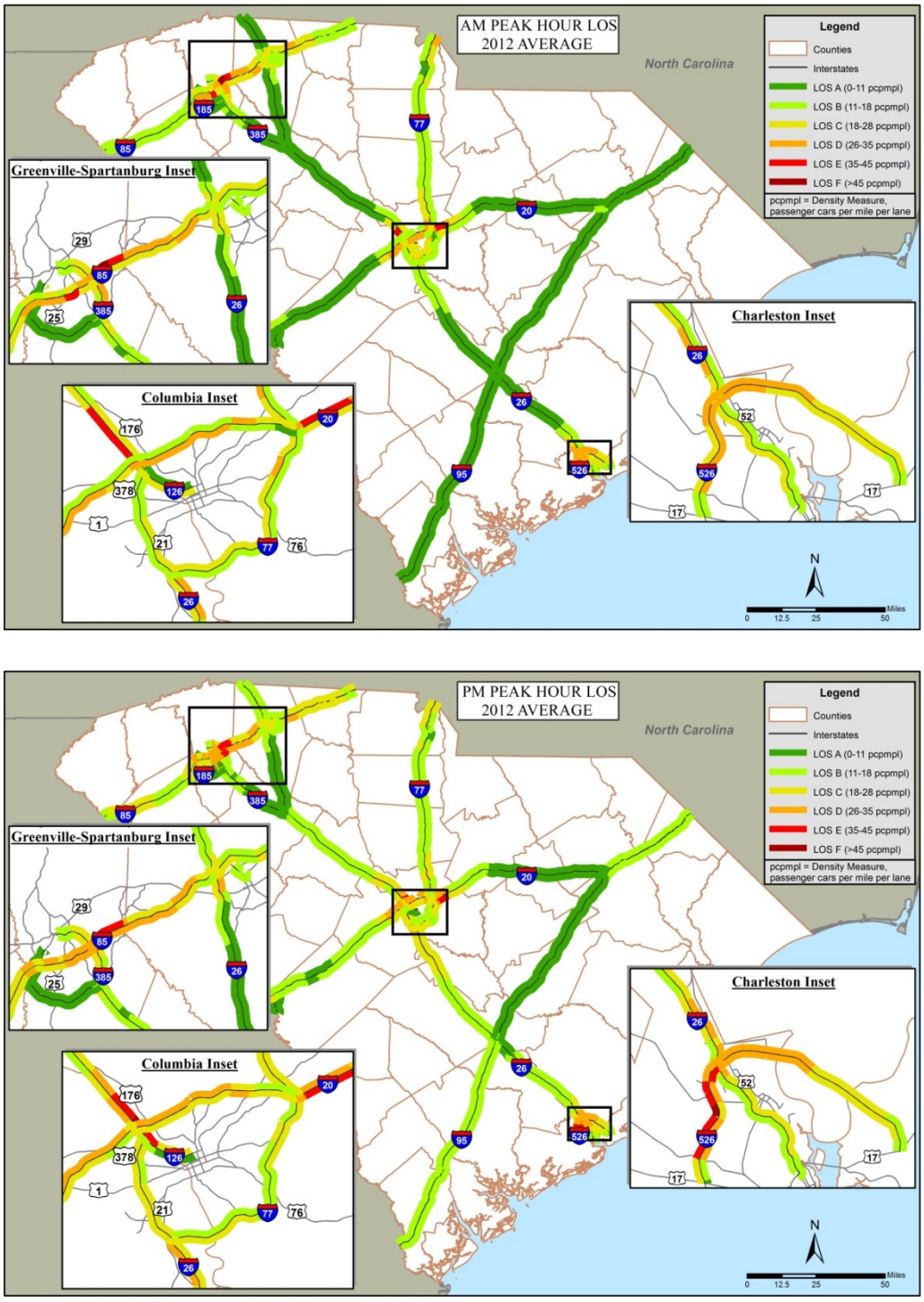
The data utilized and calculations implemented to determine the Flow Rate, Speed, and Density variables are discussed in the next section. The existing freeway Density conditions were calculated for both directions of all interstate mainline segments in South Carolina for four study hours, which consisted of the two typical morning peak hours (from 7:00 AM to 8:00 AM and from 8:00 AM to 9:00 AM) and the two typical afternoon peak hours (from 4:00 PM to 5:00 PM and from 5:00 PM to 6:00 PM). The respective LOS conditions were then determined for each study hour of all interstate mainline segments based upon the *HCM* criteria. **Appendix A** summarizes the data and performance metric calculation.

4.2.2 Interstate Density/LOS Analysis Summary

The Density and LOS data summary and calculation worksheets for the 11 interstates are provided in **Appendix B**. A discussion of the Density and LOS results for each interstate, including existing points of recurring congestion and bottlenecks, is provided herein. Maps showing the overall LOS results of the

existing worst AM peak hour and the worst PM peak hour for the interstate system are illustrated in **Figure 4-1**.

Figure 4-1: Existing Conditions AM and PM Peak Hour LOS



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I-20

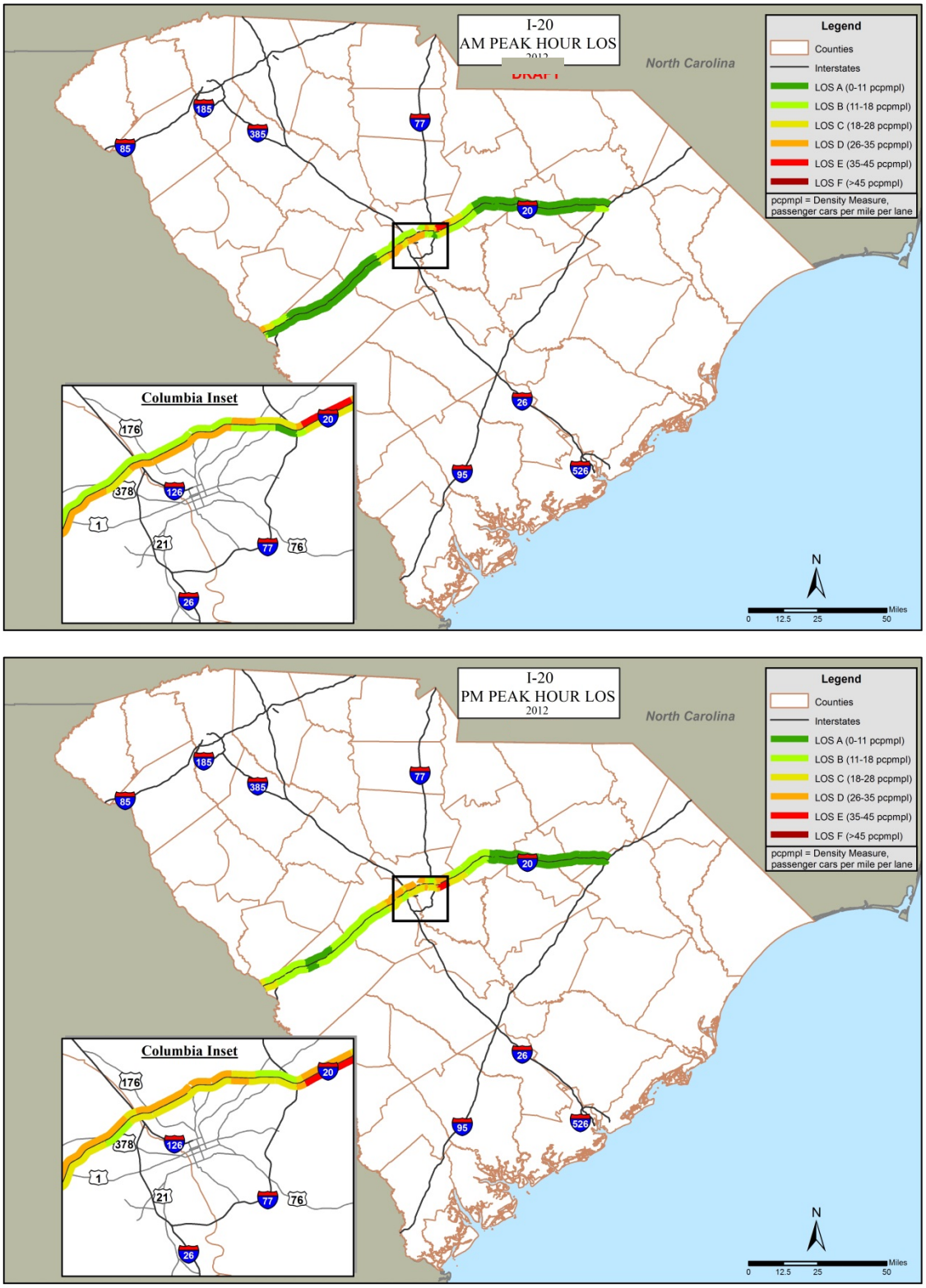
The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-20 are illustrated in **Figure 4-2**.

The primary congestion points along I-20 are between Alpine Road and Clemson Road, northeast of Columbia, where I-20 operates at LOS E conditions in the westbound direction during the AM peak hour and in the eastbound direction during the PM peak hour. It should be noted that this segment is currently under construction for widening from four to six lanes. The I-77 and Clemson Road interchanges are the respective bottleneck points along I-20 during the AM peak hour and PM peak hour.

In addition, on the west and north sides of Columbia, a 16-mile stretch of I-20 between SC 6/South Lake Drive and US 21/Main Street is predominantly operating at LOS D conditions in the eastbound direction during the AM peak hour and in the westbound direction during the PM peak hour. During the PM peak hour, the bottleneck points along I-20 include the three interchanges with Broad River Road, I-26, and US 378.

There are two corridors along I-20 that are among the most congested corridors in the State. The first is the 36-mile long corridor extending from SC-204 (Exit 51) to White Pond Road (Exit 87). The second segment extends from Alpine Road (Exit 76B) to Clemson Road (Exit 80).

Figure 4-2: I-20 AM and PM Peak Hour LOS



Interstate Plan

I-26

The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-26 are illustrated in **Figure 4-3**.

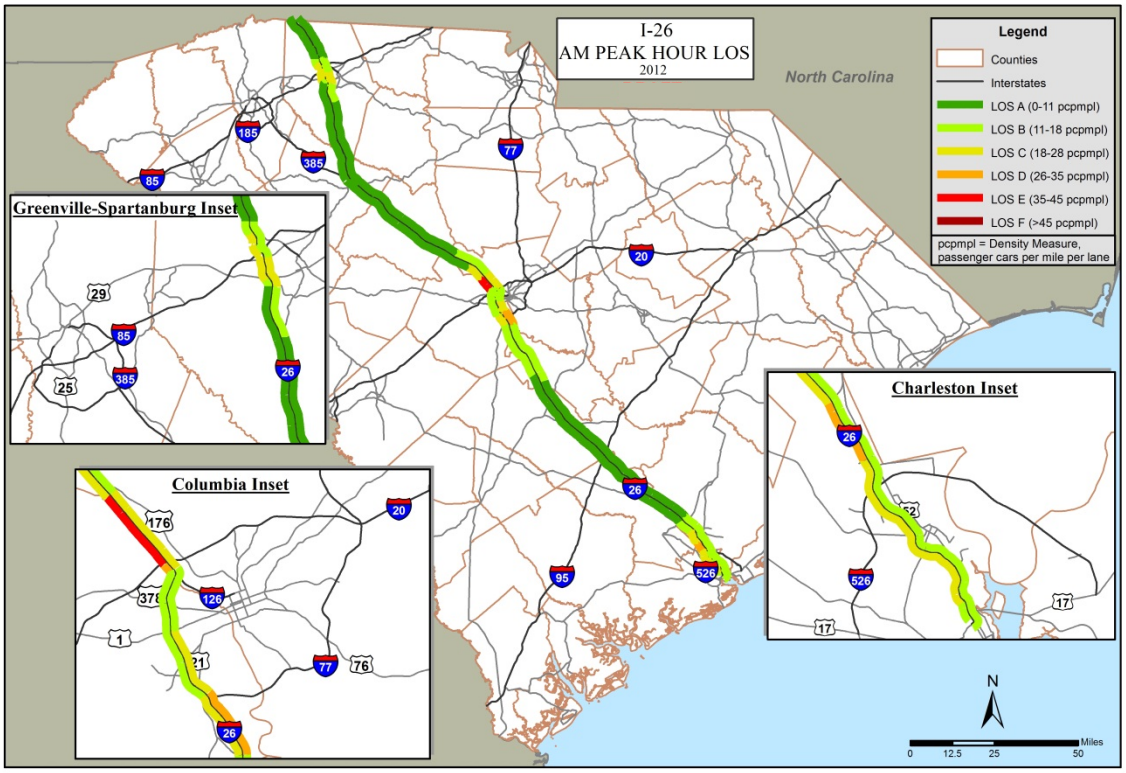
In the Columbia area, the primary congestion points along I-26 occur in the eastbound direction (inbound towards Columbia) from SC 60/Lake Murray Boulevard to I-20 during the AM peak hour, where I-26 operates at LOS E conditions. During the PM peak hour, I-26 westbound operates at LOS F or LOS E conditions from I-126 to Piney Grove Road. For the Columbia area, the I-20 interchange is the primary bottleneck point along I-26 during the AM peak hour. The I-20 and St. Andrews Road interchanges are the primary bottleneck points along I-26 during the PM peak hour.

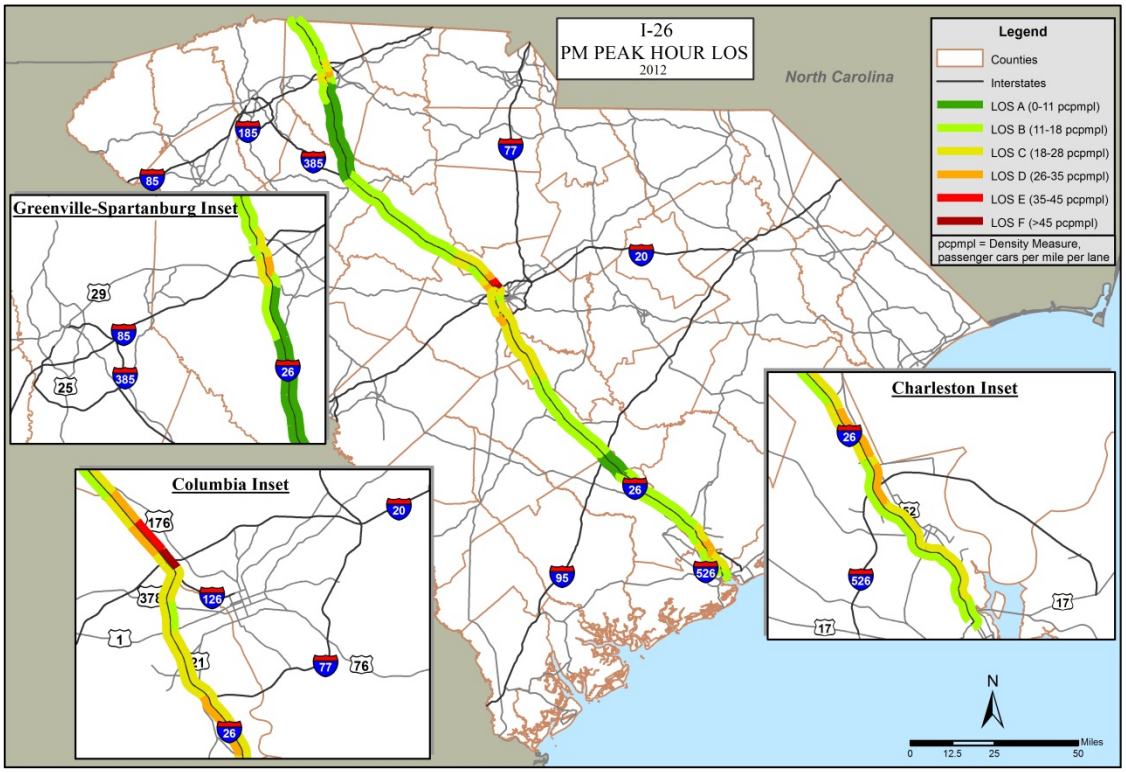
In the Charleston area, the primary congestion points along I-26 occur in the eastbound direction (towards downtown Charleston) from US 52 Connector to West Aviation Avenue during the AM peak hour, where I-26 operates at LOS D conditions. During the PM peak hour, I-26 westbound operates at LOS D conditions from Montague Avenue to Ashley Phosphate Road. For the Charleston area, the US 52 Connector/Ashley Phosphate Road interchange and the merge to I-526 are the primary bottleneck points along I-26 during the AM peak hour. The I-526 and Ashley Phosphate Road interchanges are the primary bottleneck points along I-26 during the PM peak hour.

There are also seven segments along I-26 that are among the most congested segments in the State:

- Columbia Avenue (Exit 91) to US-21/US-176 (Exit 119);
- Jedburg Road (Exit 194) to US-17 (Exit 221);
- Saint Andrews Road (Exit 106) to I-20 (Exit 107);
- Piney Grove Road (Exit 104) to Saint Andes Road (Exit 106);
- Bush River Road (Exit 108) to I-126/US-76;
- Harbison Boulevard (Exit 103) to Piney Grove Road (Exit 104); and
- I-20 (Exit 107) to Bush River Road (Exit 108).

Figure 4-3: I-26 AM and PM Peak Hour LOS





Interstate Plan

I-77

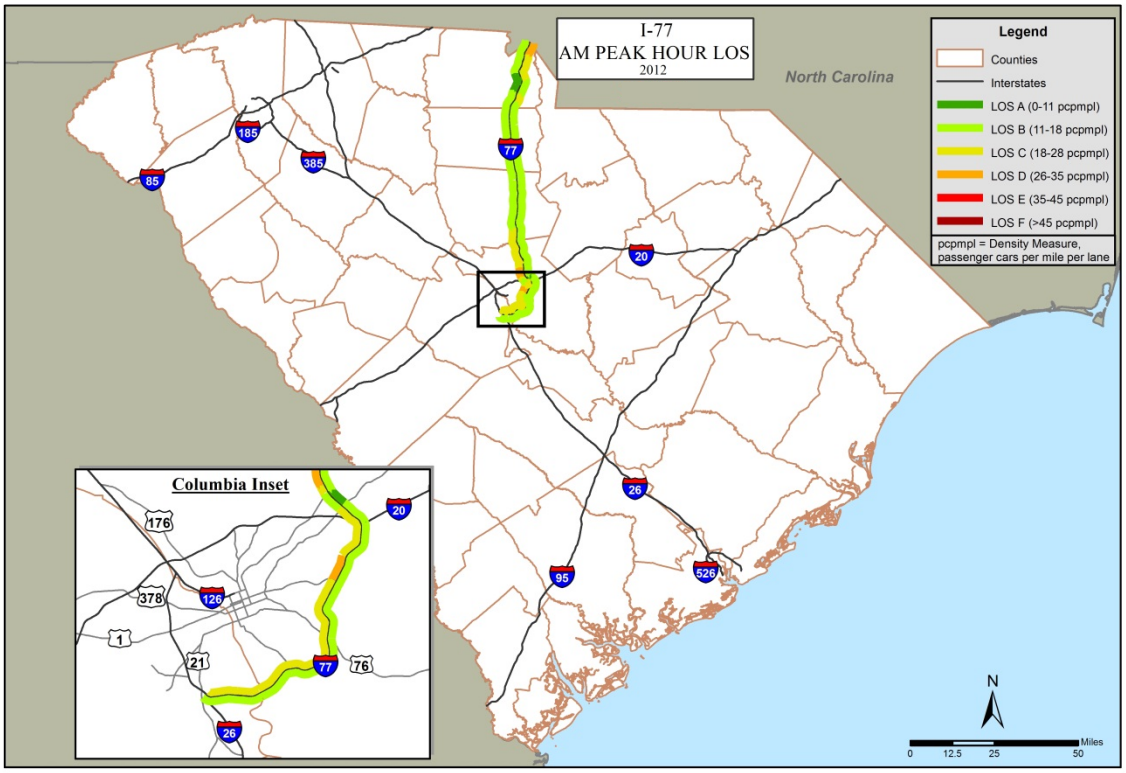
The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-77 are illustrated in **Figure 4-4**.

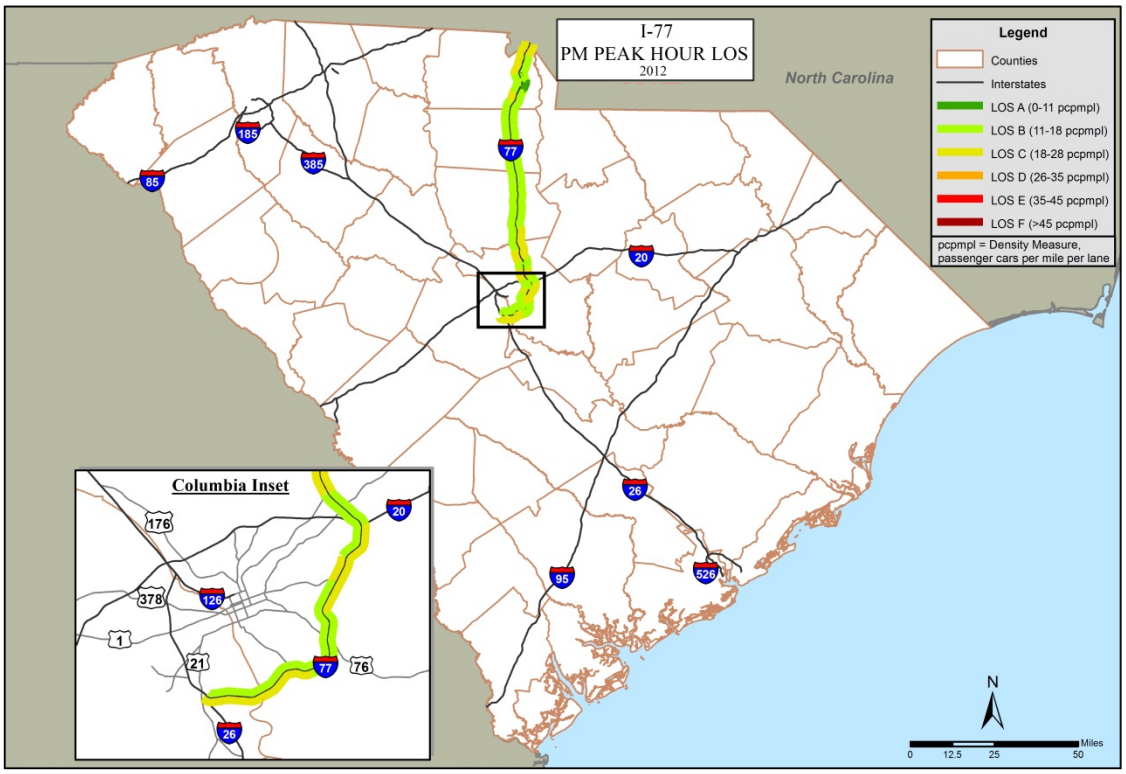
In the Rock Hill area, the primary congestion point along I-77 occurs in the northbound direction from SC 98/Gold Hill Road to US 21/Carowinds Boulevard during the AM peak hour, where I-77 operates at LOS D conditions.

In the Columbia area, the primary congestion points along I-77 occur in the southbound direction from Killian Road to SC 12/Forest Drive during the AM peak hour, where several segments of I-77 operate at LOS D conditions. The primary bottleneck point is along I-77 southbound approaching the Forest Drive interchange every Thursday in the AM peak hour, due to weekly graduation ceremonies of Fort Jackson.

The 33-mile long I-77 corridor extending from I-26 (Exit 1) to SC-34 (Exit 34) is among the most congested corridors in the State.

Figure 4-4: I-77 AM and PM Peak Hour LOS





Interstate Plan

I-85

The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-85 are illustrated in **Figure 4-5**.

Along I-85, a 39-mile stretch between SC 143/River Road in Greenville County and SC 129/Fort Prince Boulevard in Spartanburg County predominantly operates at LOS D or worse conditions in both directions during various times of the day.

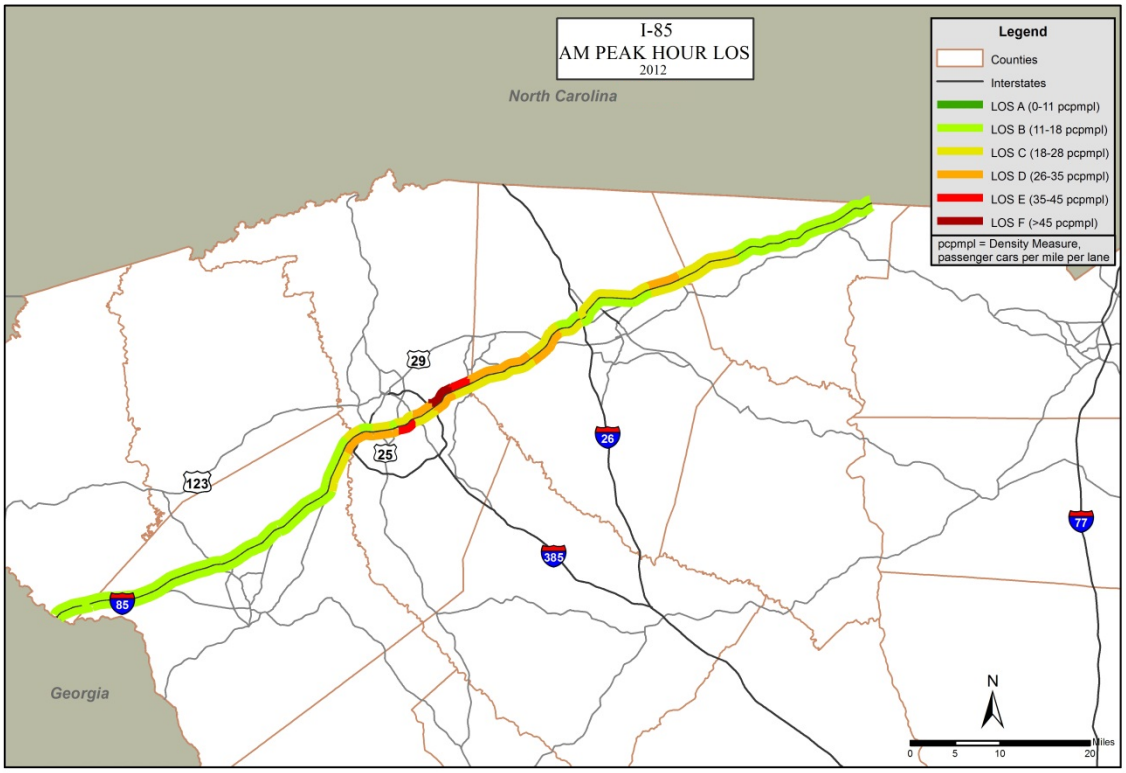
Along I-85 northbound during the AM peak hour, the primary congestion point is between Mauldin Road and US 276/Laurens Road, which operates at LOS E conditions. During the PM peak hour along I-85 northbound, the primary congestion point is between Woodruff Road/I-385 and Pelham Road, which operates at LOS E conditions. The Woodruff Road/I-385 interchange is the primary bottleneck along I-85 northbound.

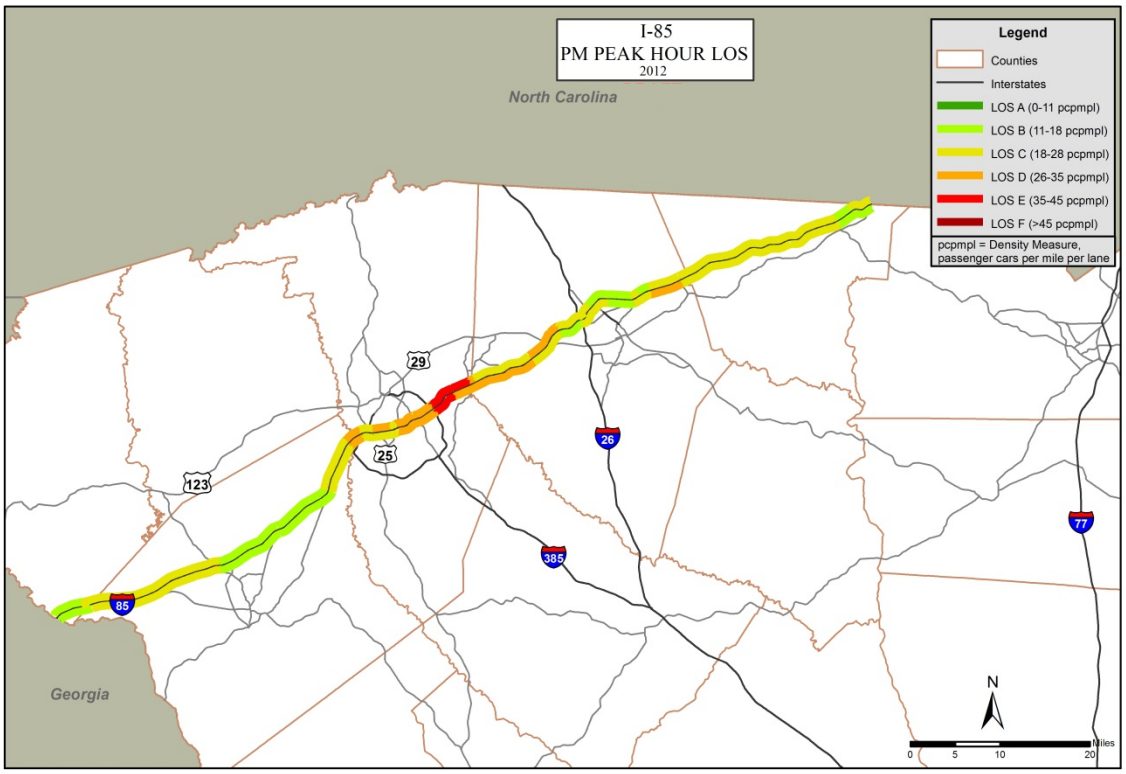
Along I-85 southbound, the primary congestion point is between SC 14 and I-385/Woodruff Road, which operates at LOS F or LOS E conditions during the AM peak hour and PM peak hour. The I-385/Woodruff Road interchange is the primary bottleneck along I-85 southbound.

There are also eight segments along I-85 that are among the most congested segments in the State:

- US-29 (Exit 34) to I-26 (Exit 70);
- I-26 (Exit 70) to SC-110 (Exit 83);
- SC-110 (Exit 83) to US-29 (Exit 106);
- I-385/Woodruff Road (Exit 51) to Pelham Road (Exit 54);
- Pelham Road (Exit 54) to SC-14 (Exit 56);
- Mauldin Road (Exit 46) to US-276 (Exit 48);
- SC-153 (Exit 50) to US-29 (Exit 42); and,
- US-276 (Exit 48) to I-385/Woodruff Road (Exit 51).

Figure 4-5: I-85 AM and PM Peak Hour LOS





Interstate Plan

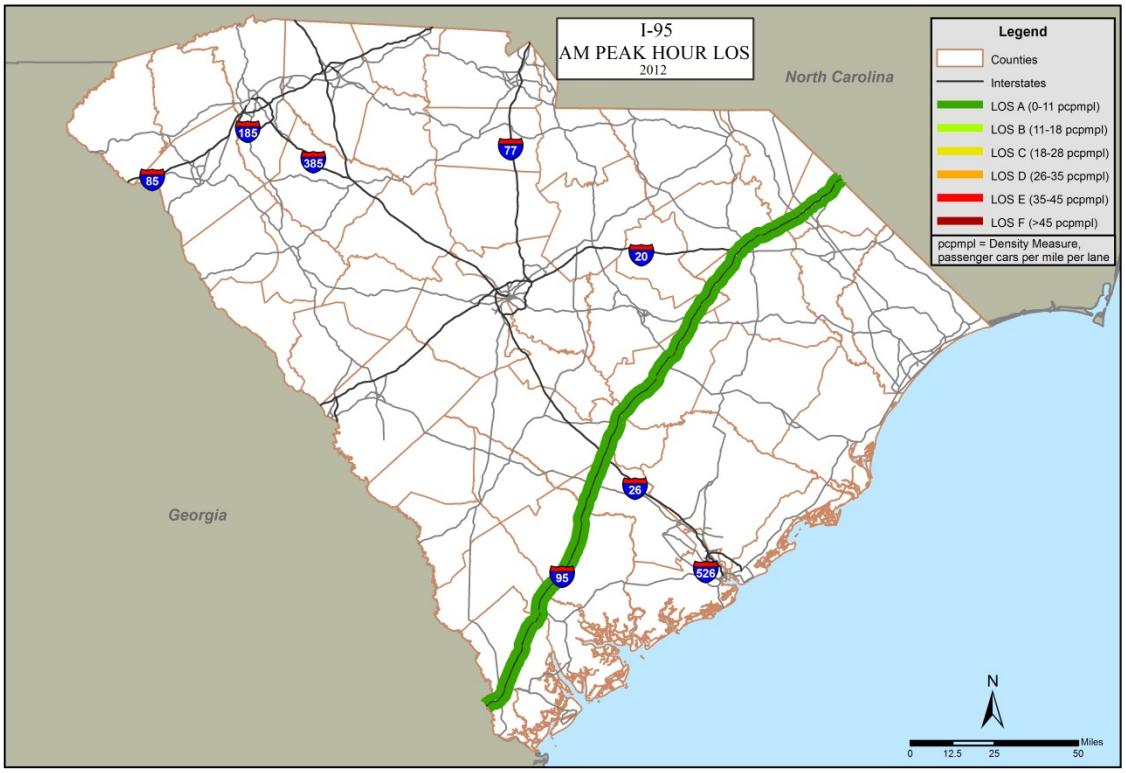
I-95

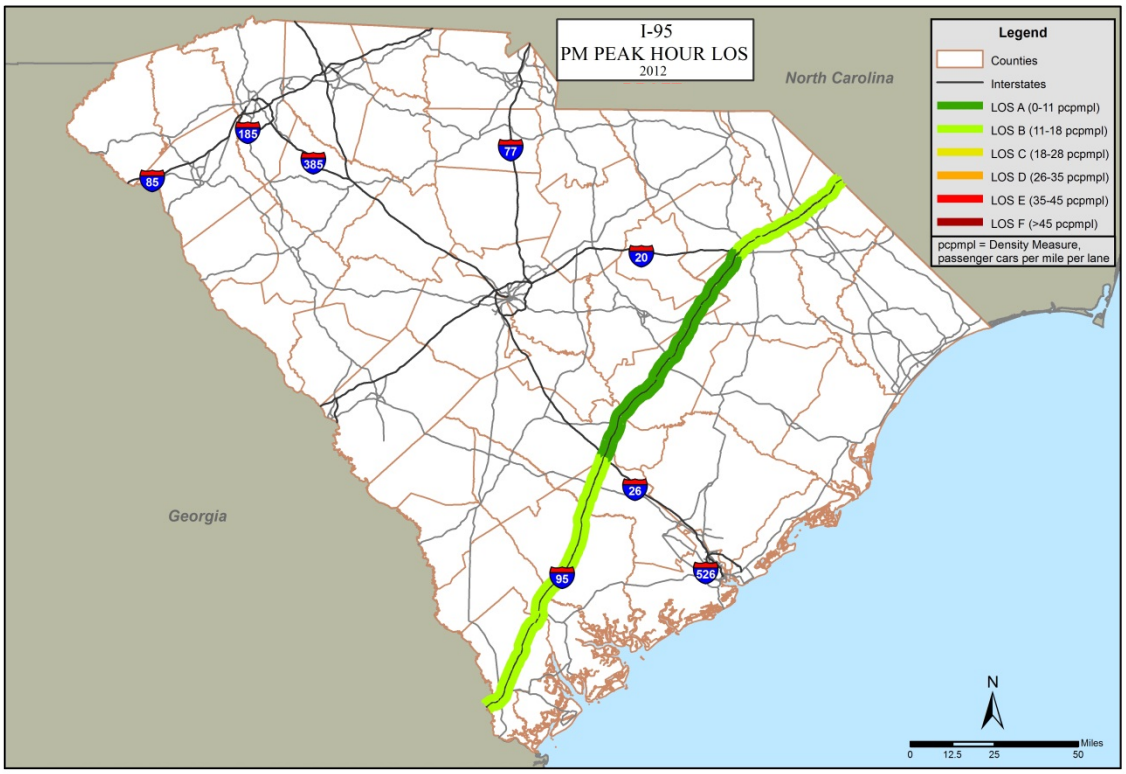
The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-95 are illustrated in **Figure 4-6**.

The results of the congestion analyses for I-95 indicate that it is currently operating at LOS A and LOS B conditions along its entire length in both directions.

There are no corridors along I-95 that are among the most congested corridors in the State.

Figure 4-6: I-95 AM and PM Peak Hour LOS





Interstate Plan

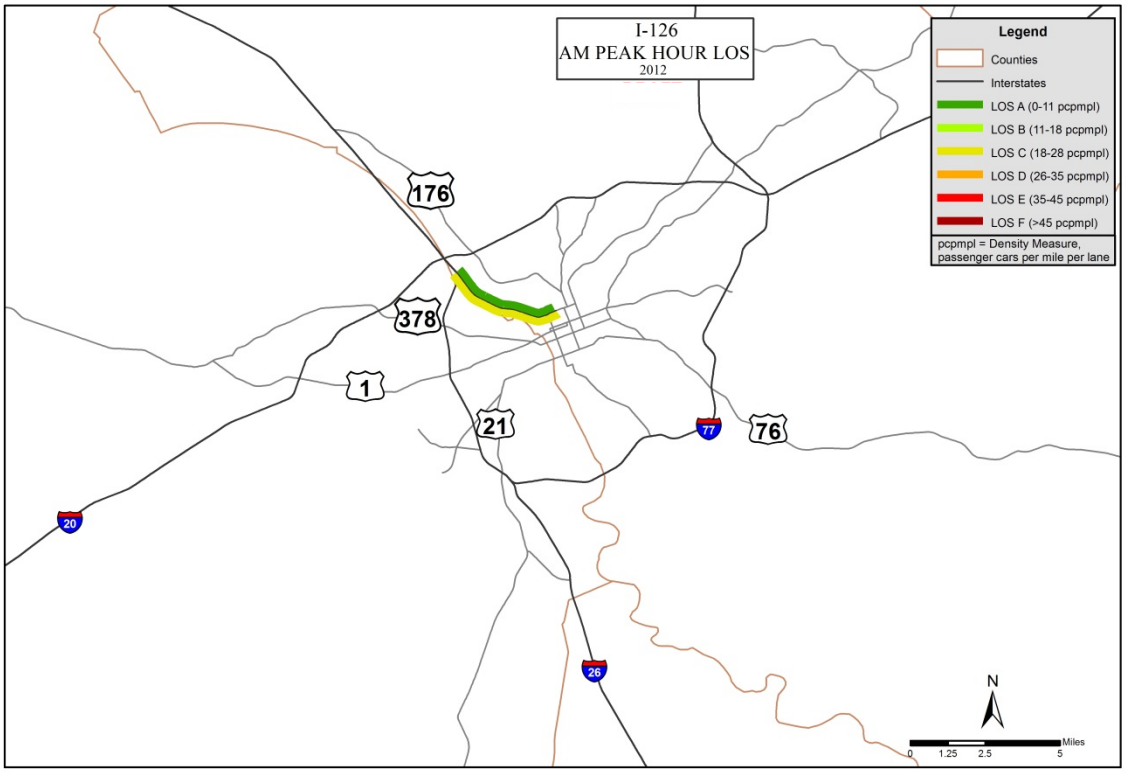
I-126

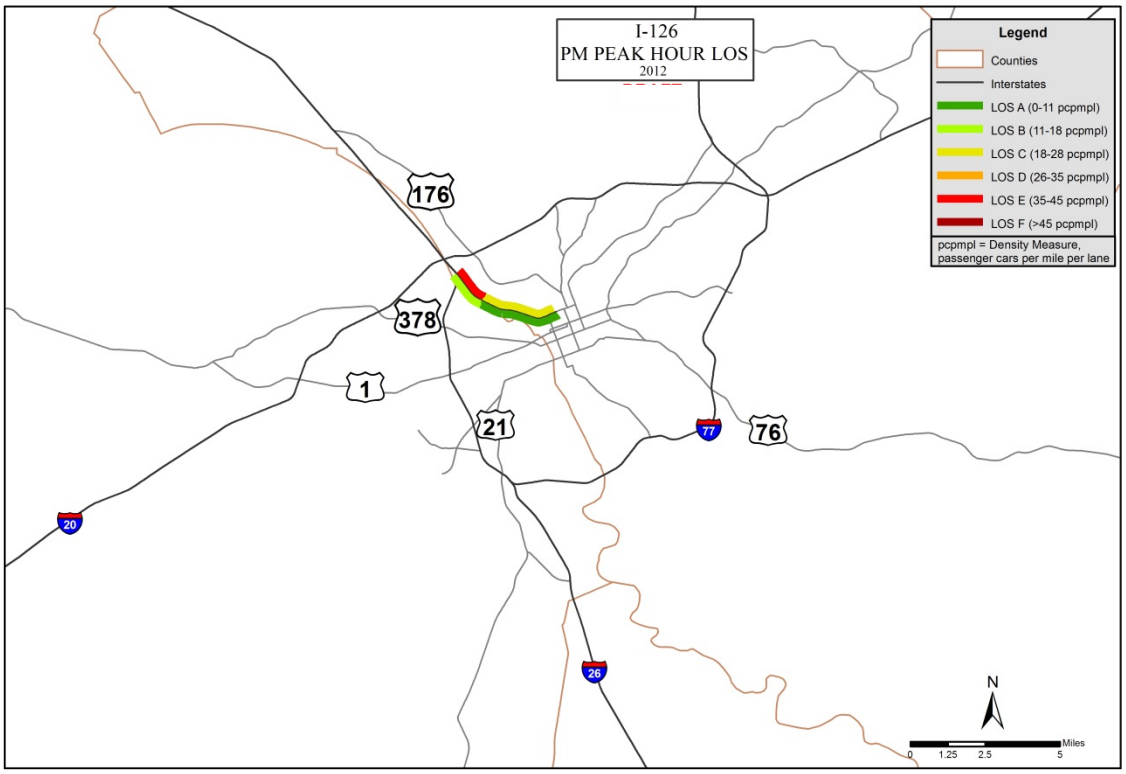
I-126 is a spur route of I-26 that extends between I-26 and Gadsden Street in the City of Columbia. The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-126 are illustrated in **Figure 4-7**.

The primary congestion point along I-126 is between Saluda River Road and I-26, where I-126 westbound operates at LOS E conditions during the PM peak hour. The I-26 interchange is the primary bottleneck along I-126 westbound during the PM peak hour.

There are no corridors along I-126 that are among the most congested corridors in the State.

Figure 4-7: I-126 AM and PM Peak Hour LOS





Interstate Plan

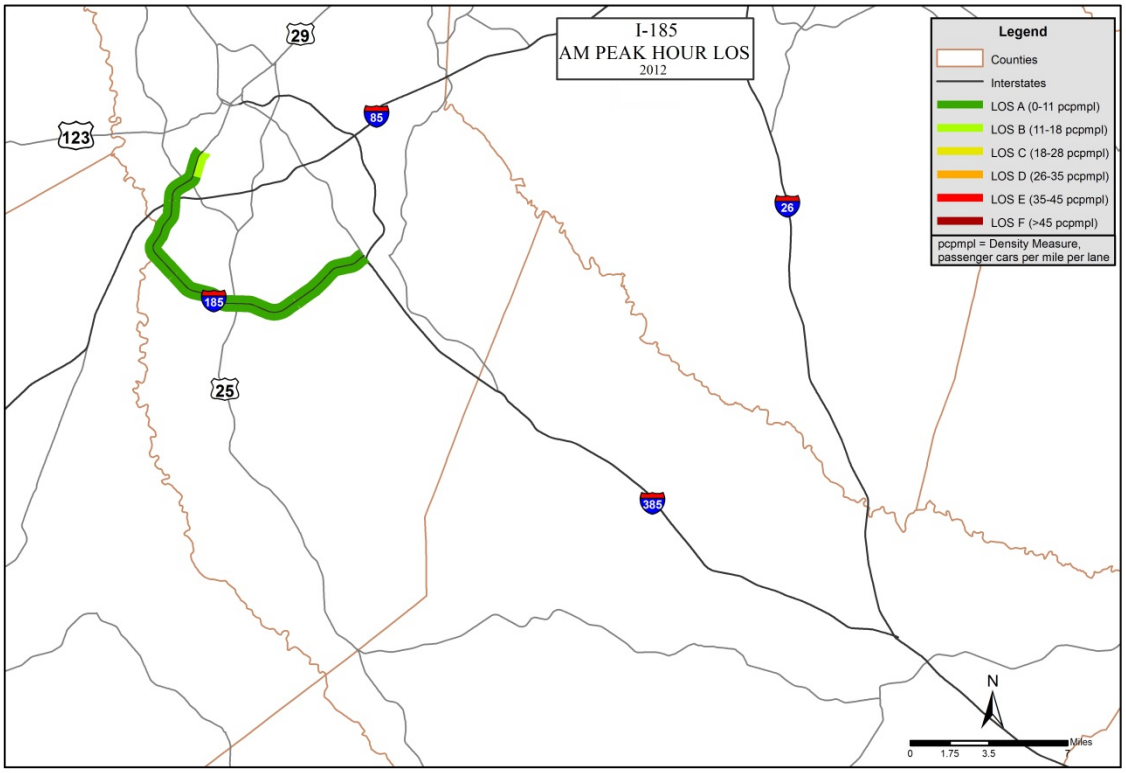
I-185

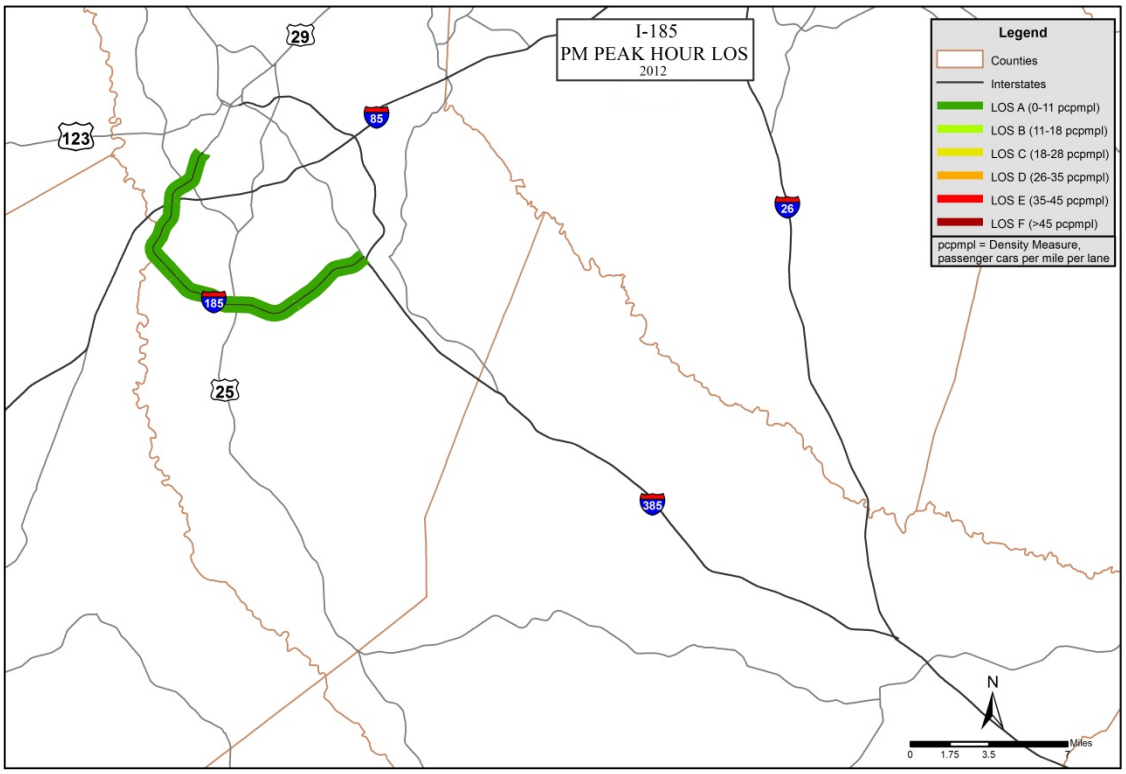
I-185 is a spur route of I-85 that connects I-85 west of the City of Greenville with I-385 southeast of the Greenville urban area. The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-185 are illustrated in **Figure 4-8**.

The results of the congestion analyses for I-185 indicate that it is currently operating at LOS A or LOS B conditions along its entire length in both directions.

There are no corridors along I-185 that are among the most congested corridors in the State.

Figure 4-8: I-185 AM and PM Peak Hour LOS





Interstate Plan

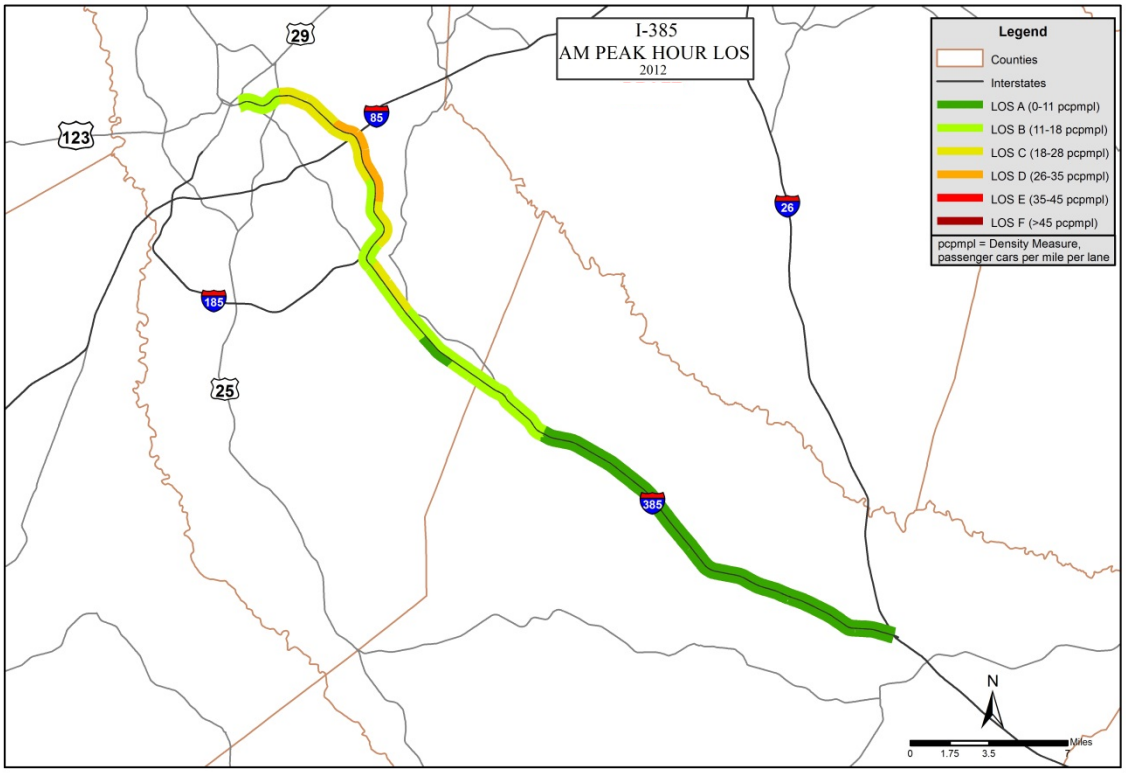
I-385

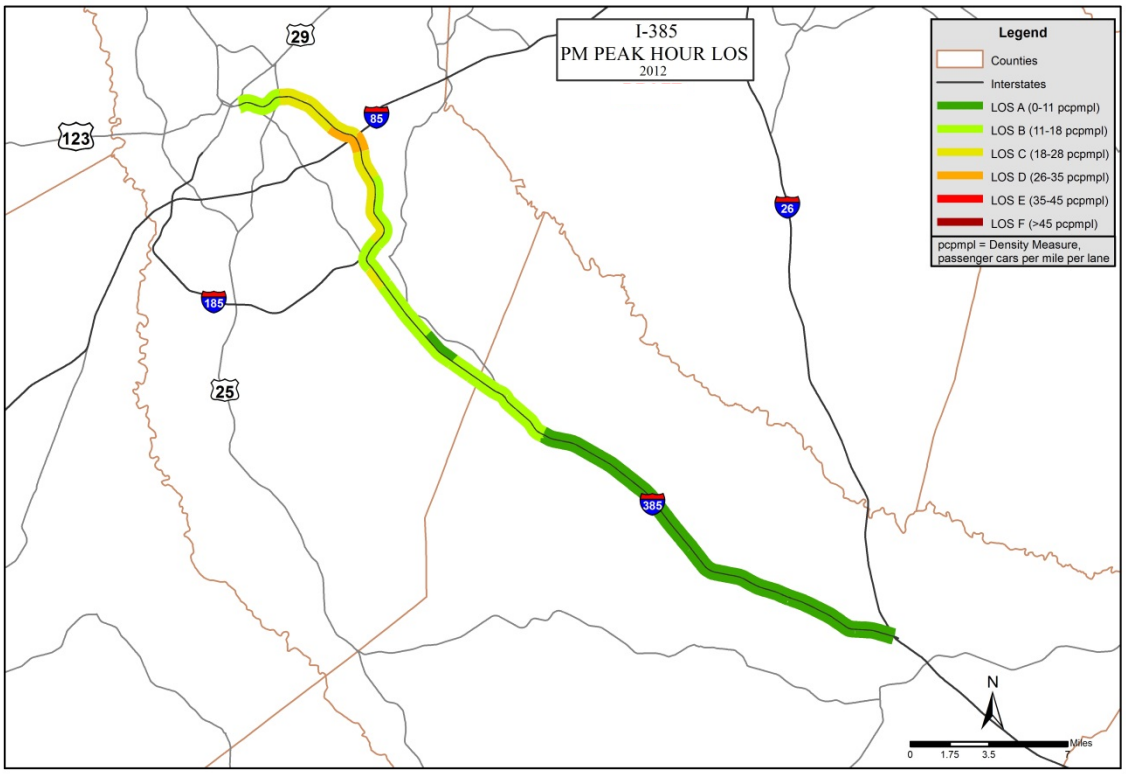
The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-385 are illustrated in **Figure 4-9**.

Along I-385 northbound, the primary congestion points occur during the AM peak hour from Bridges Road to Roper Mountain Road, where I-385 operates at LOS D conditions. During the PM peak hour, I-385 southbound operates at LOS D conditions from Roper Mountain Road to Woodruff Road. The primary bottleneck along I-385 is the interchange with I-85.

The 18-mile long I-385 corridor extending from Fairview Street (Exit 24) to the east of the downtown area of Greenville where I-385 terminates is among the most congested corridors in the State.

Figure 4-9: I-385 AM and PM Peak Hour LOS





Interstate Plan

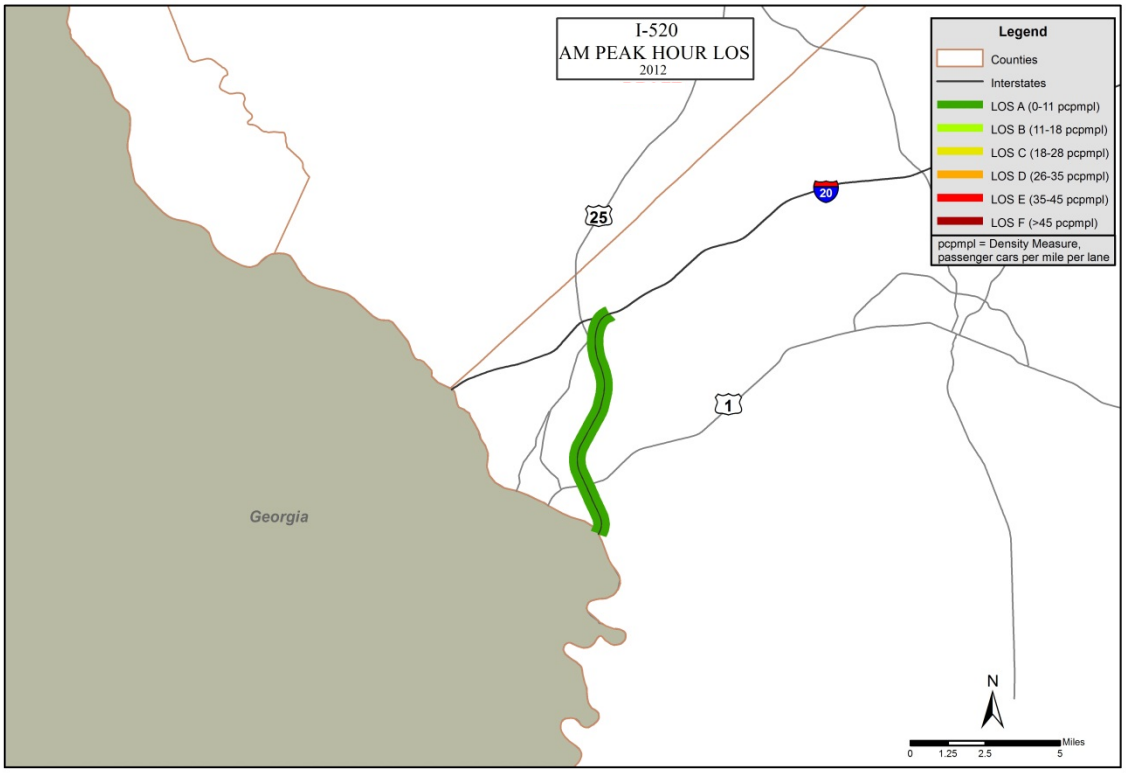
I-520

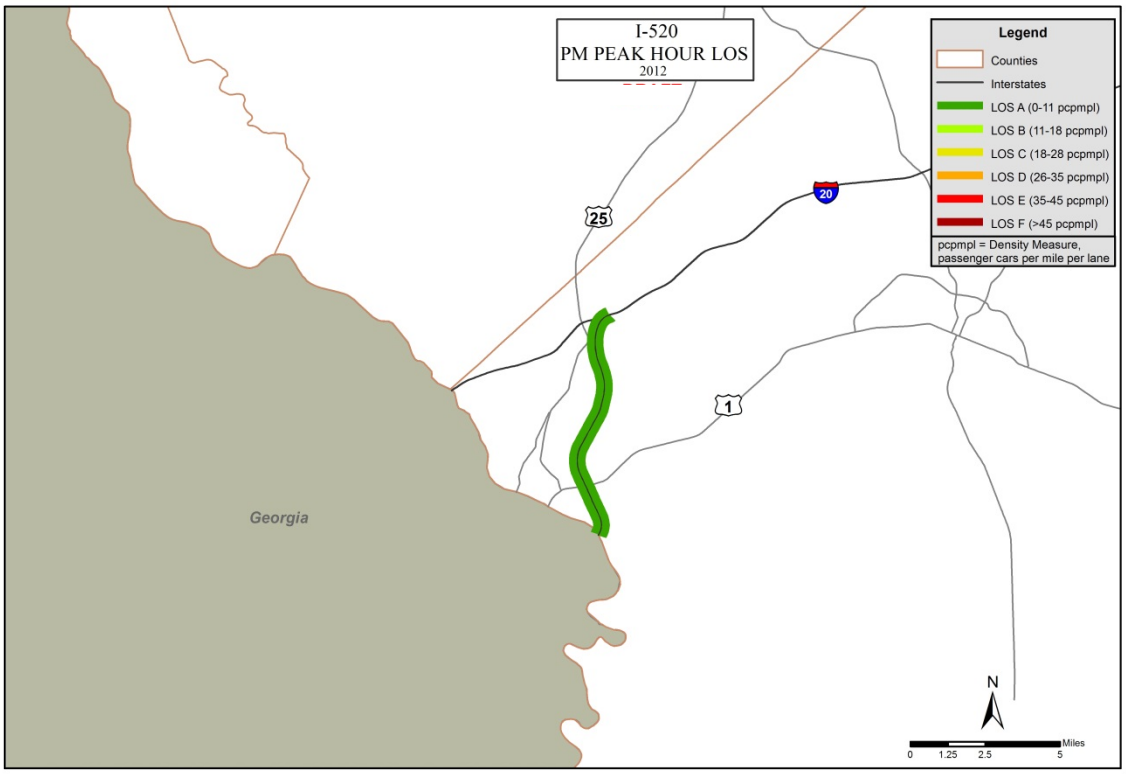
I-520 in South Carolina is the eastern portion of the Interstate beltway around the City of Augusta in Georgia. The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-520 are illustrated in **Figure 4-10**.

The results of the congestion analyses for I-520 indicate that it is currently operating at LOS A conditions along its entire length in both directions.

There are no corridors along I-520 that are among the most congested corridors in the State.

Figure 4-10: I-520 AM and PM Peak Hour LOS





I-526

I-526 is a circumferential interstate route around the Charleston area located in Charleston and Berkeley Counties. The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-526 are illustrated in **Figure 4-11**.

Along I-526, a 12-mile stretch between US 17/Savannah Highway (west of Charleston) and Clements Ferry Road predominantly operates at LOS D or worse conditions in both directions during various times of the day.

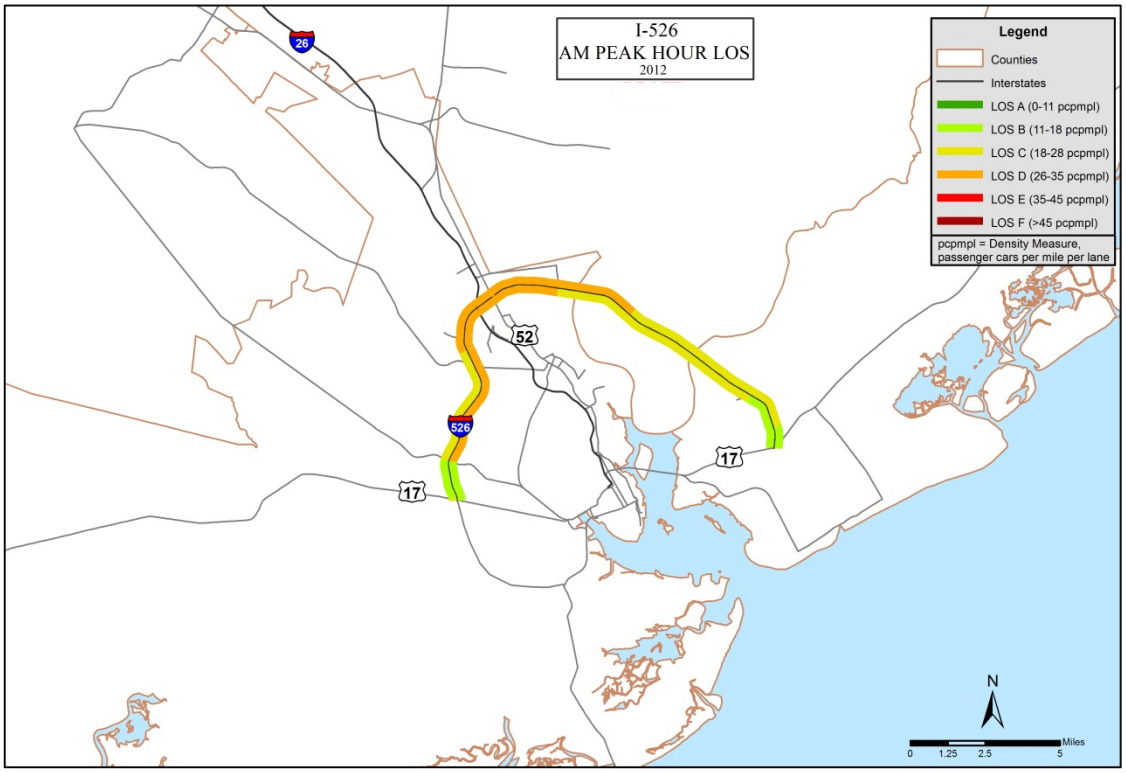
Along I-526 eastbound, the primary congestion point during the PM peak hour is between International Boulevard and I-26, which operates at LOS E conditions. The primary bottleneck along I-526 eastbound is the I-26 interchange.

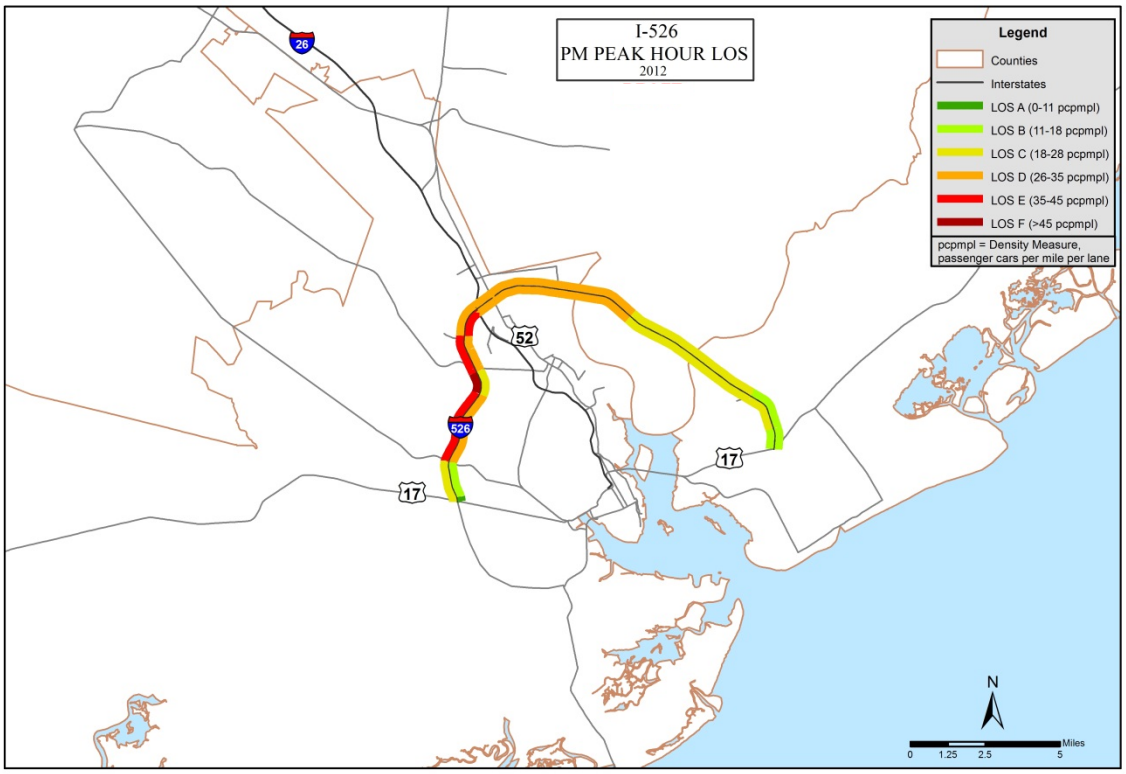
Along I-526 westbound, the primary congestion points during the PM peak hour are between Clements Ferry Road and I-26, which operates at LOS D conditions; and between International Boulevard and Paul Cantrell Boulevard, which operates at LOS E or LOS F conditions. During the PM peak hour, the primary bottleneck points along I-526 westbound are the I-26 interchange, the merge from Leeds Avenue, and the Paul Cantrell Boulevard interchange.

There are also 11 segments along I-85 that are among the most congested segments in the State:

- US-17/Savannah Highway to US-52/Rivers Avenue
- US-52/Rivers Avenue to SC-703/Ben Sawyer
- 1-26 to US-52/Rivers Avenue;
- International Boulevard to I-26;
- West Montague Avenue to International Boulevard;
- North Rhett Avenue to Virginia Avenue;
- US-52/Rivers Avenue to North Rhett Avenue;
- Leeds Avenue to Paramount Drive;
- Dorchester Road to West Montague Avenue;
- Paul Cantrell Boulevard to Leeds Avenue; and,
- Paramount Drive to Dorchester Road.

Figure 4-11: I-526 AM and PM Peak Hour LOS





Interstate Plan

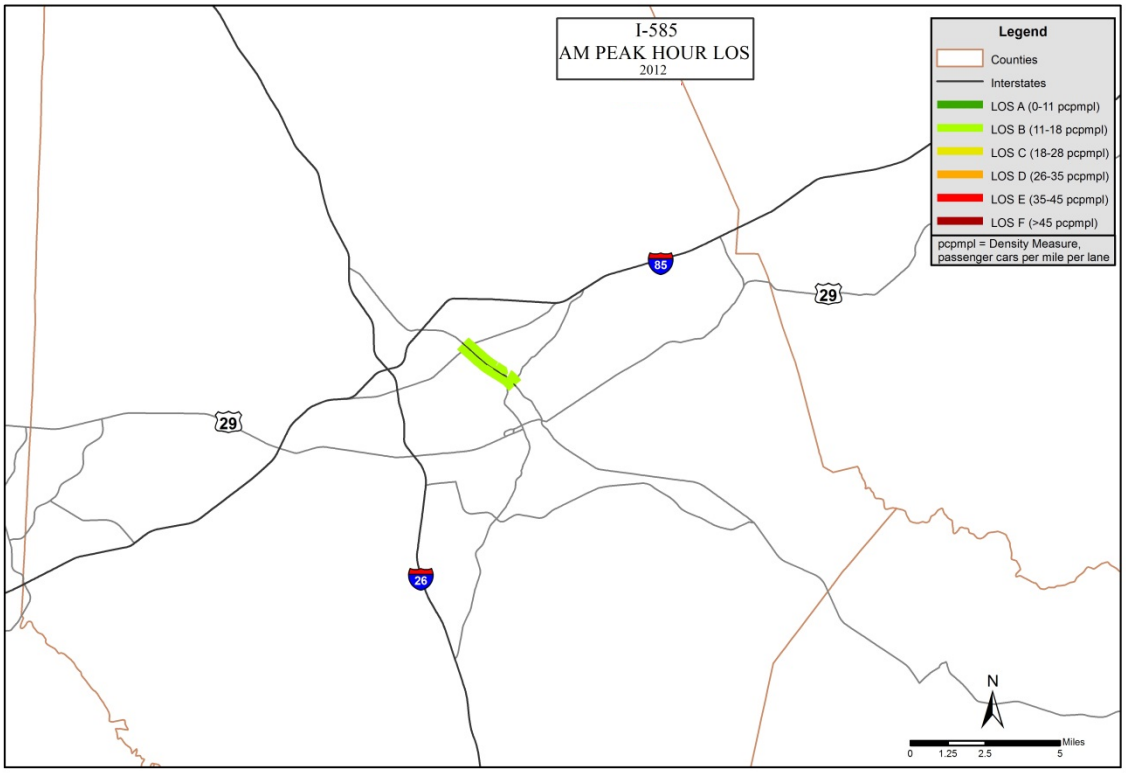
I-585

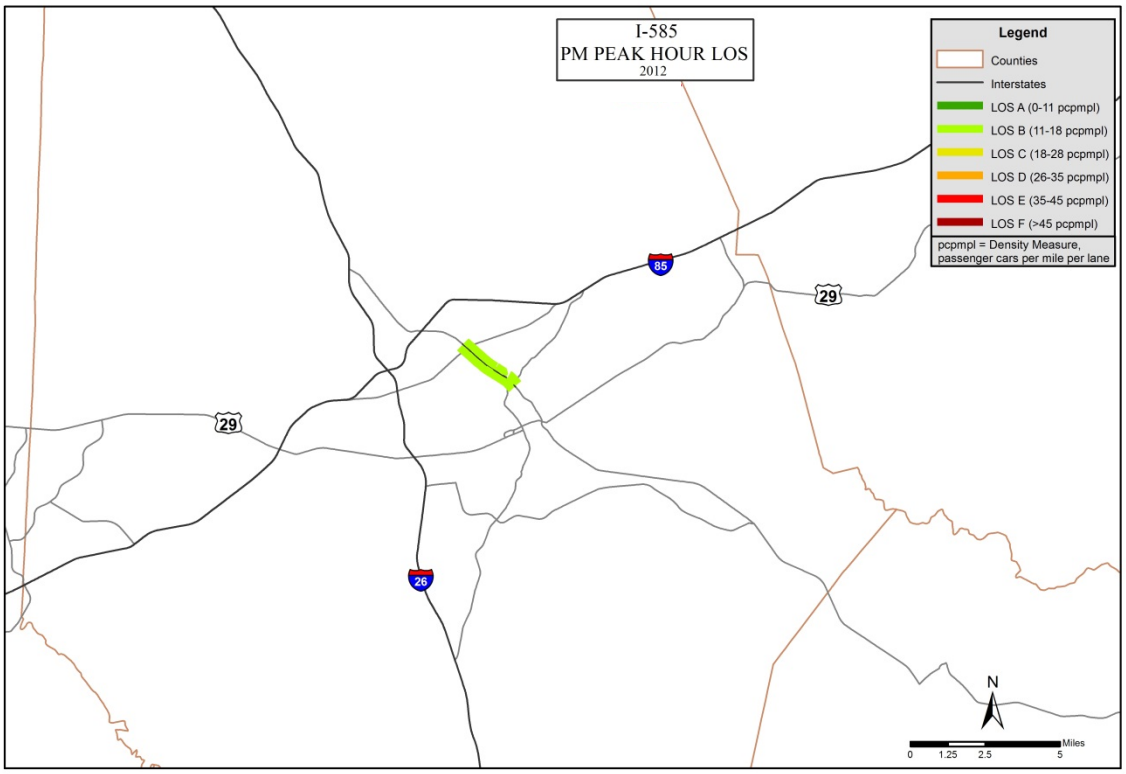
I-585 is a spur route of I-85 that extends between I-85 Business and US 221 in Spartanburg County. The LOS results of the worst AM peak hour and the worst PM peak hour for all segments of I-585 are illustrated in **Figure 4-12**.

The results of the congestion analyses for I-585 indicate that it is currently operating at LOS A or LOS B conditions along its entire length in both directions.

There are no corridors along I-585 that are among the most congested corridors in the State.

Figure 4-12: I-585 AM and PM Peak Hour LOS





4.3 Future Mainline Conditions

Future 2040 conditions for all interstate mainline segments in South Carolina were projected using the results of the Statewide Travel Demand Model.

4.3.1 Statewide Travel Demand Model Summary

The South Carolina Statewide Travel Demand Model (SC SWM) was developed for the SCDOT as part of the South Carolina Multimodal Transportation Plan. The SC SWM is a "state of the practice" model and follows the format of a traditional four-step modeling process of trip generation, trip distribution, vehicle trips, and traffic assignment. Additional model components of the SC SWM include a truck model and external model.

The model study area encompasses all of South Carolina and is built upon the existing MPO and COG models of the state. The highway networks and the traffic analysis zone systems of the existing travel demand models within South Carolina were used directly in the SC SWM. These model areas include AIKEN, APCOG, BCDCOG, CATCOG, CMCOG, FLATS, GSATS, LCOG, Metrolina, SLCOG, and USCOG. The non-MPO/COG areas were developed using HPMS data for roadway data and Census data for the zones and socio-economic data. The model provides outputs of daily traffic data on the highway network for analysis years of base year 2010 and forecast year 2040. Traffic data are available by trip purpose including auto and truck vehicle types, where auto volumes can be further defined by urban and rural and by home-based work, home-based other, non-home based, and external trips and truck volumes can be further defined by local trucks, long distance trucks, and external trucks. These outputs are useful in several components of the South Carolina Multimodal Transportation Plan including the Interstate Plan, Strategic Corridor Network Plan, and economic analysis.

4.3.2 Analysis Methodology

For the analysis of future interstate congestion, the primary measure of traffic and congestion considered was freeway density as in the existing conditions analysis. Freeway density is measured by the number of passenger cars per mile per lane and is consistent with the 2010 *HCM* methodologies for determining freeway LOS.

The Statewide Travel Demand Model outputs include Freeway Density and Volume-to-Capacity ratios for both the 2010 base-year model and 2040 Existing Plus Committed (E+C) horizon-year model. To compare the future projections of interstate congestion to the Existing Conditions analysis previously described, the percent increase in density was determined between the 2040 E+C model and the 2010 based model. This percent increase was then applied to the existing conditions Density Index values for the respective Interstate Segments and Interstate Corridors to develop future density conditions in the interstate system.

4.3.3 Interstate Density/LOS Summary

Based upon the Statewide Travel Demand Model, the LOS results for the worst AM peak hour and the worst PM peak hour for the 2040 interstate system is illustrated in **Figure 4-13**. As illustrated by maps of the 2040 Interstate conditions, gradual rates of growth in traffic volumes can be observed across the interstate system. Decreases in levels of services are as expected in metropolitan areas across the state, with particularly high growth in volume and congestion in the Charlotte Metropolitan area and suburban Rock Hill, South Carolina. At the southern border of South Carolina at the Georgia state line, a decrease in level of services is expected as the Lowcountry region anticipates growth in both residential and industrial activities in concert with continued growth in freight activity at the Ports of Savannah and Charleston. This, in turn, with no programed increases in capacity of I-95 in South Carolina results in this decrease in level of service.

I-20

Based upon the future conditions, there is one segment along I-20 that is projected to be among the most congested segments in the State:

- GA State Line to SC 230 (Exit 1).

I-26

Based upon the future conditions, there are six segments along I-26 that are projected to be among the most congested segments in the State:

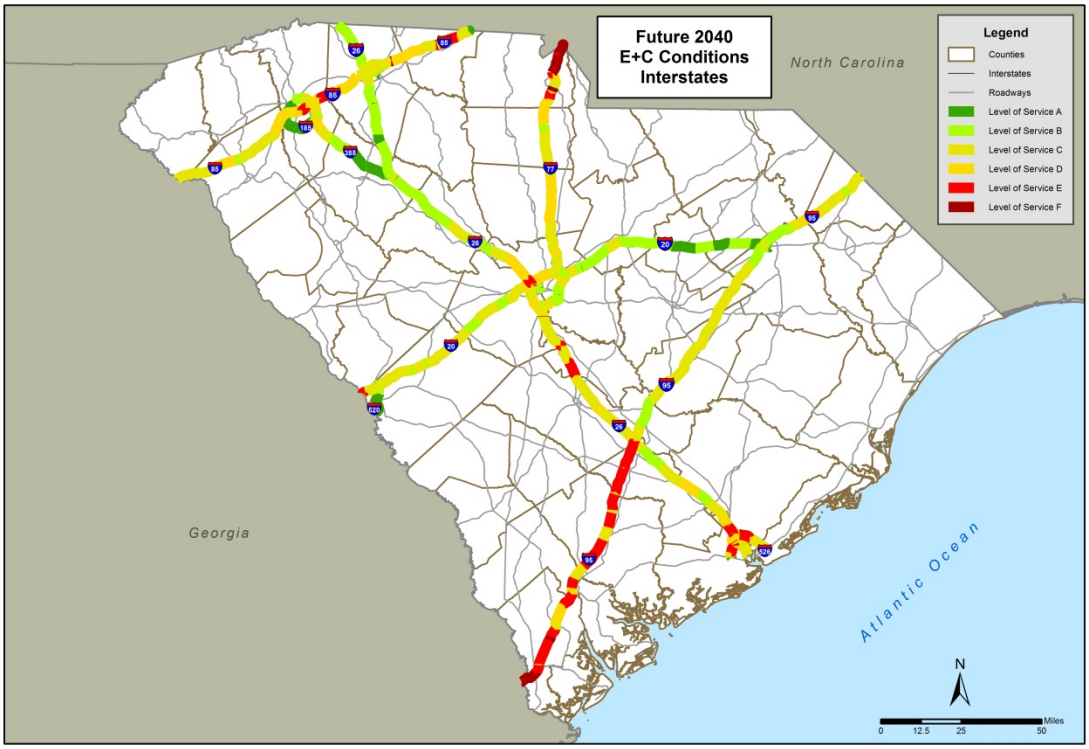
- Saint Andrews Road (Exit 106) to I-20 (Exit 107);
- Piney Grove Road (Exit 104) to Saint Andes Road (Exit 106);
- Bush River Road (Exit 108) to I-126/US-76;
- I-20 (Exit 107) to Bush River Road (Exit 108);
- Harbison Boulevard (Exit 103) to Piney Grove Road (Exit 104); and
- I-77 (Exit 116) to US-21/US-176 (Exit 119).

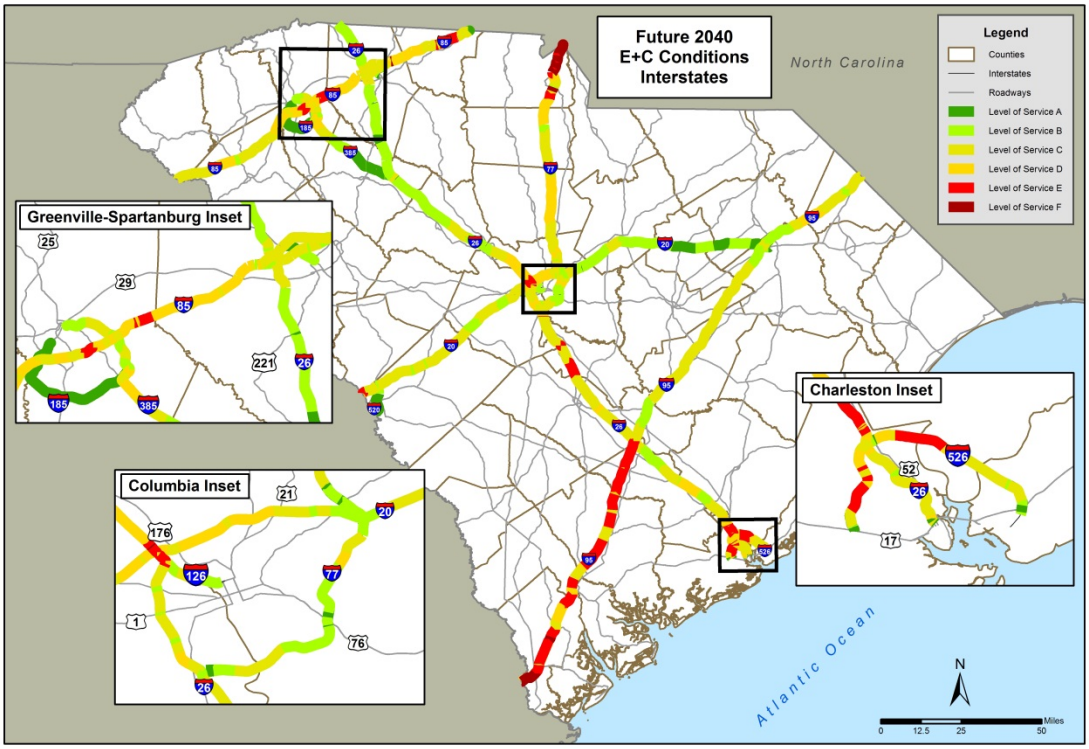
I-77

Based upon the future conditions, there are six segments along I-77 that are projected to be among the most congested segments in the State:

- SC-98/Gold Hill Rd (Exit 88) to US-21/Carowinds Blvd (Exit 90);
- Porter Rd (Exit 75) to US-21/SC-5 (Exit 77);
- SC-161 (Exit 82) to Sutton Rd (Exit 83);
- SC-160 (Exit 85) to SC-98/Gold Hill Rd (Exit 88);
- Sutton Rd (Exit 83) to SC-160 (Exit 85); and
- SC-901 (Exit 73) to Porter Rd (Exit 75).

Figure 4-13: Future Conditions AM and PM Peak Hour LOS





Interstate Plan

I-85

Based upon the future conditions, there are three segments along I-85 that are projected to be among the most congested segments in the State:

- Gossett Rd (Exit 80) to SC-110 (Exit 83);
- Pelham Road (Exit 54) to SC-14 (Exit 56); and
- SC-153 (Exit 50) to US-29 (Exit 42).

I-95

Based upon the future conditions, there is one segment along I-95 that is projected to be among the most congested segments in the State:

- GA State Line to US-17/General William Hardee Blvd

I-126

Based upon the future conditions, there are no corridors along I-126 that are projected to be the most congested corridors in the State.

I-185

Based upon the future conditions, there are no corridors along I-185 that are projected to be the most congested corridors in the State.

I-385

Based upon the future conditions, there are no corridors along I-385 that are projected to be the most congested corridors in the State.

I-520

Based upon the future conditions, there are no corridors along I-520 that are projected to be the most congested corridors in the State.

I-526

There are five corridors along I-526 that are projected to be among the most congested corridors in the State:

- US-17/Savannah Highway to US-52/Rivers Avenue
- US-52/Rivers Avenue to SC-703/Ben Sawyer
- North Rhett Avenue to Virginia Avenue;
- Virginia Avenue to Don Holt Bridge; and
- Don Holt Bridge to Clements Ferry Road.

I-585

Based upon the future conditions, there are no corridors along I-585 that are projected to be the most congested corridors in the State.

4.4 Mainline Congestion Analyses Summary

4.4.1 Current Interstate Planning Process

The South Carolina Department of Transportation strives to provide safe, reliable surface transportation systems and infrastructure and effective support for a healthy South Carolina economy through smart stewardship of all available resources. As part of this vision, SCDOT has implemented a proven process for the management of congestion for the State's Interstate system and Strategic Corridor Network.

This process is currently broken into the following six parts: 1) Freeway Management, 2) Congestion Comparison, 3) Corridor Management Plans, 4) Incorporation into the STIP and TIP, 5) Strategy Implementation, and 6) Monitor System & Strategy Effectiveness. These parts have been previously discussed and are summarized herein.

Freeway Monitoring

SCDOT uses Freeway Density as its performance measure to evaluate the South Carolina Interstate system needs, which is derived on a segment-by-segment basis to identify and quantify existing points of recurring congestion and bottlenecks.

A Density Index performance measure was developed to compare relative congestion across the Interstate system. The Density Index is defined as the summation of the Interstate densities in both directions during the four study peak hours.

The Density Index metric is combined with crash data and utilized to compare the respective levels of congestion for all segments of the Interstate system. In addition, an Average Density Index across segments in larger Interstate corridors is calculated to compare the respective levels of congestion for the Interstate corridors.

These congestion metrics are then compared to the other criteria of Act 114, including public safety, truck traffic, pavement condition, financial viability, environmental impacts, and economic development impacts, to develop ultimate improvement priorities.

Corridor Management Plans

Based upon the results of SCDOT's Congestion Management Process, detailed Interstate corridor management plans are conducted for those interstates that are currently congested or projected to be congested in the future, typically in urban areas. The corridor management plans identify alternatives to resolve current congestion issues and address future needs. Improvement alternatives in the following four improvement categories are considered: 1) Travel Demand Management, 2) Modal, 3) Traffic Operations, and 4) Capacity Improvements.

Incorporation into the STIP and TIP & Strategy Implementation

When funding of Interstate improvement projects becomes available through the SCDOT Statewide Transportation Improvement Program (STIP), the funds are allocated to prioritized projects. If the

projects have had Corridor Management Plans completed, the improvement programs in the plans are utilized.

Monitor System and Strategy Effectiveness

To monitor Interstate performance, SCDOT has developed spiral graphs from the probe speed data that illustrate the Average Annual Hourly Speeds for each Interstate. They are utilized to identify congestion bottlenecks and compare severity of peaks on a yearly basis. They can also be broken down on a daily, weekly, or monthly basis to evaluate before and after impacts of improvements; which is vital to illustrate the benefits of large-scale, high-cost projects to the policy makers, stakeholders, and transportation system users.

4.4.2 Mainline Summary

The Density Index summary and overall congestion for the individual interstate mainline segments and the interstate corridors for existing and future conditions are provided in **Appendix C**. As previously noted, the Density Index metric for segments is defined as the summation of the individual interstate mainline segment Densities for each of the four study hours for both directions. For corridors, the Average Density Index across all segments was then calculated to compare the respective levels of congestion for the interstate corridors.

Table 4-2 and **Table 4-3** summarizes the most congested interstate corridors in the State based upon Existing Conditions and Future Conditions, respectively. **Table 4-4** and **Table 4-5** summarizes the most congested individual interstate segments in the State based upon Existing Conditions and Future Conditions, respectively.

Table 4-2: Most Congested Interstate Corridors (Existing Conditions)

Interstate	Corridor Between		Length (miles)	Location	Existing Corridor Density Index
I-526	US-17/Savannah Hwy	US-52/Rivers Ave	8	Charleston	189.6
I-85	US-29/Exit 34	I-26/Exit 70	36	Greenville	180.6
I-26	Columbia Ave/Exit 91	US-21/US-176/Exit 119	28	Columbia	168.9
I-526	US-52/Rivers Ave	SC-703/Ben Sawyer	12	Charleston	151.8
I-20	SC-204/Exit 51	White Pond Rd/Exit 87	36	Columbia	151.5
I-85	I-26/Exit 70	SC-110/Exit 83	13	Spartanburg	142.9
I-85	SC-110/Exit 83	US-29/Exit 106	23	North of Spartanburg	137.3
I-26	Jedburg Rd/Exit 194	US 17/Exit 221	27	Charleston	132.3
I-77	I-26/Exit 1	SC-34/Exit 34	33	Columbia	130.2
I-385	Fairview St/Exit 24	End of Freeway	18	Greenville	124.0

Table 4-3: Top 10 Most Congested Interstate Corridors (Future Conditions)

Interstate	Corridor Between		Length (miles)	Location	Projected Corridor Density Index
I-77	SC-901/Exit 73	US-21/Carowinds Blvd/Exit 90	23	Rock Hill	297.7
I-26	Columbia Ave/Exit 91	US-21/US-176/Exit 119	28	Columbia	238.8
I-526	US-17/Savannah Hwy	US-52/Rivers Ave	8	Charleston	238.6
I-85	US-29/Exit 34	I-26/Exit 70	36	Greenville	236.5
I-20	GA State Line	SC-144/Exit 11	34	Aiken	209.6
I-85	GA State Line	US-29/Exit 34	34	Greenville	196.9
I-20	SC-204/Exit 51	White Pond Rd/Exit 87	36	Columbia	196.2
I-77	SC-34/Exit 34	SC-901/Exit 73	39	Rock Hill	195.1
I-85	I-26/Exit 70	SC-110/Exit 83	13	Spartanburg	182.8
I-77	I-26/Exit 1	SC-34/Exit 34	34	Columbia	181.0

Table 4-4: Most Congested Individual Interstate Segments (Existing Conditions)

Interstate	Segment Between		Existing Segment Density Index
I-85	I-385/Woodruff Rd/Exit 51	Pelham Rd/Exit 54	265.2
I-26	Saint Andrews Rd/Exit 106	I-20/Exit 107	239.1
I-26	Piney Grove Rd/Exit 104	Saint Andrews Rd/Exit 106	232.1
I-85	Pelham Rd/Exit 54	SC-14/Exit 56	224.8
I-85	Mauldin Rd/Exit 46	US-276/Exit 48	222.8
I-526	I-26	US-52/Rivers Ave	220.6
I-526	International Blvd	I-26	219.3
I-526	W. Montague Ave	International Blvd	217.9
I-526	N Rhett Ave	Virginia Ave	214.0
I-26	Bush River Rd/Exit 108	I-126/US-76	214.0
I-20	Alpine Rd/Exit 76B	Clemson Rd/Exit 80	214.0
I-526	US-52/Rivers Ave	N Rhett Ave	211.7
I-26	Harbison Blvd/Exit 103	Piney Grove Rd/Exit 104	208.1
I-526	Leeds Ave	Paramount Dr	207.0
I-85	SC-153/Exit 40	US-29/Exit 42 (Greenville)	206.7
I-26	I-20/Exit 107	Bush River Rd/Exit 108	206.2
I-85	US-276/Exit 48	I-385/Woodruff Rd/Exit 51	205.8
I-526	Dorchester Rd	W Montague Ave	204.4
I-526	Paul Cantrell Blvd	Leeds Ave	202.6
I-526	Paramount Dr	Dorchester Rd	201.8

Table 4-5: Most Congested Individual Interstate Segments (Future Conditions)

Interstate	Segment Between		Projected Segment Density Index
I-77	SC-98/Gold Hill Rd/Exit 88	US-21/Carowinds Blvd/Exit 90	400.0
I-77	SC-161/Exit 82	Sutton Rd/Exit 83	350.8
I-77	SC-160/Exit 85	SC-98/Gold Hill Rd/Exit 88	327.4
I-26	Saint Andrews Rd/Exit 106	I-20/Exit 107	323.7
I-77	Sutton Rd/Exit 83	SC-160/Exit 85	323.1
I-77	Porter Rd/Exit 75	US-21/SC-5/Exit 77	312.9
I-26	Piney Grove Rd/Exit 104	Saint Andrews Rd/Exit 106	309.9
I-85	Pelham Rd/Exit 54	SC-14/Exit 56	307.7
I-77	SC-901/Exit 73	Porter Rd/Exit 75	300.7
I-85	SC-153/Exit 40	US-29/Exit 42 (Greenville)	299.8
I-20	GA State Line	SC-230/Exit 1	296.4
I-526	N Rhett Ave	Virginia Ave	294.3
I-26	I-77/Exit 116	US-21/US-176/Exit 119	287.1
I-26	Harbison Blvd/Exit 103	Piney Grove Rd/Exit 104	286.8
I-26	Bush River Rd/Exit 108	I-126/US-76	284.0
I-85	I-385/SC-146/Woodruff Rd/Exit 51	Pelham Rd/Exit 54	280.9
I-26	SC-60/Lake Murray Blvd/Exit 102	Harbison Blvd/Exit 103	272.9
I-26	I-20/Exit 107	Bush River Rd/Exit 108	268.6
I-85	US-29/Exit 34	SC-86/Exit 35	267.3
I-77	US-21/Exit 24	Blythewood Rd/Exit 27	264.9

4.5 Interchange Needs

The consideration of interchange needs are addressed in two ways. First, the performance of an interchange is largely related to the performance of the interstate mainline. As a result, interchanges are inherently considered in the interstate mainline evaluation process as outlined in the plan. Interstate segments that reflect poor performance in terms of congestion are candidates for more detailed corridor management plans, which provide additional analysis and recommendations for project improvements.

Secondly, the Interactive Interchange Management System (IIMS) is an additional tool that provides a comparative analysis of interchange performance. The 271 interstate interchanges are evaluated using a combination of the IIMS, which considers traffic, roadway and bridge characteristics, geometric design, capacity analysis, safety, and benefit-cost analysis, as well as other applicable Act 114 criteria.

5 ANALYSIS SUMMARY

Existing Density and LOS conditions for the South Carolina interstate system were updated utilizing probe speed data and 2010 *Highway Capacity Manual* methodologies. The following sections summarize the areas of recurring congestion, planning-level cost projections for potential improvements, and a high-level environmental review of the potential improvements.

The use of SCDOT's probe data in updating the Interstate Plan and the recently developed statewide Travel Demand Model (TDM) provide SCDOT with new capabilities to monitor interstate conditions and prioritize future investments. A prioritization process to evaluate mainline interstate capacity needs is being developed to prioritize interstate corridors based on a number of criteria consistent with Act 114, including congestion, safety, truck traffic, pavement condition, environmental impacts, economic development impacts, and financial viability. These monitoring and prioritization capabilities will provide valuable tools to guide future investments in South Carolina's interstate highways.

5.1 Congestion Summary

5.1.1 Existing Bottlenecks/Recurring Congestion

Based upon the results of the Density and LOS calculations for each of the 11 interstates, a summary of the existing points of recurring congestion and bottlenecks for each interstate is provided herein. The results show that 31% of the interstate network is operating at LOS C or worse considering existing densities.

- I-20: The I-77 and Clemson Road interchanges are the respective bottleneck points along I-20 during the AM peak hour and PM peak hour. It should be noted that this segment is currently under construction for widening from four to six lanes. In addition, during the PM peak hour, the bottleneck points along I-20 include the three interchanges with Broad River Road, I-26, and US 378.
- I-26: In the Columbia area, the I-20 interchange is the primary bottleneck point during the AM peak hour and the I-20 and St. Andrews Road interchanges are the primary bottleneck points during the PM peak hour. In the Charleston area, the US 52 Connector/Ashley Phosphate Road interchange and the merge to I-526 are the primary bottleneck points during the AM peak hour and the I-526 and Ashley Phosphate Road interchanges are the primary bottleneck points during the PM peak hour.
- I-77: The primary bottleneck point along I-77 southbound is approaching the Forest Drive interchange in the Columbia area every Thursday in the AM peak hour, due to weekly graduation ceremonies at Fort Jackson.

- I-85: The Woodruff Road/I-385 and Pelham Road interchanges are the primary bottlenecks for both directions of I-85 during both the AM and PM peak hours. Improvements to the I-85 and Woodruff Road/I-385 interchange are expected to begin construction in 2014 as part of a Design-Build project.
- I-126: The I-26 interchange is the primary bottleneck along I-126 westbound during the PM peak hour.
- I-385: The primary bottleneck along I-385 is the interchange with I-85.
- I-526: During the PM peak hour, the primary bottleneck along I-526 eastbound is the I-26 interchange and the primary bottleneck points along I-526 westbound are the I-26 interchange, the merge from Leeds Avenue, and the Paul Cantrell Boulevard interchange.

No points of recurring congestion or bottlenecks were identified along I-95, I-185, I-520, or I-585. It should be noted that the congestion analyses considered the typical weekday morning and afternoon peak hours only, and not weekend or peak seasonal conditions along coastal interstates such as I-26 and I-95.

5.1.2 Future Bottlenecks/Recurring Congestion

Future Density and LOS calculations were developed for 2040 conditions for each of the 11 interstates based upon the statewide travel demand modeling. The model estimated future traffic volumes based on projections for socioeconomic data, such as population and employment, and future land use patterns, including the special trip generation characteristics of the state's commercial airports, the coastal ports in Charleston and Georgetown and the Inland Port in Greer. In the future 2040 horizon year, the results show that 62% of the interstate network is projected to operate at LOS C or worse.

Decreases in levels of services are expected in metropolitan areas across the state, with particularly high growth in volume and congestion in the Charlotte Metropolitan area and suburban Rock Hill, South Carolina. At the southern border of South Carolina at the Georgia state line, a decrease in level of services is expected as the Lowcountry region anticipates growth in both residential and industrial activities in concert with continued growth in freight activity at the Ports of Savannah and Charleston. This growth, combined with no programed increases in capacity for I-95 in South Carolina, results in the projected decrease in level of service.

5.1.3 Next Steps

It is recommended that Interstate Corridor Studies be conducted for the interstate corridors that have been identified as being one of the most congested and do not have detailed traffic operations studies currently underway or previously conducted. As previously noted several studies are currently underway or have been completed by SCDOT for areas of congestion along the interstate system, including the I-26/I-20/I-126 Plan of Action Study, the I-85 Corridor Analysis, the I-526 Corridor Analysis, and the I-85 Corridor Analysis (Spartanburg & Cherokee Counties).

These studies will provide a detailed assessment of existing and future traffic congestion with the use of the *VISSIM* microsimulation tool and *Synchro* LOS evaluation tool, and identify specific strategies in

the four improvement categories to address the specific congestion issues for each corridor. The four improvement categories include Travel Demand Management – strategies to shift travel demand away from the peak hours; Modal Strategies – strategies to shift travel demand to transit or rail; Traffic Operations Strategies – lower impact improvements to address specific congestion and safety issues; and Capacity Improvements – high impact improvements that add capacity. As part of these studies, more detailed environmental impact reviews, right-of-way impact evaluations, and cost projections will be able to be developed for the improvement mitigation projects.

5.2 Project Costs – Order of Magnitude

Based upon the results of the Density and LOS analyses for the interstate mainline corridors, planning-level cost estimates were developed for potential improvements to mitigate the most congested interstate corridors and interstate interchanges (IIMS).

5.2.1 Interstate Segments

Planning-level cost estimates were developed for 10 current congested interstate corridors in the State. These cost estimates were based upon several sources, including the results of the Interstate Feasibility Studies that are currently underway or complete and SCDOT planning estimates. For the purposes of this planning-level estimate, if specific improvements are currently unknown for a congested interstate corridor, widening of the interstate corridor by one lane in each direction was assumed at a planning-level cost of $15 million per two-way mile, which does not include interchange improvements. It is recommended that a detailed Interstate Traffic Operations & Feasibility Study be conducted for corridors where specific improvements have not yet been identified.

Table 5-1 summarizes the planning-level estimates for the 10 most congested interstate corridors in the State.

Table 5-1: Planning-Level Cost Estimate for the Most Congested Interstate Corridors

Interstate	Corridor Between		Length (mi)	Location	Planning-Level Cost (In Millions)	Sources
I-526	US-17/ Savannah Hwy	SC-703/Ben Sawyer	20	Charleston	**$533.9***	**1, 3**
I-85	US-29/Exit 34	I-26/Exit 70	36	Greenville	**$404.3**	**2, 4**
I-26	Columbia Ave/Exit 91	US-21/US-176/Exit 119	28	Columbia	**$1,200.0**	**3, 4**
I-20	SC-204/Exit 51	White Pond Rd/Exit 87	36	Columbia	**$540.0**	**3, 4**
I-85	I-26/Exit 70	SC-110/Exit 83	13	Spartanburg	**$195.0**	**3, 4**
I-85	SC-110/Exit 83	US-29/Exit 106	23	North of Spartanburg	**$345.0**	**3, 4**
I-26	Jedburg Road	US 17	27	Charleston	**$405.0**	**4**
I-77	I-26/Exit 1	SC-34/Exit 34	33	Columbia	**$495.0**	**3, 4**
I-385	Fairview Street/ Exit 24	End of Freeway	18	Greenville	**$270.0**	**4**

**The planning-level improvement costs for the I-526 corridor include the reconstruction of the I-526 & I-26 interchange.*
(1) I-526 Corridor Analysis
(2) I-85 Corridor Analysis
(3) SCDOT Planning
(4) Planning-Level $15 Million Cost per Mile Estimate

5.3 Environmental Screening

An environmental screening assessment was conducted to establish the potential baseline of environmental impacts was completed for each Interstate segment of each Interstate route. The environmental screening is detailed in **Appendix D.**

The results of the environmental screening indicates that I-85 has the highest percentage of segments ranked as having Low impacts and I-520 has the highest percentage of segments ranked as having High impacts. In addition, I-77 has the most Interstate miles ranked as having a High impact with approximately 8.3 miles in the Columbia area, which has also been identified as a major congested Interstate corridor.

APPENDIX A:
CONGESTION ANALYSES DATA & PERFORMANCE METRIC CALCULATION DETERMINATION

Probe Speed Data

The Speed (S) portion of the Density calculation for the interstate mainline segments was derived utilizing SCDOT's historical probe speed database for all interstates in South Carolina. Probe speed information is collected along all interstate segments in South Carolina every few seconds from millions of anonymous GPS-enabled vehicles and mobile devices, as well as traditional road sensors, which provides SCDOT with accurate real-time and historical traffic speed information. As noted in the *HCM,* this direct measurement of speeds along the interstate mainline segments is the preferable way to determine the Speed variable for density analysis.

The Speed variable for each interstate mainline segment was derived from the probe speed information averaged over all Tuesdays, Wednesdays, and Thursdays in 2012 for each of the four study hours. The Free-Flow Speed (FFS) for each interstate mainline segment was derived from the probe speed information averaged over all Tuesdays, Wednesdays, and Thursdays in 2012 for the other 20 non-study hours.

It should be noted that the analysis period for the Interstate Plan congestion evaluation was the four study peak hours, based upon the probe speed data being reported in hours, and not 15-minute intervals.

In addition to the Speed data, the interstate mainline segment length, in miles, is provided in the probe speed database.

Flow Rate Calculation Data

The Flow Rate (v_p) portion of the Density calculation for the interstate mainline segments was derived utilizing SCDOT traffic information. As defined by the *HCM,* Flow Rate is calculated by dividing the Hourly Volume (V) by the multiplication of the Peak Hour Factor (PHF), Number of Lanes (N), Heavy-Vehicle Adjustment Factor (f_{HV}), and Population Factor (f_p), as shown herein.

$$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$$

- Hourly Volume (V) for each interstate mainline segment was calculated by multiplying its 2011 AADT by segment-specific K- and D-factors for each of the four study hours. At the time the analysis work began the latest year for which AADT data were available was 2011. The K- and D- factors for each of the four study hours were developed based upon a representative sample of the available SCDOT Automatic Traffic Recorder (ATR) hourly data for each interstate by urban and rural sections. The peak direction for urban interstate mainline segments was also determined.
- Peak Hour Factor (PHF) was assumed to be 0.90 for all interstate mainline segments.
- Number of Lanes (N) was based upon observations of existing conditions.
- Heavy-Vehicle Adjustment Factor (f_{HV}) was derived based upon the *HCM* equation, which considers the segment truck percentage (P_T) and Passenger Car Equivalents (E_T) defined by

the *HCM* and shown herein. The truck percentages (P_T) were based upon 2011 truck percentage data at ATR locations along the interstate system from SCDOT Road Data Services and the Passenger Car Equivalents (E_T) were based upon *HCM* tables and observed terrain conditions for the State. It should be noted that Recreational Vehicle (RV) data was not available; therefore RVs were not considered in the Heavy-Vehicle Adjustment Factor calculation.

$$f_{HV} = \frac{1}{1 + P_T(E_T - 1)}$$

- Population Factor (f_p) was assumed to be 1.0 for all interstate mainline segments.

Density Index Calculation

Based upon the determination of the existing freeway Density conditions for both directions of all interstate mainline segments for the four study hours, a Density Index metric was then derived to compare the respective levels of congestion for the individual interstate mainline segments. The Density Index metric is defined as the summation of the individual interstate mainline segment Densities for each of the four study hours for both directions.

In addition, the interstate mainline segments were combined into interstate corridors, based upon continuous segments having similar densities. The Average Density Index across all segments was then calculated to compare the respective levels of congestion for the interstate corridors.

APPENDIX B:
DENSITY/LOS CALCULATIONS FOR THE INTERSTATE MAINLINE SEGMENTS AND CORRIDORS

INRIX CONGESTION ANALYSIS
I-20 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	4.03%	7.51%	6.89%	7.89%
	D-Factor	0.59	0.67	0.54	0.57
Rural	*K-Factor*	4.44%	5.45%	7.03%	7.46%
	D-Factor	0.53	0.51	0.50	0.52

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0086: I-20 Between US 378 & Bush River Rd
Urban	0108: I-20 Between S-340 & I-95
Rural	0115: I-20 Between S-144 & SC 19 @ S-105
Rural	0053: I-20 Between S-329 & S-31

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
20%	0.00	57.62	GA State Line to US 1 @ Lexington
12%	57.62	75.72	US 1 @ Lexington to I-77
20%	75.72	141.51	I-77 to I-95

Terrain Data

Terrain	(E_T)	Description
Level	1.5	Exit 116 to End
Rolling	2.5	GA State Line to Exit 116

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-20 EASTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	GA State Line	SC-230/Exit 1	1.572	2	49,300	64.9	65.2	65.2	65.2	65.2	PM	810	1,221	1,845	2,208	20.0%	Rolling	585	882	1,332	1,595	9.0	13.5	20.4	24.5	A	B	C	C
2	SC-230/Exit 1	US-25/SC-121/Exit 5	3.813	2	37,800	65.5	66.3	66.2	67.2	66.3	PM	621	936	1,415	1,693	20.0%	Rolling	448	676	1,022	1,223	6.8	10.2	15.2	18.5	A	A	B	C
3	US-25/SC-121/Exit 5	SC-144/Exit 11	6.087	2	31,100	68.4	69.6	69.6	69.7	69.7	PM	511	770	1,164	1,393	20.0%	Rolling	369	556	841	1,006	5.3	8.0	12.1	14.4	A	A	B	B
4	SC-144/Exit 11	SC-19/Exit 18	6.622	2	28,100	68.4	69.0	69.0	69.0	70.0	Rural	655	780	994	1,081	20.0%	Rolling	473	563	718	780	6.9	8.2	10.4	11.1	A	A	A	B
5	SC-19/Exit 18	US-1/Exit 22	4.319	2	27,000	69.3	69.8	70.0	70.0	70.8	Rural	630	749	955	1,038	20.0%	Rolling	455	541	690	750	6.5	7.7	9.9	10.6	A	A	A	A
6	US-1/Exit 22	Road 49/Exit 29	7.286	2	27,900	68.8	69.9	69.9	70.0	70.0	Rural	651	774	987	1,073	20.0%	Rolling	470	559	713	775	6.7	8.0	10.2	11.1	A	A	A	B
7	Road 49/Exit 29	SC-39/Exit 33	3.186	2	28,500	68.8	69.2	69.2	70.2	70.2	Rural	665	791	1,008	1,096	20.0%	Rolling	480	571	728	792	6.9	8.3	10.4	11.3	A	A	A	B
8	SC-39/Exit 33	US-178/Exit 39	1.908	2	27,900	68.4	69.3	69.0	69.3	69.3	Rural	651	774	987	1,073	20.0%	Rolling	470	559	713	775	6.8	8.1	10.3	11.2	A	A	A	B
9	US-178/Exit 39	SC-34/Exit 44	5.429	2	29,500	69.0	70.2	70.1	70.1	70.1	Rural	688	819	1,044	1,134	20.0%	Rolling	497	591	754	819	7.1	8.4	10.8	11.7	A	A	A	B
10	SC-34/Exit 44	SC-204/Exit 51	6.707	2	33,600	69.6	71.0	70.9	70.9	70.9	Rural	784	933	1,189	1,292	20.0%	Rolling	566	674	859	933	8.0	9.5	12.1	13.2	A	A	B	B
11	SC-204/Exit 51	SC-6/Exit 55	3.970	2	43,700	69.7	70.1	68.4	70.9	70.9	AM	1,044	2,201	1,374	1,491	20.0%	Rolling	754	1,589	992	1,077	10.8	23.2	14.0	15.2	A	C	B	B
12	SC-6/Exit 55	US-1/Exit 58	2.417	2	57,700	68.8	62.1	62.1	69.2	69.2	AM	1,379	2,906	1,814	1,968	20.0%	Rolling	996	2,099	1,310	1,422	16.0	33.8	18.9	20.5	B	D	C	C
13	US-1/Exit 58	US-378/Exit 61	3.932	2	59,600	67.6	65.0	64.9	68.6	68.6	AM	1,424	3,001	1,874	2,033	12.0%	Rolling	934	1,968	1,229	1,333	14.4	30.3	17.9	19.4	B	D	B	C
14	US-378/Exit 61	Bush River Rd/Exit 63	2.080	3	76,000	66.6	66.5	65.5	67.5	67.2	AM	1,816	3,827	2,390	2,593	12.0%	Rolling	794	1,673	1,044	1,133	11.9	25.5	15.5	16.9	B	C	B	B
15	Bush River Rd/Exit 63	I-26/US-76/Exit 64	0.833	3	73,200	61.4	61.0	59.0	62.3	60.5	AM	1,750	3,686	2,302	2,497	12.0%	Rolling	765	1,611	1,006	1,091	12.5	27.3	16.2	18.0	B	D	B	C
16	I-26/US-76/Exit 64	US-176/Broad River Rd/Exit 65	0.986	3	85,700	64.3	64.7	62.7	64.7	63.7	AM	2,048	4,316	2,695	2,924	12.0%	Rolling	895	1,886	1,178	1,278	13.8	30.1	18.2	20.0	B	D	C	C
17	US-176/Broad River Rd/Exit 65	SC-215/Monticello Rd/Exit 68	3.125	3	100,100	66.6	66.3	65.3	67.2	66.2	AM	2,392	5,041	3,148	3,415	12.0%	Rolling	1,046	2,203	1,376	1,492	15.8	33.7	20.5	22.6	B	D	C	C
18	SC-215/Monticello Rd/Exit 68	US-321/Fairfield Rd/Exit 70	1.489	3	94,100	64.4	65.0	64.8	65.0	65.0	AM	2,249	4,739	2,959	3,210	12.0%	Rolling	983	2,071	1,293	1,403	15.1	32.0	19.9	21.6	B	D	C	C
19	US-321/Fairfield Rd/Exit 70	US-21/Main St/Exit 71	1.400	3	91,700	66.2	66.8	66.8	67.0	66.8	AM	2,192	4,618	2,884	3,128	12.0%	Rolling	958	2,018	1,260	1,367	14.3	30.2	18.8	20.5	B	D	C	C
20	US-21/Main St/Exit 71	SC-555/Farrow Rd/Exit 72	0.907	3	88,500	64.5	64.6	64.6	65.3	64.6	PM	1,453	2,191	3,312	3,964	12.0%	Rolling	635	958	1,447	1,732	9.8	14.8	22.2	26.8	A	B	C	D
21	SC-555/Farrow Rd/Exit 72	SC-277/Exit 73	0.817	3	82,600	65.3	65.6	65.6	66.5	65.6	PM	1,356	2,045	3,091	3,700	12.0%	Rolling	593	894	1,351	1,617	9.0	13.6	20.3	24.6	A	B	C	C
22	SC-277/Exit 73	US-1/Two Notch Rd/Exit 74	0.939	3	75,100	66.8	67.4	67.4	67.4	67.4	PM	1,233	1,859	2,810	3,364	12.0%	Rolling	539	813	1,228	1,470	8.0	12.1	18.2	21.8	A	B	C	C
23	US-1/Two Notch Rd/Exit 74	I-77/Exit 76A	1.682	3	60,100	65.1	65.7	65.7	65.7	64.3	PM	987	1,488	2,249	2,692	12.0%	Rolling	431	650	983	1,177	6.6	9.9	15.0	18.3	A	A	B	C
24	I-77/Exit 76A	Alpine Rd/Exit 76B	0.719	2	59,200	64.2	65.0	66.0	65.0	57.4	PM	972	1,466	2,215	2,652	20.0%	Rolling	702	1,059	1,600	1,915	10.8	16.0	24.6	33.3	A	B	C	D
25	Alpine Rd/Exit 76B	Clemson Rd/Exit 80	3.744	2	70,800	64.2	65.8	66.0	65.0	57.3	PM	1,163	1,753	2,650	3,171	20.0%	Rolling	840	1,266	1,914	2,290	12.8	19.2	29.4	40.0	B	C	D	E
26	Clemson Rd/Exit 80	Spears Creek Church Road/Exit 82	1.607	2	53,100	66.3	67.3	68.0	67.3	67.3	PM	872	1,315	1,987	2,379	20.0%	Rolling	630	949	1,435	1,718	9.4	14.0	21.3	25.5	A	B	C	C
27	Spears Creek Church Road/Exit 82	White Pond Rd/Exit 87	5.326	2	43,500	68.6	69.7	70.5	70.5	70.0	PM	714	1,077	1,628	1,948	20.0%	Rolling	516	778	1,176	1,407	7.4	11.0	16.7	20.1	A	B	B	C
28	White Pond Rd/Exit 87	US-601/Exit 92	4.826	2	39,800	68.5	69.1	70.1	70.1	70.1	Rural	928	1,105	1,408	1,531	20.0%	Rolling	670	798	1,017	1,105	9.7	11.4	14.5	15.8	A	B	B	B
29	US-601/Exit 92	US-521/Exit 98	6.044	2	34,000	68.7	70.0	70.0	70.0	70.0	Rural	793	944	1,203	1,308	20.0%	Rolling	573	682	869	944	8.2	9.7	12.4	13.5	A	A	B	B
30	US-521/Exit 98	Humphries Rd/Exit 101	3.607	2	27,000	68.7	70.0	70.0	70.0	70.0	Rural	630	749	955	1,038	20.0%	Rolling	455	541	690	750	6.5	7.7	9.9	10.7	A	A	A	A
31	Humphries Rd/Exit 101	Jamestown Rd/Exit 108	6.288	2	26,000	68.6	70.0	70.0	70.0	69.1	Rural	606	722	920	1,000	20.0%	Rolling	438	521	664	722	6.3	7.4	9.5	10.5	A	A	A	A
32	Jamestown Rd/Exit 108	US-15/Exit 116	8.369	2	25,000	68.8	70.0	71.0	70.0	70.0	Rural	583	694	885	961	20.0%	Rolling	421	501	639	694	6.0	7.1	9.1	9.9	A	A	A	A
33	US-15/Exit 116	SC-341/Exit 120	3.942	2	24,100	69.0	70.2	70.2	70.2	70.2	Rural	562	669	853	927	20.0%	Level	344	409	521	566	4.9	5.8	7.4	8.1	A	A	A	A
34	SC-341/Exit 120	SC-22/Exit 123	2.646	2	24,100	68.9	70.2	70.2	70.2	70.2	Rural	562	669	853	927	20.0%	Level	344	409	521	566	4.9	5.8	7.4	8.1	A	A	A	A
35	SC-22/Exit 123	US-401/Exit 131	8.143	2	23,600	68.9	70.0	71.0	70.0	70.0	Rural	550	655	835	908	20.0%	Level	336	400	510	555	4.8	5.6	7.3	7.9	A	A	A	A
36	US-401/Exit 131	SC-340/Exit 137	6.520	2	25,600	68.8	70.0	71.0	70.0	70.0	Rural	597	711	906	985	20.0%	Level	365	434	554	602	5.2	6.1	7.9	8.6	A	A	A	A
37	SC-340/Exit 137	I-95/Exit 141	3.451	2	27,500	68.5	69.7	69.8	69.8	69.8	AM	657	1,385	865	938	20.0%	Level	402	846	528	573	5.8	12.1	7.6	8.2	A	B	A	A

INRIX CONGESTION ANALYSIS
I-20 WESTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	I-95/Exit 141	SC-340/Exit 137	3.843	2	27,500	68.4	69.0	70.0	70.0	69.2	PM	452	681	1,029	1,232	20.0%	Level	276	416	629	753	4.0	5.9	9.0	10.9	A	A	A	A
2	SC-340/Exit 137	US-401/Exit 131	6.505	2	25,600	68.5	70.0	70.0	70.0	70.0	Rural	597	711	906	985	20.0%	Level	365	434	554	602	5.2	6.2	7.9	8.6	A	A	A	A
3	US-401/Exit 131	SC-22/Exit 123	8.198	2	23,600	68.5	70.0	70.0	69.1	70.0	Rural	550	655	835	908	20.0%	Level	336	400	510	555	4.8	5.7	7.4	7.9	A	A	A	A
4	SC-22/Exit 123	SC-341/Exit 120	2.600	2	24,100	68.6	70.0	70.0	70.0	70.0	Rural	562	669	853	927	20.0%	Level	344	409	521	566	4.9	5.8	7.4	8.1	A	A	A	A
5	SC-341/Exit 120	US-15/Exit 116	4.001	2	24,100	68.8	70.0	70.0	70.0	70.0	Rural	562	669	853	927	20.0%	Level	344	409	521	566	4.9	5.8	7.4	8.1	A	A	A	A
6	US-15/Exit 116	Jamestown Rd/Exit 108	8.272	2	25,000	68.9	70.0	70.0	70.1	70.0	Rural	583	694	885	961	20.0%	Rolling	421	501	639	694	6.0	7.2	9.1	9.9	A	A	A	A
7	Jamestown Rd/Exit 108	Humphries Rd/Exit 101	6.324	2	26,000	68.8	70.0	70.0	70.1	70.0	Rural	606	722	920	1,000	20.0%	Rolling	438	521	664	722	6.3	7.4	9.5	10.3	A	A	A	A
8	Humphries Rd/Exit 101	US-521/Exit 98	3.638	2	27,000	68.9	70.0	70.0	70.0	70.0	Rural	630	749	955	1,038	20.0%	Rolling	455	541	690	750	6.5	7.7	9.9	10.7	A	A	A	A
9	US-521/Exit 98	US-601/Exit 92	6.075	2	34,000	68.4	70.0	70.0	70.0	70.0	Rural	793	944	1,203	1,308	20.0%	Rolling	573	682	869	944	8.2	9.7	12.4	13.5	A	A	B	B
10	US-601/Exit 92	White Pond Rd/Exit 87	4.786	2	39,800	68.6	69.1	70.0	70.1	70.1	Rural	928	1,105	1,408	1,531	20.0%	Rolling	670	798	1,017	1,105	9.7	11.4	14.5	15.8	A	B	B	B
11	White Pond Rd/Exit 87	Spears Creek Church Road/Exit 82	2.965	2	43,500	66.8	67.3	66.3	68.5	68.5	AM	1,040	2,191	1,368	1,484	20.0%	Rolling	751	1,582	988	1,072	11.2	23.9	14.4	15.7	B	C	B	B
12	Spears Creek Church Road/Exit 82	Clemson Rd/Exit 80	1.728	2	53,100	65.6	60.6	59.6	67.0	67.0	AM	1,269	2,674	1,670	1,812	20.0%	Rolling	917	1,931	1,206	1,308	15.1	32.4	18.0	19.5	B	D	B	C
13	Clemson Rd/Exit 80	Alpine Rd/Exit 76B	3.843	2	70,800	65.0	61.6	61.6	65.8	65.8	AM	1,692	3,565	2,226	2,415	20.0%	Rolling	1,222	2,575	1,608	1,744	19.9	41.8	24.4	26.5	C	E	C	D
14	Alpine Rd/Exit 76B	I-77/Exit 76A	0.607	2	59,200	66.5	67.0	67.0	68.0	68.0	AM	1,415	2,981	1,862	2,020	20.0%	Rolling	1,022	2,153	1,344	1,459	15.3	32.1	19.8	21.5	B	D	C	C
15	I-77/Exit 76A	US-1/Two Notch Rd/Exit 74	1.310	3	60,100	66.3	67.2	67.0	67.0	67.0	AM	1,436	3,026	1,890	2,050	12.0%	Rolling	628	1,323	826	896	9.3	19.7	12.3	13.4	A	C	B	B
16	US-1/Two Notch Rd/Exit 74	SC-277/Exit 73	1.186	3	75,100	64.6	65.5	64.0	65.5	65.0	AM	1,795	3,782	2,362	2,562	12.0%	Rolling	784	1,653	1,032	1,120	12.0	25.8	15.8	17.2	B	C	B	B
17	SC-277/Exit 73	SC-555/Farrow Rd/Exit 72	0.564	3	82,600	63.3	64.2	63.7	63.2	61.7	AM	1,974	4,160	2,597	2,818	12.0%	Rolling	863	1,818	1,135	1,232	13.4	28.5	18.0	19.9	B	D	B	C
18	SC-555/Farrow Rd/Exit 72	US-21/Main St/Exit 71	1.227	3	88,500	66.8	68.0	67.8	67.0	64.8	AM	2,115	4,457	2,783	3,019	12.0%	Rolling	924	1,948	1,216	1,320	13.6	28.7	18.2	20.4	B	D	C	C
19	US-21/Main St/Exit 71	US-321/Fairfield Rd/Exit 70	1.443	3	91,700	65.4	66.4	66.2	65.4	61.4	PM	1,506	2,270	3,432	4,108	12.0%	Rolling	658	992	1,500	1,795	9.9	15.0	22.9	29.2	A	B	C	D
20	US-321/Fairfield Rd/Exit 70	SC-215/Monticello Rd/Exit 68	1.424	3	94,100	66.7	67.7	67.0	66.7	61.0	PM	1,545	2,330	3,522	4,215	12.0%	Rolling	675	1,018	1,539	1,842	10.0	15.2	23.1	30.2	A	B	C	D
21	SC-215/Monticello Rd/Exit 68	US-176/Broad River Rd/Exit 65	3.349	3	100,100	65.0	65.5	65.5	65.2	60.5	PM	1,644	2,478	3,746	4,484	12.0%	Rolling	718	1,083	1,637	1,960	11.0	16.5	25.1	32.4	A	B	C	D
22	US-176/Broad River Rd/Exit 65	I-26/US-76/Exit 64	0.919	3	85,700	65.0	65.7	65.0	65.3	59.0	PM	1,407	2,122	3,207	3,839	12.0%	Rolling	615	927	1,402	1,678	9.4	14.3	21.4	28.4	A	B	C	D
23	I-26/US-76/Exit 64	Bush River Rd/Exit 63	0.631	3	73,200	65.3	65.0	65.0	65.7	59.5	PM	1,202	1,812	2,739	3,279	12.0%	Rolling	525	792	1,197	1,433	8.1	12.2	18.2	24.1	A	B	C	C
24	Bush River Rd/Exit 63	US-378/Exit 61	2.148	3	76,000	64.0	65.3	64.3	64.3	55.7	PM	1,248	1,882	2,844	3,404	12.0%	Rolling	545	822	1,243	1,488	8.4	12.8	19.3	26.7	A	B	C	D
25	US-378/Exit 61	US-1/Exit 58	3.377	2	59,600	66.4	68.1	67.2	66.2	60.6	PM	979	1,476	2,230	2,670	12.0%	Rolling	642	967	1,462	1,750	9.4	14.4	22.1	28.9	A	B	C	D
26	US-1/Exit 58	SC-6/Exit 55	2.982	2	57,700	67.4	68.4	68.4	68.2	67.4	PM	947	1,429	2,159	2,585	20.0%	Rolling	684	1,032	1,559	1,867	10.0	15.1	22.9	27.7	A	B	C	D
27	SC-6/Exit 55	SC-204/Exit 51	3.993	2	43,700	68.3	69.2	69.2	69.2	70.0	PM	718	1,082	1,635	1,957	20.0%	Rolling	518	781	1,181	1,414	7.5	11.3	17.1	20.2	A	B	B	C
28	SC-204/Exit 51	SC-34/Exit 44	6.742	2	33,600	68.6	70.1	70.0	70.0	70.0	Rural	784	933	1,189	1,292	20.0%	Rolling	566	674	859	933	8.1	9.6	12.3	13.3	A	A	B	B
29	SC-34/Exit 44	US-178/Exit 39	5.463	2	29,500	69.6	71.1	71.1	70.1	71.1	Rural	688	819	1,044	1,134	20.0%	Rolling	497	591	754	819	7.0	8.3	10.8	11.5	A	A	A	B
30	US-178/Exit 39	SC-39/Exit 33	6.276	2	27,900	68.9	70.3	70.3	70.0	70.0	Rural	651	774	987	1,073	20.0%	Rolling	470	559	713	775	6.7	8.0	10.2	11.1	A	A	A	B
31	SC-39/Exit 33	Road 49/Exit 29	3.005	2	28,500	70.0	71.0	70.8	70.8	70.8	Rural	665	791	1,008	1,096	20.0%	Rolling	480	571	728	792	6.8	8.1	10.3	11.2	A	A	A	B
32	Road 49/Exit 29	US-1/Exit 22	7.433	2	27,900	69.9	70.9	70.9	70.8	70.8	Rural	651	774	987	1,073	20.0%	Rolling	470	559	713	775	6.6	7.9	10.1	10.9	A	A	A	A
33	US-1/Exit 22	SC-19/Exit 18	4.299	2	27,000	68.1	69.8	69.8	68.8	68.8	Rural	630	749	955	1,038	20.0%	Rolling	455	541	690	750	6.5	7.8	10.0	10.9	A	A	A	A
34	SC-19/Exit 18	SC-144/Exit 11	6.501	2	28,100	69.6	71.0	70.9	70.0	70.0	Rural	655	780	994	1,081	20.0%	Rolling	473	563	718	780	6.7	7.9	10.3	11.1	A	A	A	B
35	SC-144/Exit 11	US-25/SC-121/Exit 5	6.276	2	31,100	67.4	68.9	68.9	68.9	68.9	AM	743	1,566	978	1,061	20.0%	Rolling	537	1,131	706	766	7.8	16.4	10.3	11.1	A	B	A	B
36	US-25/SC-121/Exit 5	SC-230/Exit 1	3.707	2	37,800	68.9	69.8	69.8	69.6	69.4	AM	903	1,904	1,189	1,290	20.0%	Rolling	652	1,375	858	931	9.3	19.7	12.3	13.4	A	C	B	B
37	SC-230/Exit 1	GA State Line	0.915	2	49,300	67.1	69.0	68.0	67.0	67.0	AM	1,178	2,483	1,550	1,682	20.0%	Rolling	851	1,793	1,120	1,215	12.3	26.4	16.7	18.1	B	D	B	C

INRIX CONGESTION ANALYSIS
I-20

Segment #	Segment Between			Density Index			I-20 Segment Rank	Corridor Name	Corridor Density Index	
				I-20 EB	I-20 WB	I-20 Two-Way			Average Index	Rank by Average Index
1	GA State Line	&	SC-230/Exit 1	67.4	73.5	141.0	12	I-20 A	110.6	2
2	SC-230/Exit 1	&	US-25/SC-121/Exit 5	50.6	54.8	105.4	18			
3	US-25/SC-121/Exit 5	&	SC-144/Exit 11	39.8	45.6	85.4	23			
4	SC-144/Exit 11	&	SC-19/Exit 18	36.6	36.0	72.6	26	I-20 B	74.4	3
5	SC-19/Exit 18	&	US-1/Exit 22	34.7	35.2	69.9	29			
6	US-1/Exit 22	&	Road 49/Exit 29	36.0	35.5	71.5	28			
7	Road 49/Exit 29	&	SC-39/Exit 33	36.8	36.3	73.1	25			
8	SC-39/Exit 33	&	US-178/Exit 39	36.3	35.9	72.2	27			
9	US-178/Exit 39	&	SC-34/Exit 44	38.0	37.6	75.5	24			
10	SC-34/Exit 44	&	SC-204/Exit 51	42.7	43.3	86.0	22			
11	SC-204/Exit 51	&	SC-6/Exit 55	63.2	56.1	119.3	17	I-20 C	151.5	1
12	SC-6/Exit 55	&	US-1/Exit 58	89.3	75.7	164.9	5			
13	US-1/Exit 58	&	US-378/Exit 61	82.1	74.8	156.9	7			
14	US-378/Exit 61	&	Bush River Rd/Exit 63	69.8	67.2	137.0	13			
15	Bush River Rd/Exit 63	&	I-26/US-76/Exit 64	74.0	62.6	136.6	14			
16	I-26/US-76/Exit 64	&	US-176/Broad River Rd/Exit 65	82.1	73.5	155.6	8			
17	US-176/Broad River Rd/Exit 65	&	SC-215/Monticello Rd/Exit 68	92.5	85.0	177.5	2			
18	SC-215/Monticello Rd/Exit 68	&	US-321/Fairfield Rd/Exit 70	88.6	78.5	167.0	4			
19	US-321/Fairfield Rd/Exit 70	&	US-21/Main St/Exit 71	83.8	77.1	160.9	6			
20	US-21/Main St/Exit 71	&	SC-555/Farrow Rd/Exit 72	73.6	80.9	154.5	10			
21	SC-555/Farrow Rd/Exit 72	&	SC-277/Exit 73	67.6	79.9	147.5	11			
22	SC-277/Exit 73	&	US-1/Two Notch Rd/Exit 74	60.1	70.8	130.9	15			
23	US-1/Two Notch Rd/Exit 74	&	I-77/Exit 76A	49.7	54.8	104.5	19			
24	I-77/Exit 76A	&	Alpine Rd/Exit 76B	84.8	88.6	173.4	3			
25	Alpine Rd/Exit 76B	&	Clemson Rd/Exit 80	101.3	112.6	214.0	1			
26	Clemson Rd/Exit 80	&	Spears Creek Church Road/Exit 82	70.1	85.0	155.2	9			
27	Spears Creek Church Road/Exit 82	&	White Pond Rd/Exit 87	55.2	65.1	120.3	16			
28	White Pond Rd/Exit 87	&	US-601/Exit 92	51.4	51.4	102.8	20	I-20 D	66.7	4
29	US-601/Exit 92	&	US-521/Exit 98	43.8	43.8	87.7	21			
30	US-521/Exit 98	&	Humphries Rd/Exit 101	34.8	34.8	69.6	30			
31	Humphries Rd/Exit 101	&	Jamestown Rd/Exit 108	33.6	33.5	67.1	31			
32	Jamestown Rd/Exit 108	&	US-15/Exit 116	32.1	32.2	64.3	32			
33	US-15/Exit 116	&	SC-341/Exit 120	26.2	26.3	52.5	35			
34	SC-341/Exit 120	&	SC-22/Exit 123	26.2	26.3	52.5	36			
35	SC-22/Exit 123	&	US-401/Exit 131	25.7	25.8	51.5	37			
36	US-401/Exit 131	&	SC-340/Exit 137	27.8	27.9	55.8	34			
37	SC-340/Exit 137	&	I-95/Exit 141	33.7	29.8	63.5	33			

INRIX CONGESTION ANALYSIS
I-20 SUMMARY

I-20 Segment #	Segment Between			I-20 Eastbound LOS				I-20 Westbound LOS				I-20 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	GA State Line	&	SC-230/Exit 1	A	B	C	C	B	D	B	C	I-20 A
2	SC-230/Exit 1	&	US-25/SC-121/Exit 5	A	A	B	C	A	C	B	B	
3	US-25/SC-121/Exit 5	&	SC-144/Exit 11	A	A	B	B	A	B	A	B	
4	SC-144/Exit 11	&	SC-19/Exit 18	A	A	A	B	A	A	A	B	I-20 B
5	SC-19/Exit 18	&	US-1/Exit 22	A	A	A	A	A	A	A	A	
6	US-1/Exit 22	&	Road 49/Exit 29	A	A	A	B	A	A	A	A	
7	Road 49/Exit 29	&	SC-39/Exit 33	A	A	A	B	A	A	A	B	
8	SC-39/Exit 33	&	US-178/Exit 39	A	A	A	B	A	A	A	B	
9	US-178/Exit 39	&	SC-34/Exit 44	A	A	A	B	A	A	A	B	
10	SC-34/Exit 44	&	SC-204/Exit 51	A	A	B	B	A	A	B	B	
11	SC-204/Exit 51	&	SC-6/Exit 55	A	C	B	B	A	B	B	C	I-20 C
12	SC-6/Exit 55	&	US-1/Exit 58	B	D	C	C	A	B	C	D	
13	US-1/Exit 58	&	US-378/Exit 61	B	D	B	C	A	B	C	D	
14	US-378/Exit 61	&	Bush River Rd/Exit 63	B	C	B	B	A	B	C	D	
15	Bush River Rd/Exit 63	&	I-26/US-76/Exit 64	B	D	B	C	A	B	C	C	
16	I-26/US-76/Exit 64	&	US-176/Broad River Rd/Exit 65	B	D	C	C	A	B	C	D	
17	US-176/Broad River Rd/Exit 65	&	SC-215/Monticello Rd/Exit 68	B	D	C	C	A	B	C	D	
18	SC-215/Monticello Rd/Exit 68	&	US-321/Fairfield Rd/Exit 70	B	D	C	C	A	B	C	D	
19	US-321/Fairfield Rd/Exit 70	&	US-21/Main St/Exit 71	B	D	C	C	A	B	C	D	
20	US-21/Main St/Exit 71	&	SC-555/Farrow Rd/Exit 72	A	B	C	D	B	D	C	C	
21	SC-555/Farrow Rd/Exit 72	&	SC-277/Exit 73	A	B	C	C	B	D	B	C	
22	SC-277/Exit 73	&	US-1/Two Notch Rd/Exit 74	A	B	C	C	B	C	B	B	
23	US-1/Two Notch Rd/Exit 74	&	I-77/Exit 76A	A	A	B	C	A	C	B	B	
24	I-77/Exit 76A	&	Alpine Rd/Exit 76B	A	B	C	D	B	D	C	C	
25	Alpine Rd/Exit 76B	&	Clemson Rd/Exit 80	B	C	D	E	C	E	C	D	
26	Clemson Rd/Exit 80	&	Spears Creek Church Road/Exit 82	A	B	C	C	B	D	B	C	
27	Spears Creek Church Road/Exit 82	&	White Pond Rd/Exit 87	A	B	B	C	B	C	B	B	
28	White Pond Rd/Exit 87	&	US-601/Exit 92	A	B	B	B	A	B	B	B	I-20 D
29	US-601/Exit 92	&	US-521/Exit 98	A	A	B	B	A	A	B	B	
30	US-521/Exit 98	&	Humphries Rd/Exit 101	A	A	A	A	A	A	A	A	
31	Humphries Rd/Exit 101	&	Jamestown Rd/Exit 108	A	A	A	A	A	A	A	A	
32	Jamestown Rd/Exit 108	&	US-15/Exit 116	A	A	A	A	A	A	A	A	
33	US-15/Exit 116	&	SC-341/Exit 120	A	A	A	A	A	A	A	A	
34	SC-341/Exit 120	&	SC-22/Exit 123	A	A	A	A	A	A	A	A	
35	SC-22/Exit 123	&	US-401/Exit 131	A	A	A	A	A	A	A	A	
36	US-401/Exit 131	&	SC-340/Exit 137	A	A	A	A	A	A	A	A	
37	SC-340/Exit 137	&	I-95/Exit 141	A	B	A	A	A	A	A	A	

INRIX CONGESTION ANALYSIS
I-26 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	4.66%	7.45%	7.32%	7.99%
	D-Factor	0.64	0.58	0.57	0.58
Rural	*K-Factor*	3.30%	4.42%	7.71%	7.51%
	D-Factor	0.53	0.52	0.54	0.52

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0071: I-26 Between US 78 & US 52 Connector
Urban	0125: I-26 Between I-126 & US 378
Urban	0123: I-26 Between S-85 & US 29
Rural	0020: I-26 @ SC 92 NW of S-210
Rural	0096: I-26 Between S-34 & S-21

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
20%	0.00	17.83	NC State Line to I-85
15%	17.83	20.96	I-85 to US 29
20%	20.96	96.55	US 29 to US 176 (N Columbia Interchange)
15%	96.55	115.69	US 176 (N Columbia Interchange) to I-77
20%	115.69	199.04	I-77 to US 17A
15%	199.04	204.95	US 17A to US 78
10%	204.95	208.09	US 78 to US 52 Connector
7%	208.09	212.60	US 52 Connector to I-526
5%	212.60	220.95	I-526 to End (US 17)

Terrain Data

Terrain	(E_T)	Description
Level	1.5	Exit 97 to Exit 125, Exit 136 to End
Rolling	2.5	NC State Line to Exit 97, Exit 125 to Exit 136

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-26 EASTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	NC State Line	SC-14/Exit 1	1.136	2	25,600	66.4	66.4	66.4	67.4	67.4	Rural	450	587	1,056	1,005	20.0%	Rolling	325	424	762	725	4.9	6.4	11.3	10.8	A	A	B	A
2	SC-14/Exit 1	SC-11/Exit 5	4.405	2	25,700	66.4	66.1	66.1	68.0	68.0	Rural	451	590	1,060	1,008	20.0%	Rolling	326	426	765	728	4.9	6.4	11.3	10.7	A	A	B	A
3	SC-11/Exit 5	SC-292/Exit 10	4.575	2	27,300	67.9	68.1	68.1	69.1	69.1	Rural	479	626	1,126	1,071	20.0%	Rolling	346	452	813	774	5.1	6.6	11.8	11.2	A	A	B	B
4	SC-292/Exit 10	US-176/Exit 15	4.099	2	31,300	66.8	68.0	67.9	68.9	68.9	Rural	550	718	1,291	1,228	20.0%	Rolling	397	519	932	887	5.8	7.6	13.5	12.9	A	A	B	B
5	US-176/Exit 15	John Dodd Rd/Exit 16	1.354	2	35,400	66.1	68.0	67.0	67.7	67.3	AM	1,049	1,519	1,119	1,196	20.0%	Rolling	758	1,097	808	864	11.1	16.4	11.9	12.8	B	B	B	B
6	John Dodd Rd/Exit 16	New Cut Rd/Exit 17	1.366	2	39,700	65.1	67.0	66.2	66.2	65.2	AM	1,177	1,704	1,255	1,341	20.0%	Rolling	850	1,230	907	969	12.7	18.6	13.7	14.8	B	C	B	B
7	New Cut Rd/Exit 17	I-85/Exit 18	1.347	2	39,700	64.9	65.6	65.6	66.2	65.6	AM	1,177	1,704	1,255	1,341	20.0%	Rolling	850	1,230	907	969	13.0	18.7	13.7	14.8	B	C	B	B
8	I-85/Exit 18	I-85 Bus/Exit 19	0.532	2	42,700	65.2	65.0	65.2	66.0	66.0	AM	1,266	1,832	1,350	1,443	15.0%	Rolling	861	1,247	919	982	13.3	19.1	13.9	14.9	B	C	B	B
9	I-85 Bus/Exit 19	US-29/Exit 21	2.314	2	56,100	65.0	65.8	65.8	66.0	65.8	AM	1,663	2,407	1,774	1,895	15.0%	Rolling	1,132	1,638	1,207	1,290	17.2	24.9	18.3	19.6	B	C	C	C
10	US-29/Exit 21	SC-296/Reidville Rd/Exit 22	1.191	2	43,800	66.1	66.5	66.9	66.9	66.9	PM	741	1,385	1,821	2,020	20.0%	Rolling	535	1,001	1,315	1,459	8.1	14.9	19.6	21.8	A	B	C	C
11	SC-296/Reidville Rd/Exit 22	US-221/Exit 28	5.945	2	27,100	67.7	68.0	68.9	68.9	69.0	PM	458	857	1,127	1,250	20.0%	Rolling	331	619	814	903	4.9	9.0	11.8	13.1	A	A	B	B
12	US-221/Exit 28	Frontage Rd 35/Exit 35	6.397	2	23,300	68.1	68.0	68.9	69.9	69.9	Rural	409	534	961	914	20.0%	Rolling	295	386	694	660	4.3	5.6	9.9	9.4	A	A	A	A
13	Frontage Rd 35/Exit 35	SC-146/Exit 38	3.485	2	22,000	68.1	68.0	69.0	69.0	69.0	Rural	386	505	907	863	20.0%	Rolling	279	364	655	623	4.1	5.3	9.5	9.0	A	A	A	A
14	SC-146/Exit 38	SC-92/Exit 41	2.586	2	21,400	68.0	68.0	69.0	69.8	69.0	Rural	376	491	882	840	20.0%	Rolling	271	355	637	606	4.0	5.1	9.1	8.8	A	A	A	A
15	SC-92/Exit 41	SC-49/Exit 44	3.466	2	20,200	68.4	69.0	69.0	69.9	69.9	Rural	355	463	833	793	20.0%	Rolling	256	335	602	572	3.7	4.8	8.6	8.2	A	A	A	A
16	SC-49/Exit 44	I-385	6.254	2	19,200	67.2	67.9	67.9	68.9	68.0	Rural	337	440	792	753	20.0%	Rolling	243	318	572	544	3.6	4.7	8.3	8.0	A	A	A	A
17	I-385	SC-56/Exit 52	0.752	2	36,800	65.0	66.5	66.0	67.5	66.5	Rural	646	844	1,517	1,444	20.0%	Rolling	467	610	1,096	1,043	7.0	9.2	16.2	15.7	A	A	B	B
18	SC-56/Exit 52	SC-72/Exit 54	1.071	2	33,300	67.7	68.7	69.0	70.4	69.7	Rural	585	764	1,373	1,307	20.0%	Rolling	422	552	992	944	6.1	8.0	14.1	13.5	A	A	B	B
19	SC-72/Exit 54	SC-66/Exit 60	6.152	2	31,600	67.4	69.0	69.1	70.0	70.0	Rural	555	725	1,303	1,240	20.0%	Rolling	401	524	941	896	5.8	7.6	13.4	12.8	A	A	B	B
20	SC-66/Exit 60	Road 32/Exit 66	6.533	2	31,600	68.6	70.1	70.1	70.1	70.1	Rural	555	725	1,303	1,240	20.0%	Rolling	401	524	941	896	5.7	7.5	13.4	12.8	A	A	B	B
21	Road 32/Exit 66	SC-121/Exit 72	5.308	2	31,700	68.9	70.1	70.1	70.1	70.1	Rural	557	727	1,307	1,244	20.0%	Rolling	402	525	944	898	5.7	7.5	13.5	12.8	A	A	B	B
22	SC-121/Exit 72	SC-34/Exit 74	2.334	2	32,900	68.8	70.0	70.0	70.0	70.0	Rural	578	755	1,357	1,291	20.0%	Rolling	417	545	980	932	6.0	7.8	14.0	13.3	A	A	B	B
23	SC-34/Exit 74	SC-219/Exit 76	2.096	2	33,400	69.2	70.2	71.2	71.2	71.2	Rural	586	766	1,377	1,311	20.0%	Rolling	424	553	995	947	6.0	7.8	14.0	13.3	A	A	B	B
24	SC-219/Exit 76	SC-773/Exit 82	6.224	2	36,000	67.3	69.0	69.0	68.1	68.1	Rural	632	826	1,484	1,413	20.0%	Rolling	457	596	1,072	1,020	6.6	8.6	15.7	15.0	A	A	B	B
25	SC-773/Exit 82	SC-202/Exit 85	2.922	2	37,700	68.2	69.9	69.9	70.0	70.0	Rural	662	865	1,555	1,479	20.0%	Rolling	478	625	1,123	1,068	6.8	8.9	16.0	15.3	A	A	B	B
26	SC-202/Exit 85	Columbia Ave/Exit 91	2.352	2	38,300	70.1	70.9	70.9	71.7	71.9	Rural	673	879	1,579	1,503	20.0%	Rolling	486	635	1,141	1,085	6.9	9.0	15.9	15.1	A	A	B	B
27	Columbia Ave/Exit 91	US-176/Exit 97	5.180	2	46,200	68.8	70.0	70.0	70.0	70.0	Rural	811	1,060	1,905	1,813	20.0%	Rolling	586	765	1,376	1,309	8.4	10.9	19.7	18.7	A	A	C	C
28	US-176/Exit 97	US-176/US-76/Exit 101	5.118	2	47,700	68.7	69.3	69.2	69.7	69.7	AM	1,414	2,047	1,508	1,611	15.0%	Rolling	962	1,393	1,026	1,097	13.9	20.1	14.7	15.7	B	C	B	B
29	US-176/US-76/Exit 101	SC-60/Lake Murray Blvd/Exit 102	1.026	3	67,200	65.5	55.8	50.4	67.0	67.0	AM	1,992	2,884	2,125	2,270	15.0%	Rolling	904	1,308	964	1,030	16.2	26.0	14.4	15.4	B	C	B	B
30	SC-60/Lake Murray Blvd/Exit 102	Harbison Blvd/Exit 103	0.971	3	88,400	65.3	51.9	45.9	66.0	66.0	AM	2,620	3,793	2,795	2,986	15.0%	Rolling	1,189	1,721	1,268	1,355	22.9	37.5	19.2	20.5	C	E	C	C
31	Harbison Blvd/Exit 103	Piney Grove Rd/Exit 104	1.082	3	100,400	64.7	54.0	47.7	65.3	65.3	AM	2,976	4,308	3,174	3,392	15.0%	Rolling	1,350	1,955	1,440	1,539	25.0	41.0	22.1	23.6	C	E	C	C
32	Piney Grove Rd/Exit 104	Saint Andrews Rd/Exit 106	1.826	3	111,100	64.3	57.0	53.0	64.8	63.8	AM	3,293	4,767	3,513	3,753	15.0%	Rolling	1,494	2,163	1,594	1,703	26.2	40.8	24.6	26.7	D	E	C	D
33	Saint Andrews Rd/Exit 106	I-20/Exit 107	0.773	4	130,000	60.8	54.3	51.0	61.3	59.6	AM	3,853	5,578	4,110	4,392	15.0%	Rolling	1,311	1,898	1,399	1,494	24.2	37.2	22.8	25.1	C	E	C	C
34	I-20/Exit 107	Bush River Rd/Exit 108	0.077	4	110,100	61.4	56.0	52.0	62.0	60.0	AM	3,263	4,724	3,481	3,719	15.0%	Rolling	1,110	1,608	1,185	1,266	19.8	30.9	19.1	21.1	C	D	C	C
35	Bush River Rd/Exit 108	I-126/US-76	0.680	4	110,100	59.6	60.2	59.2	60.4	59.2	AM	3,263	4,724	3,481	3,719	15.0%	Rolling	1,110	1,608	1,185	1,266	18.4	27.1	19.6	21.4	C	D	C	C
36	I-126/US-76	US-378/Exit 110	1.580	3	78,200	63.0	63.9	64.4	63.9	63.4	PM	1,323	2,474	3,251	3,606	15.0%	Rolling	600	1,122	1,475	1,636	9.4	17.4	23.1	25.8	A	B	C	C
37	US-378/Exit 110	US-1/Exit 111	1.312	3	75,800	65.1	65.6	65.8	65.6	65.6	PM	1,282	2,398	3,151	3,495	15.0%	Rolling	582	1,088	1,430	1,586	8.9	16.5	21.8	24.2	A	B	C	C
38	US-1/Exit 111	SC-302/Exit 113	1.922	3	81,200	65.5	66.2	66.2	67.0	66.2	PM	1,374	2,568	3,376	3,744	15.0%	Rolling	623	1,165	1,532	1,699	9.4	17.6	22.9	25.7	A	B	C	C
39	SC-302/Exit 113	US-321/US-21/US-176/Exit 115	2.114	3	77,100	64.5	65.0	66.0	65.7	65.7	PM	1,304	2,439	3,205	3,555	15.0%	Rolling	592	1,106	1,454	1,613	9.1	16.8	22.1	24.5	A	B	C	C
40	US-321/US-21/US-176/Exit 115	I-77/Exit 116	0.641	3	54,900	63.3	64.0	65.0	64.0	63.0	PM	929	1,737	2,282	2,532	15.0%	Rolling	421	788	1,036	1,149	6.6	12.1	16.2	18.2	A	B	B	C
41	I-77/Exit 116	US-21/US-176/Exit 119	3.568	2	60,000	68.0	69.0	69.0	68.0	68.0	PM	1,015	1,898	2,494	2,767	20.0%	Rolling	733	1,371	1,802	1,998	10.6	19.9	26.5	29.4	A	C	D	D
42	US-21/US-176/Exit 119	Road 31/Exit 125	4.747	2	53,400	67.7	69.0	69.0	68.0	68.0	Rural	938	1,225	2,202	2,095	20.0%	Rolling	677	885	1,590	1,513	9.8	12.8	23.4	22.2	A	B	C	C
43	Road 31/Exit 125	US-21/Exit 129	1.530	2	51,700	66.8	68.4	68.4	67.4	67.4	Rural	908	1,186	2,132	2,029	20.0%	Rolling	656	857	1,540	1,465	9.6	12.5	22.8	21.7	A	B	C	C
44	US-21/Exit 129	Caw Caw Rd	6.212	2	49,800	68.8	70.0	70.0	70.0	69.1	Rural	874	1,142	2,054	1,954	20.0%	Rolling	632	825	1,483	1,411	9.0	11.8	21.2	20.4	A	B	C	C
45	Caw Caw Rd	Burke Rd	2.955	2	49,600	69.6	71.1	71.1	70.1	70.1	Rural	871	1,138	2,045	1,946	20.0%	Level	532	695	1,250	1,189	7.5	9.8	17.8	17.0	A	A	B	B
46	Burke Rd	US-601/Saint Matthews Rd	6.078	2	46,900	69.5	71.0	71.1	70.1	70.1	Rural	824	1,076	1,934	1,840	20.0%	Level	503	657	1,182	1,125	7.1	9.3	16.9	16.1	A	A	B	B
47	US-601/Saint Matthews Rd	SC-33/Cameron Rd/Russell St	3.152	2	45,400	70.1	71.0	71.9	70.9	70.9	Rural	797	1,041	1,872	1,781	20.0%	Level	487	636	1,144	1,089	6.9	8.9	16.1	15.4	A	A	B	B
48	SC-33/Cameron Rd/Russell St	Five Chop Rd	5.645	2	44,300	69.5	71.0	71.0	70.9	70.9	Rural	778	1,016	1,827	1,738	20.0%	Level	475	621	1,116	1,062	6.7	8.7	15.7	15.0	A	A	B	B
49	Five Chop Rd	Homestead Rd	4.778	2	43,400	69.8	71.0	71.0	70.1	71.0	Rural	762	996	1,790	1,703	20.0%	Level	466	608	1,094	1,041	6.6	8.6	15.6	14.7	A	A	B	B
50	Homestead Rd	Vance Rd	5.790	2	42,800	69.9	71.0	71.0	70.0	70.1	Rural	752	982	1,765	1,679	20.0%	Level	459	600	1,079	1,026	6.5	8.5	15.4	14.6	A	A	B	B
51	Vance Rd	I-95	3.993	2	42,800	69.2	69.8	70.8	69.8	69.8	Rural	752	982	1,765	1,679	20.0%	Level	459	600	1,079	1,026	6.6	8.5	15.5	14.7	A	A	B	B
52	I-95	US-15	2.773	2	29,700	69.9	71.0	71.0	71.0	71.0	Rural	522	681	1,225	1,165	20.0%	Level	319	416	748	712	4.5	5.9	10.5	10.0	A	A	A	A
53	US-15	SC-453	5.632	2	29,300	68.2	70.0	70.1	69.1	70.1	Rural	514	672	1,208	1,150	20.0%	Level	314	411	738	703	4.5	5.9	10.7	10.0	A	A	A	A
54	SC-453	Ridgeville Rd	10.254	2	32,100	69.6	71.0	72.0	71.0	72.0	Rural	564	736	1,324	1,260	20.0%	Level	344	450	809	770	4.8	6.2	11.4	10.7	A	A	B	A
55	Ridgeville Rd	Jedburg Rd	7.013	2	38,300	69.5	71.1	72.0	71.0	71.0	Rural	673	879	1,579	1,503	20.0%	Level	411	537	965	918	5.8	7.5	13.6	12.9	A	A	B	B
56	Jedburg Rd	N Main St	4.621	2	48,200	69.0	70.9	70.9	69.9	69.9	Rural	846	1,106	1,988	1,891	20.0%	Level	517	676	1,215	1,156	7.3	9.5	17.4	16.5	A	A	B	B
57	N Main St	College Park Rd	4.278	3	64,400	68.3	69.7	68.9	69.9	69.9	AM	1,909	2,763	2,036	2,176	15.0%	Level	760	1,100	811	866	10.9	16.0	11.6	12.4	A	B	B	B
58	College Park Rd	US-78/University Blvd	1.659	3	78,700	66.7	65.3	64.3	67.7	67.7	AM	2,333	3,377	2,488	2,659	15.0%	Level	929	1,345	991	1,059	14.2	20.9	14.6	15.6	B	C	B	B
59	US-78/University Blvd	US-52/Rivers Ave	3.333	3	89,800	66.7	62.6	62.5	67.8	67.6	AM	2,662	3,853	2,839	3,034	10.0%	Level	1,035	1,499	1,104	1,180	16.5	24.0	16.3	17.4	B	C	B	B
60	US-52/Rivers Ave	Ashley Phosphate Rd	0.318	4	150,200	64.9	58.0	58.0	66.0	66.0	AM	4,452	6,445	4,749	5,074	10.0%	Level	1,298	1,880	1,385	1,480	22.4	32.4	21.0	22.4	C	D	C	C
61	Ashley Phosphate Rd	W Aviation Ave	2.485	4	124,800	63.4	59.8	58.8	64.8	64.8	AM	3,699	5,355	3,946	4,216	7.0%	Level	1,063	1,540	1,134	1,212	17.8	26.2	17.5	18.7	B	D	B	C
62	W Aviation Ave	Remount Rd	0.197	5	123,700	62.3	57.8	56.8	62.8	62.8	AM	3,666	5,308	3,911	4,179	7.0%	Level	843	1,221	900	961	14.6	21.5	14.3	15.3	B	C	B	B
63	Remount Rd	I-526	1.525	5	134,300	63.0	61.6	61.3	64.1	64.1	AM	3,980	5,763	4,246	4,537	7.0%	Level	916	1,325	977	1,044	14.9	21.6	15.2	16.3	B	C	B	B
64	I-526	Mall Dr/W Montague Ave	0.700	3	86,600	64.6	64.0	64.0	65.7	65.0	AM	2,567	3,716	2,738	2,926	5.0%	Level	974	1,411	1,039	1,111	15.2	22.0	15.8	17.1	B	C	B	B
65	Mall Dr/W Montague Ave	Dorchester Rd	1.970	3	86,600	64.8	64.8	64.8	65.5	64.8	AM	2,567	3,716	2,738	2,926	5.0%	Level	974	1,411	1,039	1,111	15.0	21.8	15.9	17.2	B	C	B	B
66	Dorchester Rd	SC-7/Cosgrove Ave	0.979	3	88,000	63.9	63.7	63.0	64.7	63.7	AM	2,608	3,776	2,782	2,973	5.0%	Level	990	1,434	1,056	1,129	15.5	22.8	16.3	17.7	B	C	B	B
67	SC-7/Cosgrove Ave	Meeting Street Rd	0.890	3	83,100	63.5	63.1	62.7	63.7	63.7	AM	2,463	3,566	2,627	2,807	5.0%	Level	935	1,354	997	1,066	14.8	21.6	15.6	16.7	B	C	B	B
68	Meeting Street Rd	Spruill Ave	0.610	3	83,100	64.6	64.5	64.5	65.0	65.0	AM	2,463	3,566	2,627	2,807	5.0%	Level	935	1,354	997	1,066	14.5	21.0	15.3	16.4	B	C	B	B
69	Spruill Ave	Rutledge Ave	1.021	3	81,500	62.5	62.4	61.4	62.4	62.1	AM	2,416	3,497	2,577	2,753	5.0%	Level	917	1,328	978	1,045	14.7	21.6	15.7	16.8	B	C	B	B
70	Rutledge Ave	Mount Pleasant St	0.228	3	73,300	59.4	59.0	59.0	60.0	59.0	AM	2,173	3,145	2,318	2,476	5.0%	Level	825	1,194	880	940	14.0	20.2	14.7	15.9	B	C	B	B
71	Mount Pleasant St	Cypress St	0.497	3	64,700	59.4	59.5	58.5	58.5	58.5	AM	1,918	2,776	2,046	2,186	5.0%	Level	728	1,054	777	830	12.2	18.0	13.3	14.2	B	C	B	B
72	Cypress St	Romney St	0.427	3	58,300	59.6	59.2	59.0	59.0	58.2	AM	1,728	2,502	1,843	1,970	5.0%	Level	656	950	700	748	11.1	16.1	11.9	12.8	B	B	B	B
73	Romney St	US 17	0.141	3	58,900	58.0	58.0	57.0	57.0	57.0	AM	1,746	2,527	1,862	1,990	5.0%	Level	663	959	707	755	11.4	16.8	12.4	13.3	B	B	B	B

INRIX CONGESTION ANALYSIS
I-26 WESTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US 17	Romney St	0.431	3	58,900	59.5	58.7	58.5	59.5	59.5	PM	996	1,863	2,449	2,716	5.0%	Level	378	707	930	1,031	6.4	12.1	15.6	17.3	A	B	B	B
2	Romney St	Cypress St	0.261	3	58,300	61.1	61.9	61.0	61.0	61.0	PM	986	1,844	2,424	2,688	5.0%	Level	374	700	920	1,021	6.0	11.5	15.1	16.7	A	B	B	B
3	Cypress St	Mount Pleasant St	0.480	3	64,700	59.7	60.0	60.0	59.5	59.0	PM	1,094	2,047	2,690	2,984	5.0%	Level	416	777	1,021	1,133	6.9	12.9	17.2	19.2	A	B	B	C
4	Mount Pleasant St	Rutledge Ave	0.241	3	73,300	60.7	62.0	62.0	61.0	60.0	PM	1,240	2,319	3,047	3,380	5.0%	Level	471	880	1,157	1,283	7.6	14.2	19.0	21.4	A	B	C	C
5	Rutledge Ave	Spruill Ave	1.116	3	81,500	62.2	63.4	62.6	62.6	61.8	PM	1,379	2,578	3,388	3,758	5.0%	Level	523	979	1,286	1,427	8.3	15.6	20.6	23.1	A	B	C	C
6	Spruill Ave	Meeting Street Rd	0.623	3	83,100	63.8	64.6	64.6	63.6	63.6	PM	1,406	2,629	3,455	3,832	5.0%	Level	534	998	1,312	1,455	8.3	15.5	20.6	22.9	A	B	C	C
7	Meeting Street Rd	SC-7/Cosgrove Ave	1.218	3	83,100	62.6	63.0	62.5	62.0	60.5	PM	1,406	2,629	3,455	3,832	5.0%	Level	534	998	1,312	1,455	8.5	16.0	21.2	24.0	A	B	C	C
8	SC-7/Cosgrove Ave	Dorchester Rd	0.761	3	88,000	62.5	63.0	62.0	62.0	60.0	PM	1,489	2,783	3,658	4,058	5.0%	Level	565	1,057	1,389	1,541	9.0	17.0	22.4	25.7	A	B	C	C
9	Dorchester Rd	Mall Dr/W Montague Ave	2.111	3	86,600	64.5	65.3	65.3	65.3	60.3	PM	1,465	2,739	3,600	3,993	5.0%	Level	556	1,040	1,367	1,516	8.5	15.9	20.9	25.1	A	B	C	C
10	Mall Dr/W Montague Ave	I-526	0.901	3	86,600	62.2	62.0	63.0	58.3	48.3	PM	1,465	2,739	3,600	3,993	5.0%	Level	556	1,040	1,367	1,516	9.0	16.5	23.4	31.4	A	B	C	D
11	I-526	Remount Rd	0.715	5	134,300	59.7	61.0	61.0	57.0	47.8	PM	2,272	4,248	5,583	6,193	7.0%	Level	523	977	1,284	1,424	8.6	16.0	22.5	29.8	A	B	C	D
12	Remount Rd	W Aviation Ave	0.599	5	123,700	63.2	64.7	65.0	59.7	50.7	PM	2,093	3,913	5,143	5,704	7.0%	Level	481	900	1,183	1,312	7.4	13.8	19.8	25.9	A	B	C	C
13	W Aviation Ave	Ashley Phosphate Rd	1.912	4	124,800	63.2	65.0	65.0	61.0	54.0	PM	2,111	3,948	5,188	5,755	7.0%	Level	607	1,135	1,492	1,655	9.3	17.5	24.5	30.6	A	B	C	D
14	Ashley Phosphate Rd	US-52/Rivers Ave	0.688	5	150,200	66.3	67.0	67.0	66.0	65.0	PM	2,541	4,751	6,244	6,926	10.0%	Level	593	1,109	1,457	1,616	8.8	16.5	22.1	24.9	A	B	C	C
15	US-52/Rivers Ave	US-78/University Blvd	3.169	3	89,800	67.1	68.0	68.0	67.0	66.0	PM	1,519	2,840	3,733	4,141	10.0%	Level	591	1,105	1,452	1,610	8.7	16.2	21.7	24.4	A	B	C	C
16	US-78/University Blvd	College Park Rd	1.785	3	78,700	67.4	68.4	68.4	68.4	67.4	PM	1,331	2,489	3,272	3,629	15.0%	Level	530	991	1,303	1,445	7.8	14.5	19.1	21.5	A	B	C	C
17	College Park Rd	N Main St	4.055	3	64,400	67.8	69.0	69.0	69.0	68.9	PM	1,089	2,037	2,677	2,970	15.0%	Level	434	811	1,066	1,182	6.3	11.8	15.4	17.2	A	B	B	B
18	N Main St	Jedburg Rd	4.536	2	48,200	68.4	70.1	70.1	70.1	69.1	Rural	846	1,106	1,988	1,891	20.0%	Level	517	676	1,215	1,156	7.4	9.6	17.3	16.7	A	A	B	B
19	Jedburg Rd	Ridgeville Rd	7.160	2	38,300	69.2	71.9	71.0	71.0	71.0	Rural	673	879	1,579	1,503	20.0%	Level	411	537	965	918	5.7	7.6	13.6	12.9	A	A	B	B
20	Ridgeville Rd	SC-453	10.461	2	32,100	69.5	71.9	71.9	71.0	71.0	Rural	564	736	1,324	1,260	20.0%	Level	344	450	809	770	4.8	6.3	11.4	10.8	A	A	B	A
21	SC-453	US-15	5.387	2	29,300	67.8	70.9	69.1	69.1	69.1	Rural	514	672	1,208	1,150	20.0%	Level	314	411	738	703	4.4	5.9	10.7	10.2	A	A	A	A
22	US-15	I-95	3.129	2	29,700	67.9	69.8	69.8	69.5	69.3	Rural	522	681	1,225	1,165	20.0%	Level	319	416	748	712	4.6	6.0	10.8	10.3	A	A	A	A
23	I-95	Vance Rd	3.683	2	42,800	69.4	70.0	70.0	70.0	70.0	Rural	752	982	1,765	1,679	20.0%	Level	459	600	1,079	1,026	6.6	8.6	15.4	14.7	A	A	B	B
24	Vance Rd	Homestead Rd	5.764	2	42,800	69.8	71.0	71.0	71.0	70.1	Rural	752	982	1,765	1,679	20.0%	Level	459	600	1,079	1,026	6.5	8.5	15.2	14.6	A	A	B	B
25	Homestead Rd	Five Chop Rd	4.656	2	43,400	69.2	69.9	70.0	70.0	69.9	Rural	762	996	1,790	1,703	20.0%	Level	466	608	1,094	1,041	6.7	8.7	15.6	14.9	A	A	B	B
26	Five Chop Rd	SC-33/Cameron Rd/Russell St	5.609	2	44,300	68.9	70.0	70.1	70.1	70.0	Rural	778	1,016	1,827	1,738	20.0%	Level	475	621	1,116	1,062	6.8	8.9	15.9	15.2	A	A	B	B
27	SC-33/Cameron Rd/Russell St	US-601/Saint Matthews Rd	3.342	2	45,400	68.9	69.8	69.9	69.9	69.9	Rural	797	1,041	1,872	1,781	20.0%	Level	487	636	1,144	1,089	7.0	9.1	16.4	15.6	A	A	B	B
28	US-601/Saint Matthews Rd	Burke Rd	6.008	2	46,900	69.5	69.9	69.9	69.9	70.9	Rural	824	1,076	1,934	1,840	20.0%	Level	503	657	1,182	1,125	7.2	9.4	16.9	15.9	A	A	B	B
29	Burke Rd	Caw Caw Rd	2.926	2	49,600	69.3	70.0	70.0	70.0	70.0	Rural	871	1,138	2,045	1,946	20.0%	Rolling	629	822	1,477	1,406	9.0	11.7	21.1	20.1	A	B	C	C
30	Caw Caw Rd	US-21/Exit 129	1.623	2	49,800	68.2	68.1	69.1	68.9	68.9	Rural	874	1,142	2,054	1,954	20.0%	Rolling	632	825	1,483	1,411	9.3	11.9	21.5	20.5	A	B	C	C
31	US-21/Exit 129	Road 31/Exit 125	2.789	2	51,700	69.4	69.9	70.8	69.9	70.8	Rural	908	1,186	2,132	2,029	20.0%	Rolling	656	857	1,540	1,465	9.4	12.1	22.0	20.7	A	B	C	C
32	Road 31/Exit 125	US-21/US-176/Exit 119	0.830	2	53,400	70.0	70.7	71.0	71.0	70.7	Rural	938	1,225	2,202	2,095	20.0%	Rolling	677	885	1,590	1,513	9.6	12.5	22.4	21.4	A	B	C	C
33	US-21/US-176/Exit 119	I-77/Exit 116	2.959	2	60,000	67.8	68.0	69.0	69.0	68.0	AM	1,778	2,575	1,897	2,027	20.0%	Rolling	1,284	1,859	1,370	1,464	18.9	26.9	19.9	21.5	C	D	C	C
34	I-77/Exit 116	US-321/US-21/US-176/Exit 115	0.687	2	54,900	65.5	66.0	66.0	67.0	66.0	AM	1,627	2,356	1,736	1,855	15.0%	Rolling	1,107	1,603	1,181	1,262	16.8	24.3	17.6	19.1	B	C	B	C
35	US-321/US-21/US-176/Exit 115	SC-302/Exit 113	1.694	3	77,100	64.3	65.0	65.0	66.0	65.0	AM	2,285	3,308	2,438	2,605	15.0%	Rolling	1,037	1,501	1,106	1,182	16.0	23.1	16.8	18.2	B	C	B	C
36	SC-302/Exit 113	US-1/Exit 111	1.843	3	81,200	63.5	63.8	63.7	64.7	63.7	AM	2,407	3,484	2,567	2,743	15.0%	Rolling	1,092	1,581	1,165	1,245	17.1	24.8	18.0	19.5	B	C	C	C
37	US-1/Exit 111	US-378/Exit 110	1.644	4	75,800	64.5	66.0	65.0	65.0	64.7	AM	2,247	3,253	2,397	2,561	15.0%	Rolling	764	1,107	816	871	11.6	17.0	12.5	13.5	B	B	B	B
38	US-378/Exit 110	I-126/US-76	1.526	4	78,200	63.6	65.4	64.4	63.5	49.6	AM	2,318	3,356	2,472	2,642	15.0%	Rolling	789	1,142	841	899	12.1	17.7	13.2	18.1	B	B	B	C
39	I-126/US-76	Bush River Rd/Exit 108	0.403	4	110,100	55.1	56.7	55.7	51.7	26.7	PM	1,862	3,483	4,577	5,077	15.0%	Rolling	634	1,185	1,558	1,728	11.2	21.3	30.1	64.8	B	C	D	F
40	Bush River Rd/Exit 108	I-20/Exit 107	0.708	4	110,100	60.2	61.8	60.8	54.2	30.4	PM	1,862	3,483	4,577	5,077	15.0%	Rolling	634	1,185	1,558	1,728	10.3	19.5	28.7	56.8	A	C	D	F
41	I-20/Exit 107	Saint Andrews Rd/Exit 106	0.559	4	130,000	62.5	64.0	63.7	54.7	32.6	PM	2,199	4,112	5,405	5,995	15.0%	Rolling	748	1,399	1,839	2,040	11.7	22.0	33.6	62.5	B	C	D	F
42	Saint Andrews Rd/Exit 106	Piney Grove Rd/Exit 104	2.322	3	111,100	63.7	65.6	64.6	60.8	55.7	PM	1,879	3,514	4,619	5,123	15.0%	Rolling	853	1,594	2,096	2,324	13.0	24.7	34.4	41.7	B	C	D	E
43	Piney Grove Rd/Exit 104	Harbison Blvd/Exit 103	0.877	3	100,400	64.4	66.0	65.0	64.3	63.3	PM	1,698	3,176	4,174	4,630	15.0%	Rolling	771	1,441	1,894	2,101	11.7	22.2	29.4	33.2	B	C	D	D
44	Harbison Blvd/Exit 103	SC-60/Lake Murray Blvd/Exit 102	1.116	3	88,400	64.9	65.9	65.5	65.5	64.5	PM	1,495	2,796	3,675	4,076	15.0%	Rolling	678	1,269	1,667	1,850	10.3	19.4	25.5	28.7	A	C	C	D
45	SC-60/Lake Murray Blvd/Exit 102	US-176/US-76/Exit 101	0.779	3	67,200	64.9	65.8	65.6	65.6	64.6	PM	1,137	2,126	2,794	3,099	15.0%	Rolling	516	964	1,268	1,406	7.8	14.7	19.3	21.8	A	B	C	C
46	US-176/US-76/Exit 101	US-176/Exit 97	4.699	2	47,700	66.9	68.9	68.9	68.9	68.0	PM	807	1,509	1,983	2,200	15.0%	Rolling	549	1,027	1,350	1,497	8.0	14.9	19.6	22.0	A	B	C	C
47	US-176/Exit 97	Columbia Ave/Exit 91	5.446	2	46,200	67.7	68.9	68.9	68.9	68.9	Rural	811	1,060	1,905	1,813	20.0%	Rolling	586	765	1,376	1,309	8.5	11.1	20.0	19.0	A	B	C	C
48	Columbia Ave/Exit 91	SC-202/Exit 85	4.015	2	38,300	68.4	69.9	70.0	70.0	70.0	Rural	673	879	1,579	1,503	20.0%	Rolling	486	635	1,141	1,085	6.9	9.1	16.3	15.5	A	A	B	B
49	SC-202/Exit 85	SC-773/Exit 82	3.117	2	37,700	68.2	70.0	70.0	70.0	70.0	Rural	662	865	1,555	1,479	20.0%	Rolling	478	625	1,123	1,068	6.8	8.9	16.0	15.3	A	A	B	B
50	SC-773/Exit 82	SC-219/Exit 76	6.186	2	36,000	68.4	69.9	69.9	70.0	69.9	Rural	632	826	1,484	1,413	20.0%	Rolling	457	596	1,072	1,020	6.5	8.5	15.3	14.6	A	A	B	B
51	SC-219/Exit 76	SC-34/Exit 74	2.011	2	33,400	67.0	68.2	68.3	68.2	68.3	Rural	586	766	1,377	1,311	20.0%	Rolling	424	553	995	947	6.2	8.1	14.6	13.9	A	A	B	B
52	SC-34/Exit 74	SC-121/Exit 72	2.233	2	32,900	69.2	69.9	70.8	70.8	70.9	Rural	578	755	1,357	1,291	20.0%	Rolling	417	545	980	932	6.0	7.7	13.8	13.1	A	A	B	B
53	SC-121/Exit 72	Road 32/Exit 66	5.499	2	31,700	68.4	69.0	70.0	69.9	69.9	Rural	557	727	1,307	1,244	20.0%	Rolling	402	525	944	898	5.8	7.5	13.5	12.8	A	A	B	B
54	Road 32/Exit 66	SC-66/Exit 60	6.472	2	31,600	67.6	68.9	68.9	69.9	69.9	Rural	555	725	1,303	1,240	20.0%	Rolling	401	524	941	896	5.8	7.6	13.5	12.8	A	A	B	B
55	SC-66/Exit 60	SC-72/Exit 54	6.165	2	31,600	67.3	68.9	69.9	69.9	70.9	Rural	555	725	1,303	1,240	20.0%	Rolling	401	524	941	896	5.8	7.5	13.5	12.6	A	A	B	B
56	SC-72/Exit 54	SC-56/Exit 52	1.109	2	33,300	65.5	66.4	66.7	67.7	67.7	Rural	585	764	1,373	1,307	20.0%	Rolling	422	552	992	944	6.4	8.3	14.6	13.9	A	A	B	B
57	SC-56/Exit 52	I-385	0.603	2	36,800	66.6	67.0	67.7	68.7	68.7	Rural	646	844	1,517	1,444	20.0%	Rolling	467	610	1,096	1,043	7.0	9.0	16.0	15.2	A	A	B	B
58	I-385	SC-49/Exit 44	1.804	2	19,200	67.0	67.2	67.2	68.0	68.2	Rural	337	440	792	753	20.0%	Rolling	243	318	572	544	3.6	4.7	8.4	8.0	A	A	A	A
59	SC-49/Exit 44	SC-92/Exit 41	3.541	2	20,200	67.7	67.2	68.1	68.2	69.0	Rural	355	463	833	793	20.0%	Rolling	256	335	602	572	3.8	4.9	8.8	8.3	A	A	A	A
60	SC-92/Exit 41	SC-146/Exit 38	2.557	2	21,400	67.8	67.7	68.7	68.7	68.7	Rural	376	491	882	840	20.0%	Rolling	271	355	637	606	4.0	5.2	9.3	8.8	A	A	A	A
61	SC-146/Exit 38	Frontage Rd 35/Exit 35	3.496	2	22,000	68.2	68.8	68.8	68.9	68.9	Rural	386	505	907	863	20.0%	Rolling	279	364	655	623	4.1	5.3	9.5	9.0	A	A	A	A
62	Frontage Rd 35/Exit 35	US-221/Exit 28	6.372	2	23,300	68.2	68.9	68.9	68.9	68.9	Rural	409	534	961	914	20.0%	Rolling	295	386	694	660	4.3	5.6	10.1	9.6	A	A	A	A
63	US-221/Exit 28	SC-296/Reidville Rd/Exit 22	6.194	2	27,100	66.9	67.9	67.9	67.9	67.9	AM	803	1,163	857	916	20.0%	Rolling	580	840	619	661	8.5	12.4	9.1	9.7	A	B	A	A
64	SC-296/Reidville Rd/Exit 22	US-29/Exit 21	0.968	2	43,800	65.4	66.0	65.0	65.6	66.0	AM	1,298	1,879	1,385	1,480	20.0%	Rolling	938	1,357	1,000	1,069	14.2	20.9	15.3	16.2	B	C	B	B
65	US-29/Exit 21	I-85 Bus/Exit 19	2.375	2	56,100	65.0	65.6	65.6	65.6	65.6	PM	949	1,774	2,332	2,587	15.0%	Rolling	646	1,208	1,587	1,761	9.8	18.4	24.2	26.8	A	C	C	D
66	I-85 Bus/Exit 19	I-85/Exit 18	1.104	2	42,700	65.3	65.8	65.8	66.0	65.8	PM	722	1,351	1,775	1,969	15.0%	Rolling	492	919	1,208	1,340	7.5	14.0	18.3	20.4	A	B	C	C
67	I-85/Exit 18	New Cut Rd/Exit 17	0.646	2	39,700	64.7	65.0	65.0	65.5	65.0	PM	672	1,256	1,650	1,831	15.0%	Rolling	457	855	1,123	1,246	7.0	13.2	17.2	19.2	A	B	B	C
68	New Cut Rd/Exit 17	John Dodd Rd/Exit 16	1.556	2	39,700	67.9	68.0	68.3	69.0	69.0	PM	672	1,256	1,650	1,831	20.0%	Rolling	485	907	1,192	1,322	7.1	13.3	17.3	19.2	A	B	B	C
69	John Dodd Rd/Exit 16	US-176/Exit 15	1.225	2	35,400	67.4	68.2	68.0	68.0	68.0	PM	599	1,120	1,472	1,632	20.0%	Rolling	432	809	1,063	1,179	6.3	11.9	15.6	17.3	A	B	B	B
70	US-176/Exit 15	SC-292/Exit 10	4.025	2	31,300	67.4	68.0	68.0	68.9	68.0	Rural	550	718	1,291	1,228	20.0%	Rolling	397	519	932	887	5.8	7.6	13.5	13.0	A	A	B	B
71	SC-292/Exit 10	SC-11/Exit 5	4.690	2	27,300	66.6	67.9	67.9	67.8	67.8	Rural	479	626	1,126	1,071	20.0%	Rolling	346	452	813	774	5.1	6.7	12.0	11.4	A	A	B	B
72	SC-11/Exit 5	SC-14/Exit 1	4.398	2	25,700	67.9	68.8	68.8	68.8	68.8	Rural	451	590	1,060	1,008	20.0%	Rolling	326	426	765	728	4.7	6.2	11.1	10.6	A	A	B	A
73	SC-14/Exit 1	NC State Line	0.722	2	25,600	67.4	68.0	68.0	68.0	68.0	Rural	450	587	1,056	1,005	20.0%	Rolling	325	424	762	725	4.8	6.2	11.2	10.7	A	A	B	A

INRIX CONGESTION ANALYSIS
I-26 SUMMARY

I-26 Segment #	Segment Between			Segment Density Index			I-26 Segment Rank	Corridor Name	Corridor Density Index	
				I-26 EB	I-26 WB	I-26 Two-Way			Average Index	Rank by Average Index
1	NC State Line	&	SC-14/Exit 1	33.4	32.9	66.3	65	I-26 A	70.5	6
2	SC-14/Exit 1	&	SC-11/Exit 5	33.3	32.6	66.0	66			
3	SC-11/Exit 5	&	SC-292/Exit 10	34.7	35.2	69.8	63			
4	SC-292/Exit 10	&	US-176/Exit 15	39.9	40.0	79.9	57			
5	US-176/Exit 15	&	John Dodd Rd/Exit 16	52.3	51.2	103.5	40	I-26 B	118.1	3
6	John Dodd Rd/Exit 16	&	New Cut Rd/Exit 17	59.8	56.8	116.6	35			
7	New Cut Rd/Exit 17	&	I-85/Exit 18	60.1	56.5	116.7	34			
8	I-85/Exit 18	&	I-85 Bus/Exit 19	61.2	60.1	121.3	33			
9	I-85 Bus/Exit 19	&	US-29/Exit 21	80.0	79.3	159.2	**10**			
10	US-29/Exit 21	&	SC-296/Reidville Rd/Exit 22	64.4	66.5	131.0	25			
11	SC-296/Reidville Rd/Exit 22	&	US-221/Exit 28	38.7	39.8	78.5	62			
12	US-221/Exit 28	&	Frontage Rd 35/Exit 35	29.3	29.5	58.9	69	I-26 C	75.5	5
13	Frontage Rd 35/Exit 35	&	SC-146/Exit 38	27.9	27.9	55.8	70			
14	SC-146/Exit 38	&	SC-92/Exit 41	27.0	27.3	54.3	71			
15	SC-92/Exit 41	&	SC-49/Exit 44	25.4	25.8	51.2	72			
16	SC-49/Exit 44	&	I-385	24.6	24.7	49.3	73			
17	I-385	&	SC-56/Exit 52	48.2	47.1	95.3	45			
18	SC-56/Exit 52	&	SC-72/Exit 54	41.8	43.2	85.0	54			
19	SC-72/Exit 54	&	SC-66/Exit 60	39.6	39.4	79.0	61			
20	SC-66/Exit 60	&	Road 32/Exit 66	39.4	39.7	79.1	60			
21	Road 32/Exit 66	&	SC-121/Exit 72	39.5	39.7	79.2	59			
22	SC-121/Exit 72	&	SC-34/Exit 74	41.1	40.7	81.7	56			
23	SC-34/Exit 74	&	SC-219/Exit 76	41.1	42.8	83.8	55			
24	SC-219/Exit 76	&	SC-773/Exit 82	46.0	45.0	91.0	51			
25	SC-773/Exit 82	&	SC-202/Exit 85	47.1	47.1	94.1	48			
26	SC-202/Exit 85	&	Columbia Ave/Exit 91	46.8	47.8	94.6	47			
27	Columbia Ave/Exit 91	&	US-176/Exit 97	57.7	58.5	116.2	36	I-26 D	168.9	1
28	US-176/Exit 97	&	US-176/US-76/Exit 101	64.4	64.5	128.9	28			
29	US-176/US-76/Exit 101	&	SC-60/Lake Murray Blvd/Exit 102	71.9	63.7	135.6	21			
30	SC-60/Lake Murray Blvd/Exit 102	&	Harbison Blvd/Exit 103	100.2	83.8	184.0	**6**			
31	Harbison Blvd/Exit 103	&	Piney Grove Rd/Exit 104	111.6	96.5	208.1	**4**			
32	Piney Grove Rd/Exit 104	&	Saint Andrews Rd/Exit 106	118.3	113.9	232.1	**2**			
33	Saint Andrews Rd/Exit 106	&	I-20/Exit 107	109.3	129.8	239.1	**1**			
34	I-20/Exit 107	&	Bush River Rd/Exit 108	90.9	115.3	206.2	**5**			
35	Bush River Rd/Exit 108	&	I-126/US-76	86.6	127.4	214.0	**3**			
36	I-126/US-76	&	US-378/Exit 110	75.7	61.2	136.9	19			
37	US-378/Exit 110	&	US-1/Exit 111	71.4	54.6	126.0	31			
38	US-1/Exit 111	&	SC-302/Exit 113	75.5	79.5	155.0	11			
39	SC-302/Exit 113	&	US-321/US-21/US-176/Exit 115	72.5	74.0	146.5	13			
40	US-321/US-21/US-176/Exit 115	&	I-77/Exit 116	53.1	77.8	130.9	26			
41	I-77/Exit 116	&	US-21/US-176/Exit 119	86.4	87.2	173.6	**7**			
42	US-21/US-176/Exit 119	&	Road 31/Exit 125	68.3	65.9	134.1	23	I-26 E	106.3	4
43	Road 31/Exit 125	&	US-21/Exit 129	66.7	64.2	130.9	27			
44	US-21/Exit 129	&	Caw Caw Rd	62.4	63.2	125.6	32			
45	Caw Caw Rd	&	Burke Rd	52.0	61.9	113.9	38			
46	Burke Rd	&	US-601/Saint Matthews Rd	49.3	49.4	98.6	44			
47	US-601/Saint Matthews Rd	&	SC-33/Cameron Rd/Russell St	47.2	48.0	95.2	46			
48	SC-33/Cameron Rd/Russell St	&	Five Chop Rd	46.2	46.8	92.9	49			
49	Five Chop Rd	&	Homestead Rd	45.4	45.9	91.2	50			
50	Homestead Rd	&	Vance Rd	45.0	44.8	89.7	53			
51	Vance Rd	&	I-95	45.2	45.2	90.4	52			
52	I-95	&	US-15	30.9	31.6	62.5	67	I-26 F	67.7	7
53	US-15	&	SC-453	31.1	31.2	62.3	68			
54	SC-453	&	Ridgeville Rd	33.2	33.3	66.5	64			
55	Ridgeville Rd	&	Jedburg Rd	39.8	39.8	79.6	58			
56	Jedburg Rd	&	N Main St	50.7	51.1	101.8	41	I-26 G	132.3	2
57	N Main St	&	College Park Rd	50.9	50.7	101.5	42			
58	College Park Rd	&	US-78/University Blvd	65.4	62.8	128.2	29			
59	US-78/University Blvd	&	US-52/Rivers Ave	74.2	71.0	145.2	15			
60	US-52/Rivers Ave	&	Ashley Phosphate Rd	98.2	72.3	170.5	**8**			
61	Ashley Phosphate Rd	&	W Aviation Ave	80.1	81.9	162.0	**9**			
62	W Aviation Ave	&	Remount Rd	65.7	67.0	132.7	24			
63	Remount Rd	&	I-526	68.0	76.9	144.9	16			
64	I-526	&	Mall Dr/W Montague Ave	70.2	80.3	150.5	12			
65	Mall Dr/W Montague Ave	&	Dorchester Rd	69.8	70.5	140.3	17			
66	Dorchester Rd	&	SC-7/Cosgrove Ave	72.4	74.1	146.4	14			
67	SC-7/Cosgrove Ave	&	Meeting Street Rd	68.8	69.6	138.4	18			
68	Meeting Street Rd	&	Spruill Ave	67.2	67.2	134.5	22			
69	Spruill Ave	&	Rutledge Ave	68.8	67.5	136.3	20			
70	Rutledge Ave	&	Mount Pleasant St	64.8	62.2	127.0	30			
71	Mount Pleasant St	&	Cypress St	57.7	56.2	114.0	37			
72	Cypress St	&	Romney St	51.9	49.4	101.2	43			
73	Romney St	&	US 17	53.9	51.5	105.4	39			

INRIX CONGESTION ANALYSIS
I-26 SUMMARY

I-26 Segment #	Segment Between		I-26 Eastbound LOS				I-26 Westbound LOS				I-26 Corridor
			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	NC State Line	& SC-14/Exit 1	A	A	B	A	A	A	B	A	I-26 A
2	SC-14/Exit 1	& SC-11/Exit 5	A	A	B	A	A	A	B	A	
3	SC-11/Exit 5	& SC-292/Exit 10	A	A	B	B	A	A	B	B	
4	SC-292/Exit 10	& US-176/Exit 15	A	A	B	B	A	A	B	B	
5	US-176/Exit 15	& John Dodd Rd/Exit 16	B	B	B	B	A	B	B	B	I-26 B
6	John Dodd Rd/Exit 16	& New Cut Rd/Exit 17	B	C	B	B	A	B	B	C	
7	New Cut Rd/Exit 17	& I-85/Exit 18	B	C	B	B	A	B	B	C	
8	I-85/Exit 18	& I-85 Bus/Exit 19	B	C	B	B	A	B	C	C	
9	I-85 Bus/Exit 19	& US-29/Exit 21	B	C	C	C	A	C	C	D	
10	US-29/Exit 21	& SC-296/Reidville Rd/Exit 22	A	B	C	C	B	C	B	B	
11	SC-296/Reidville Rd/Exit 22	& US-221/Exit 28	A	A	B	B	A	B	A	A	
12	US-221/Exit 28	& Frontage Rd 35/Exit 35	A	A	A	A	A	A	A	A	I-26 C
13	Frontage Rd 35/Exit 35	& SC-146/Exit 38	A	A	A	A	A	A	A	A	
14	SC-146/Exit 38	& SC-92/Exit 41	A	A	A	A	A	A	A	A	
15	SC-92/Exit 41	& SC-49/Exit 44	A	A	A	A	A	A	A	A	
16	SC-49/Exit 44	& I-385	A	A	A	A	A	A	A	A	
17	I-385	& SC-56/Exit 52	A	A	B	B	A	A	B	B	
18	SC-56/Exit 52	& SC-72/Exit 54	A	A	B	B	A	A	B	B	
19	SC-72/Exit 54	& SC-66/Exit 60	A	A	B	B	A	A	B	B	
20	SC-66/Exit 60	& Road 32/Exit 66	A	A	B	B	A	A	B	B	
21	Road 32/Exit 66	& SC-121/Exit 72	A	A	B	B	A	A	B	B	
22	SC-121/Exit 72	& SC-34/Exit 74	A	A	B	B	A	A	B	B	
23	SC-34/Exit 74	& SC-219/Exit 76	A	A	B	B	A	A	B	B	
24	SC-219/Exit 76	& SC-773/Exit 82	A	A	B	B	A	A	B	B	
25	SC-773/Exit 82	& SC-202/Exit 85	A	A	B	B	A	A	B	B	
26	SC-202/Exit 85	& Columbia Ave/Exit 91	A	A	B	B	A	A	B	B	
27	Columbia Ave/Exit 91	& US-176/Exit 97	A	A	C	C	A	B	C	C	I-26 D
28	US-176/Exit 97	& US-176/US-76/Exit 101	B	C	B	B	A	B	C	C	
29	US-176/US-76/Exit 101	& SC-60/Lake Murray Blvd/Exit 102	B	C	B	B	A	B	C	C	
30	SC-60/Lake Murray Blvd/Exit 102	& Harbison Blvd/Exit 103	C	E	C	C	A	C	C	D	
31	Harbison Blvd/Exit 103	& Piney Grove Rd/Exit 104	C	E	C	C	B	C	D	D	
32	Piney Grove Rd/Exit 104	& Saint Andrews Rd/Exit 106	D	E	C	D	B	C	D	E	
33	Saint Andrews Rd/Exit 106	& I-20/Exit 107	C	E	C	C	B	C	D	F	
34	I-20/Exit 107	& Bush River Rd/Exit 108	C	D	C	C	A	C	D	F	
35	Bush River Rd/Exit 108	& I-126/US-76	C	D	C	C	B	C	D	F	
36	I-126/US-76	& US-378/Exit 110	A	B	C	C	B	B	B	C	
37	US-378/Exit 110	& US-1/Exit 111	A	B	C	C	B	B	B	B	
38	US-1/Exit 111	& SC-302/Exit 113	A	B	C	C	B	C	C	C	
39	SC-302/Exit 113	& US-321/US-21/US-176/Exit 115	A	B	C	C	B	C	B	C	
40	US-321/US-21/US-176/Exit 115	& I-77/Exit 116	A	B	B	C	B	C	B	C	
41	I-77/Exit 116	& US-21/US-176/Exit 119	A	C	D	D	C	D	C	C	
42	US-21/US-176/Exit 119	& Road 31/Exit 125	A	B	C	C	A	B	C	C	I-26 E
43	Road 31/Exit 125	& US-21/Exit 129	A	B	C	C	A	B	C	C	
44	US-21/Exit 129	& Caw Caw Rd	A	B	C	C	A	B	C	C	
45	Caw Caw Rd	& Burke Rd	A	A	B	B	A	B	C	C	
46	Burke Rd	& US-601/Saint Matthews Rd	A	A	B	B	A	A	B	B	
47	US-601/Saint Matthews Rd	& SC-33/Cameron Rd/Russell St	A	A	B	B	A	A	B	B	
48	SC-33/Cameron Rd/Russell St	& Five Chop Rd	A	A	B	B	A	A	B	B	
49	Five Chop Rd	& Homestead Rd	A	A	B	B	A	A	B	B	
50	Homestead Rd	& Vance Rd	A	A	B	B	A	A	B	B	
51	Vance Rd	& I-95	A	A	B	B	A	A	B	B	
52	I-95	& US-15	A	A	A	A	A	A	A	A	I-26 F
53	US-15	& SC-453	A	A	A	A	A	A	A	A	
54	SC-453	& Ridgeville Rd	A	A	B	A	A	A	B	A	
55	Ridgeville Rd	& Jedburg Rd	A	A	B	B	A	A	B	B	
56	Jedburg Rd	& N Main St	A	A	B	B	A	A	B	B	I-26 G
57	N Main St	& College Park Rd	A	B	B	B	A	B	B	B	
58	College Park Rd	& US-78/University Blvd	B	C	B	B	A	B	C	C	
59	US-78/University Blvd	& US-52/Rivers Ave	B	C	B	B	A	B	C	C	
60	US-52/Rivers Ave	& Ashley Phosphate Rd	C	D	C	C	A	B	C	C	
61	Ashley Phosphate Rd	& W Aviation Ave	B	D	B	C	A	B	C	D	
62	W Aviation Ave	& Remount Rd	B	C	B	B	A	B	C	C	
63	Remount Rd	& I-526	B	C	B	B	A	B	C	D	
64	I-526	& Mall Dr/W Montague Ave	B	C	B	B	A	B	C	D	
65	Mall Dr/W Montague Ave	& Dorchester Rd	B	C	B	B	A	B	C	C	
66	Dorchester Rd	& SC-7/Cosgrove Ave	B	C	B	B	A	B	C	C	
67	SC-7/Cosgrove Ave	& Meeting Street Rd	B	C	B	B	A	B	C	C	
68	Meeting Street Rd	& Spruill Ave	B	C	B	B	A	B	C	C	
69	Spruill Ave	& Rutledge Ave	B	C	B	B	A	B	C	C	
70	Rutledge Ave	& Mount Pleasant St	B	C	B	B	A	B	C	C	
71	Mount Pleasant St	& Cypress St	B	C	B	B	A	B	B	C	
72	Cypress St	& Romney St	B	B	B	B	A	B	B	B	
73	Romney St	& US 17	B	B	B	B	A	B	B	B	

INRIX CONGESTION ANALYSIS
I-77 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	5.10%	7.96%	6.84%	7.86%
	D-Factor	0.63	0.63	0.52	0.53
Rural	*K-Factor*	3.78%	5.15%	7.13%	7.30%
	D-Factor	0.57	0.61	0.53	0.53

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0092: I-77 Between I-20 & US 1
Urban	0069: I-77 Between US 21 & S-122
Rural	0043: I-77 @ SC 21 Between SC 34 & S-41

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
15%	0.00	15.87	I-26 to I-20
25%	15.87	76.87	I-20 to US 21 S of Rock Hill
15%	76.87	91.05	US 21 S of Rock Hill to NC State Line

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	Begin to NC State Line

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-77 NORTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	I-26/Exit 1	12th St Ext	1.382	3	66,200	67.7	68.5	68.5	68.5	69.0	PM	1,242	1,953	2,367	2,776	15.0%	Rolling	564	886	1,074	1,259	8.2	12.9	15.7	18.3	A	B	B	C
2	12th St Ext	Alex Sanders Brg	1.210	3	69,600	67.6	68.0	68.9	69.0	69.0	PM	1,306	2,054	2,489	2,918	15.0%	Rolling	593	932	1,129	1,324	8.7	13.5	16.4	19.2	A	B	B	C
3	Alex Sanders Brg	SC-48/Bluff Rd/Exit 5	2.316	3	69,600	66.8	66.7	67.5	67.7	68.5	PM	1,306	2,054	2,489	2,918	15.0%	Rolling	593	932	1,129	1,324	8.9	13.8	16.7	19.3	A	B	B	C
4	SC-48/Bluff Rd/Exit 5	SC-768/Shop Rd/Exit 6	1.247	3	63,700	64.9	64.2	65.2	66.2	66.2	PM	1,195	1,879	2,278	2,671	15.0%	Rolling	542	853	1,033	1,212	8.4	13.1	15.6	18.3	A	B	B	C
5	SC-768/Shop Rd/Exit 6	US-378/US-76/Exit 9	1.575	3	57,200	65.4	65.0	66.0	66.0	66.9	PM	1,073	1,688	2,045	2,398	15.0%	Rolling	487	766	928	1,088	7.5	11.6	14.1	16.3	A	B	B	B
6	US-378/US-76/Exit 9	SC-262/Leesburg Rd/Exit 9B	0.976	3	57,200	65.7	66.2	66.4	67.4	66.7	PM	1,073	1,688	2,045	2,398	15.0%	Rolling	487	766	928	1,088	7.4	11.5	13.8	16.3	A	B	B	B
7	SC-262/Leesburg Rd/Exit 9B	Jackson Blvd/Exit 10	1.138	3	58,200	66.5	67.0	67.0	67.5	67.0	PM	1,092	1,717	2,081	2,440	15.0%	Rolling	495	779	944	1,107	7.4	11.6	14.0	16.5	A	B	B	B
8	Jackson Blvd/Exit 10	SC-12/Forest Dr/Exit 12	2.061	3	69,000	66.2	66.7	67.0	67.0	66.7	PM	1,295	2,036	2,467	2,893	15.0%	Rolling	587	924	1,119	1,313	8.8	13.8	16.7	19.7	A	B	B	C
9	SC-12/Forest Dr/Exit 12	Decker Blvd/Exit 13	1.138	3	78,600	66.1	66.3	66.3	67.3	66.7	PM	1,475	2,319	2,810	3,296	15.0%	Rolling	669	1,052	1,275	1,495	10.1	15.9	18.9	22.4	A	B	C	C
10	Decker Blvd/Exit 13	SC-12/Percival Rd/Exit 15	1.425	3	66,100	65.3	65.6	65.6	66.6	66.0	PM	1,240	1,950	2,363	2,771	15.0%	Rolling	563	885	1,072	1,257	8.6	13.5	16.1	19.1	A	B	B	C
11	SC-12/Percival Rd/Exit 15	I-20/Exit 16	1.138	3	69,400	64.7	65.0	65.0	65.6	65.3	PM	1,302	2,048	2,481	2,910	15.0%	Rolling	591	929	1,126	1,320	9.1	14.3	17.2	20.2	A	B	B	C
12	I-20/Exit 16	US-1/Two Notch Rd/Exit 17	1.392	2	50,900	66.4	66.6	66.6	67.6	67.6	PM	955	1,502	1,820	2,134	25.0%	Rolling	730	1,147	1,390	1,630	11.0	17.2	20.6	24.1	A	B	C	C
13	US-1/Two Notch Rd/Exit 17	SC-277/Exit 18	1.322	2	45,200	65.9	66.0	66.0	67.0	66.6	PM	848	1,334	1,616	1,895	25.0%	Rolling	648	1,019	1,235	1,448	9.8	15.4	18.4	21.7	A	B	C	C
14	SC-277/Exit 18	SC-555/Farrow Rd/Exit 19	0.414	3	69,200	66.2	66.0	67.0	67.0	66.0	PM	1,298	2,042	2,474	2,901	25.0%	Rolling	661	1,040	1,260	1,478	10.0	15.5	18.8	22.4	A	B	C	C
15	SC-555/Farrow Rd/Exit 19	Killian Rd/Exit 22	2.400	3	73,200	67.6	68.0	68.0	69.0	65.8	PM	1,373	2,160	2,617	3,069	25.0%	Rolling	699	1,100	1,333	1,563	10.3	16.2	19.3	23.8	A	B	C	C
16	Killian Rd/Exit 22	US-21/Exit 24	2.684	3	54,300	68.0	68.3	68.6	69.6	69.6	PM	1,019	1,602	1,941	2,277	25.0%	Rolling	519	816	989	1,159	7.6	11.9	14.2	16.7	A	B	B	B
17	US-21/Exit 24	Blythewood Rd/Exit 27	3.061	2	46,600	68.4	69.0	69.0	70.0	70.2	PM	874	1,375	1,666	1,954	25.0%	Rolling	668	1,050	1,273	1,493	9.7	15.2	18.2	21.3	A	B	C	C
18	Blythewood Rd/Exit 27	SC-34/Exit 34	4.912	2	41,000	68.5	68.7	68.7	69.9	69.9	PM	769	1,210	1,466	1,719	25.0%	Rolling	588	924	1,120	1,313	8.5	13.4	16.0	18.8	A	B	B	C
19	SC-34/Exit 34	Road 41/Exit 41	6.785	2	36,700	69.6	69.9	69.9	70.9	70.9	Rural	794	1,153	1,382	1,430	25.0%	Rolling	607	881	1,056	1,092	8.7	12.6	14.9	15.4	A	B	B	B
20	Road 41/Exit 41	Road 20/Exit 46	4.705	2	36,300	69.4	69.9	69.9	71.0	71.0	Rural	786	1,140	1,367	1,414	25.0%	Rolling	600	871	1,044	1,080	8.6	12.5	14.7	15.2	A	B	B	B
21	Road 20/Exit 46	SC-200/Exit 48	2.594	2	36,300	68.9	69.8	69.8	71.0	71.0	Rural	786	1,140	1,367	1,414	25.0%	Rolling	600	871	1,044	1,080	8.6	12.5	14.7	15.2	A	B	B	B
22	SC-200/Exit 48	SC-97/Exit 55	7.057	2	35,400	68.0	69.0	69.1	70.1	70.1	Rural	766	1,112	1,333	1,379	25.0%	Rolling	585	849	1,018	1,053	8.5	12.3	14.5	15.0	A	B	B	B
23	SC-97/Exit 55	SC-56/Exit 62	7.135	2	35,300	68.6	69.1	69.1	71.0	71.0	Rural	764	1,109	1,329	1,375	25.0%	Rolling	584	847	1,015	1,050	8.4	12.3	14.3	14.8	A	B	B	B
24	SC-56/Exit 62	SC-9/Exit 65	2.226	2	35,300	68.7	69.0	69.0	70.7	71.0	Rural	764	1,109	1,329	1,375	25.0%	Rolling	584	847	1,015	1,050	8.5	12.3	14.4	14.8	A	B	B	B
25	SC-9/Exit 65	SC-901/Exit 73	3.148	2	40,500	68.7	69.0	69.2	70.2	70.2	Rural	876	1,272	1,525	1,578	25.0%	Rolling	670	972	1,165	1,205	9.7	14.0	16.6	17.2	A	B	B	B
26	SC-901/Exit 73	Porter Rd/Exit 75	2.514	2	42,900	68.8	69.0	69.0	70.0	70.7	AM	1,383	2,147	1,401	1,574	25.0%	Rolling	1,057	1,640	1,070	1,202	15.3	23.8	15.3	17.0	B	C	B	B
27	Porter Rd/Exit 75	US-21/SC-5/Exit 77	1.773	3	43,900	67.4	68.0	68.0	69.0	69.0	AM	1,415	2,197	1,433	1,610	25.0%	Rolling	721	1,119	730	820	10.6	16.5	10.6	11.9	A	B	A	B
28	US-21/SC-5/Exit 77	SC-122/Dave Lyle Blvd/Exit 79	1.865	4	58,400	66.7	67.8	67.0	68.0	68.0	AM	1,883	2,923	1,907	2,142	15.0%	Rolling	641	995	649	729	9.5	14.8	9.5	10.7	A	B	A	A
29	SC-122/Dave Lyle Blvd/Exit 79	US-21/Exit 82	2.338	4	72,500	66.1	67.0	66.8	67.8	67.8	AM	2,338	3,628	2,367	2,659	15.0%	Rolling	795	1,235	805	905	11.9	18.5	11.9	13.4	B	C	B	B
30	US-21/Exit 82	SC-161/Exit 82	0.600	5	71,800	66.6	67.9	66.9	67.9	67.9	AM	2,315	3,593	2,344	2,634	15.0%	Rolling	630	978	638	717	9.3	14.6	9.4	10.6	A	B	A	A
31	SC-161/Exit 82	Sutton Rd/Exit 83	1.474	4	97,200	66.0	67.6	66.6	67.6	67.6	AM	3,134	4,865	3,174	3,565	15.0%	Rolling	1,066	1,655	1,080	1,213	15.8	24.9	16.0	17.9	B	C	B	B
32	Sutton Rd/Exit 83	SC-160/Exit 85	2.102	4	94,200	65.8	67.3	66.0	67.3	67.3	AM	3,037	4,715	3,076	3,455	15.0%	Rolling	1,033	1,604	1,047	1,176	15.4	24.3	15.6	17.5	B	C	B	B
33	SC-160/Exit 85	SC-98/Gold Hill Rd/Exit 88	2.398	4	94,000	67.1	68.0	65.8	68.2	68.2	AM	3,031	4,705	3,069	3,448	15.0%	Rolling	1,031	1,601	1,044	1,173	15.2	24.3	15.3	17.2	B	C	B	B
34	SC-98/Gold Hill Rd/Exit 88	US-21/Carowinds Blvd/Exit 90	2.455	4	101,500	65.9	62.4	60.6	67.5	67.5	AM	3,273	5,080	3,314	3,723	15.0%	Rolling	1,114	1,729	1,128	1,267	17.8	28.5	16.7	18.8	B	D	B	C

INRIX CONGESTION ANALYSIS
I-77 SOUTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US-21/Carowinds Blvd/Exit 90	SC-98/Gold Hill Rd/Exit 88	2.515	4	101,500	66.5	66.8	67.6	67.8	67.0	PM	1,905	2,995	3,629	4,256	15.0%	Rolling	648	1,019	1,235	1,448	9.7	15.1	18.2	21.6	A	B	C	C
2	SC-98/Gold Hill Rd/Exit 88	SC-160/Exit 85	2.353	4	94,000	66.1	66.8	67.0	68.0	67.0	PM	1,764	2,773	3,361	3,941	15.0%	Rolling	600	944	1,144	1,341	9.0	14.1	16.8	20.0	A	B	B	C
3	SC-160/Exit 85	Sutton Rd/Exit 83	2.265	4	94,200	67.0	67.7	68.0	68.7	67.7	PM	1,768	2,779	3,368	3,950	15.0%	Rolling	601	946	1,146	1,344	8.9	13.9	16.7	19.8	A	B	B	C
4	Sutton Rd/Exit 83	SC-161/Exit 82	1.371	4	97,200	65.4	65.6	66.2	66.6	64.4	PM	1,824	2,868	3,475	4,075	15.0%	Rolling	621	976	1,183	1,387	9.5	14.7	17.8	21.5	A	B	B	C
5	SC-161/Exit 82	US-21/Exit 82	0.624	5	71,800	65.6	65.9	66.9	66.9	66.8	PM	1,347	2,118	2,567	3,010	15.0%	Rolling	367	577	699	820	5.6	8.6	10.4	12.3	A	A	A	B
6	US-21/Exit 82	SC-122/Dave Lyle Blvd/Exit 79	2.331	4	72,500	66.2	66.7	67.4	67.7	67.0	PM	1,360	2,139	2,592	3,040	15.0%	Rolling	463	728	882	1,034	6.9	10.8	13.0	15.4	A	A	B	B
7	SC-122/Dave Lyle Blvd/Exit 79	US-21/SC-5/Exit 77	1.631	4	58,400	66.1	67.0	67.2	67.2	67.0	PM	1,096	1,723	2,088	2,449	15.0%	Rolling	373	586	711	833	5.6	8.7	10.6	12.4	A	A	A	B
8	US-21/SC-5/Exit 77	Porter Rd/Exit 75	1.976	3	43,900	67.3	68.3	68.3	68.3	68.0	PM	824	1,295	1,570	1,841	25.0%	Rolling	419	660	799	937	6.1	9.7	11.7	13.8	A	A	B	B
9	Porter Rd/Exit 75	SC-901/Exit 73	2.513	2	42,900	67.3	68.7	68.7	68.0	67.7	PM	805	1,266	1,534	1,799	25.0%	Rolling	615	967	1,172	1,374	8.9	14.1	17.2	20.3	A	B	B	C
10	SC-901/Exit 73	SC-9/Exit 65	8.157	2	40,500	68.4	70.0	70.0	69.9	69.0	Rural	876	1,272	1,525	1,578	25.0%	Rolling	670	972	1,165	1,205	9.6	13.9	16.7	17.5	A	B	B	B
11	SC-9/Exit 65	SC-56/Exit 62	2.303	2	35,300	68.7	70.0	70.0	70.0	69.7	Rural	764	1,109	1,329	1,375	25.0%	Rolling	584	847	1,015	1,050	8.3	12.1	14.5	15.1	A	B	B	B
12	SC-56/Exit 62	SC-97/Exit 55	7.147	2	35,300	68.5	70.9	70.9	69.9	69.9	Rural	764	1,109	1,329	1,375	25.0%	Rolling	584	847	1,015	1,050	8.2	11.9	14.5	15.0	A	B	B	B
13	SC-97/Exit 55	SC-200/Exit 48	7.104	2	35,400	68.7	70.1	70.1	70.0	70.0	Rural	766	1,112	1,333	1,379	25.0%	Rolling	585	849	1,018	1,053	8.3	12.1	14.5	15.0	A	B	B	B
14	SC-200/Exit 48	Road 20/Exit 46	2.532	2	36,300	68.3	70.0	70.0	69.0	69.0	Rural	786	1,140	1,367	1,414	25.0%	Rolling	600	871	1,044	1,080	8.6	12.4	15.1	15.7	A	B	B	B
15	Road 20/Exit 46	Road 41/Exit 41	4.655	2	36,300	68.5	70.1	70.1	70.0	69.1	Rural	786	1,140	1,367	1,414	25.0%	Rolling	600	871	1,044	1,080	8.6	12.4	14.9	15.6	A	B	B	B
16	Road 41/Exit 41	SC-34/Exit 34	6.857	2	36,700	68.3	70.0	70.0	69.0	69.0	Rural	794	1,153	1,382	1,430	25.0%	Rolling	607	881	1,056	1,092	8.7	12.6	15.3	15.8	A	B	B	B
17	SC-34/Exit 34	Blythewood Rd/Exit 27	6.738	2	41,000	69.0	70.7	70.7	70.6	69.7	AM	1,322	2,052	1,339	1,504	25.0%	Rolling	1,010	1,567	1,023	1,149	14.3	22.2	14.5	16.5	B	C	B	B
18	Blythewood Rd/Exit 27	US-21/Exit 24	3.207	2	46,600	69.2	70.8	70.8	70.0	70.0	AM	1,502	2,332	1,521	1,709	25.0%	Rolling	1,148	1,782	1,162	1,306	16.2	25.2	16.6	18.7	B	C	B	C
19	US-21/Exit 24	Killian Rd/Exit 22	2.556	3	54,300	69.3	71.0	70.7	70.0	70.0	AM	1,751	2,718	1,773	1,992	25.0%	Rolling	892	1,384	903	1,014	12.6	19.6	12.9	14.5	B	C	B	B
20	Killian Rd/Exit 22	SC-555/Farrow Rd/Exit 19	2.125	3	73,200	67.7	68.8	68.8	68.7	68.7	AM	2,360	3,664	2,390	2,685	25.0%	Rolling	1,202	1,866	1,217	1,367	17.5	27.1	17.7	19.9	B	D	B	C
21	SC-555/Farrow Rd/Exit 19	SC-277/Exit 18	0.515	3	69,200	66.9	68.6	68.0	67.6	67.6	AM	2,231	3,463	2,259	2,538	25.0%	Rolling	1,136	1,764	1,151	1,293	16.6	25.9	17.0	19.1	B	C	B	C
22	SC-277/Exit 18	US-1/Two Notch Rd/Exit 17	1.077	2	45,200	66.8	68.0	68.0	67.7	67.7	AM	1,457	2,262	1,476	1,658	25.0%	Rolling	1,113	1,728	1,127	1,266	16.4	25.4	16.6	18.7	B	C	B	C
23	US-1/Two Notch Rd/Exit 17	I-20/Exit 16	2.049	2	50,900	64.8	65.1	66.1	65.1	65.1	AM	1,641	2,547	1,662	1,867	25.0%	Rolling	1,254	1,946	1,269	1,426	19.2	29.4	19.5	21.9	C	D	C	C
24	I-20/Exit 16	SC-12/Percival Rd/Exit 15	0.526	3	69,400	66.6	66.5	67.0	67.5	67.5	AM	2,238	3,473	2,266	2,546	15.0%	Rolling	1,015	1,576	1,028	1,155	15.3	23.5	15.2	17.1	B	C	B	B
25	SC-12/Percival Rd/Exit 15	Decker Blvd/Exit 13	1.425	3	66,100	66.0	67.0	67.0	67.0	67.0	AM	2,131	3,308	2,158	2,424	15.0%	Rolling	967	1,501	979	1,100	14.4	22.4	14.6	16.4	B	C	B	B
26	Decker Blvd/Exit 13	SC-12/Forest Dr/Exit 12	1.423	3	78,600	66.0	66.5	66.5	66.5	66.5	AM	2,534	3,934	2,566	2,883	15.0%	Rolling	1,150	1,785	1,164	1,308	17.3	26.8	17.5	19.7	B	D	B	C
27	SC-12/Forest Dr/Exit 12	Jackson Blvd/Exit 10	2.041	3	69,000	66.0	66.7	66.7	66.7	65.7	AM	2,225	3,453	2,253	2,531	15.0%	Rolling	1,009	1,567	1,022	1,148	15.1	23.5	15.3	17.5	B	C	B	B
28	Jackson Blvd/Exit 10	SC-262/Leesburg Rd/Exit 9B	1.073	3	58,200	64.6	65.7	65.7	64.7	64.7	AM	1,876	2,913	1,900	2,135	15.0%	Rolling	851	1,322	862	969	13.0	20.1	13.3	15.0	B	C	B	B
29	SC-262/Leesburg Rd/Exit 9B	US-378/US-76/Exit 9	0.678	3	57,200	66.4	68.7	67.7	67.7	66.7	AM	1,844	2,863	1,868	2,098	15.0%	Rolling	837	1,299	847	952	12.2	19.2	12.5	14.3	B	C	B	B
30	US-378/US-76/Exit 9	SC-768/Shop Rd/Exit 6	2.264	3	57,200	65.9	67.6	67.6	66.6	66.6	AM	1,844	2,863	1,868	2,098	15.0%	Rolling	837	1,299	847	952	12.4	19.2	12.7	14.3	B	C	B	B
31	SC-768/Shop Rd/Exit 6	SC-48/Bluff Rd/Exit 5	0.973	3	63,700	64.8	66.3	66.3	65.3	65.6	AM	2,054	3,188	2,080	2,336	15.0%	Rolling	932	1,446	944	1,060	14.1	21.8	14.5	16.2	B	C	B	B
32	SC-48/Bluff Rd/Exit 5	Alex Sanders Brg	1.783	3	69,600	66.5	68.1	67.1	67.0	67.0	AM	2,244	3,483	2,272	2,553	15.0%	Rolling	1,018	1,580	1,031	1,158	15.0	23.6	15.4	17.3	B	C	B	B
33	Alex Sanders Brg	12th St Ext	1.752	3	69,600	67.0	68.4	68.4	68.0	67.0	AM	2,244	3,483	2,272	2,553	15.0%	Rolling	1,018	1,580	1,031	1,158	14.9	23.1	15.2	17.3	B	C	B	B
34	12th St Ext	I-26/Exit 1	0.898	3	66,200	65.8	67.0	67.0	66.8	65.8	AM	2,134	3,313	2,161	2,428	15.0%	Rolling	968	1,503	981	1,102	14.5	22.4	14.7	16.7	B	C	B	B

INRIX CONGESTION ANALYSIS
I-77

Segment #	Segment Between			Density Index			I-77 Segment Rank	Corridor Name	Corridor Density Index	
				I-77 NB	I-77 SB	I-77 Two-Way			Average Index	Rank by Average Index
1	I-26/Exit 1	&	12th St Ext	55.1	68.3	123.4	18	I-77 A	130.2	1
2	12th St Ext	&	Alex Sanders Brg	57.8	70.5	128.2	15			
3	Alex Sanders Brg	&	SC-48/Bluff Rd/Exit 5	58.7	71.2	129.9	14			
4	SC-48/Bluff Rd/Exit 5	&	SC-768/Shop Rd/Exit 6	55.4	66.5	121.9	19			
5	SC-768/Shop Rd/Exit 6	&	US-378/US-76/Exit 9	49.4	58.6	108.0	23			
6	US-378/US-76/Exit 9	&	SC-262/Leesburg Rd/Exit 9B	49.0	58.2	107.1	24			
7	SC-262/Leesburg Rd/Exit 9B	&	Jackson Blvd/Exit 10	49.5	61.4	110.9	21			
8	Jackson Blvd/Exit 10	&	SC-12/Forest Dr/Exit 12	59.0	71.4	130.4	13			
9	SC-12/Forest Dr/Exit 12	&	Decker Blvd/Exit 13	67.3	81.3	148.6	3			
10	Decker Blvd/Exit 13	&	SC-12/Percival Rd/Exit 15	57.2	67.9	125.1	16			
11	SC-12/Percival Rd/Exit 15	&	I-20/Exit 16	60.8	71.1	131.9	11			
12	I-20/Exit 16	&	US-1/Two Notch Rd/Exit 17	72.9	90.1	162.9	1			
13	US-1/Two Notch Rd/Exit 17	&	SC-277/Exit 18	65.4	77.1	142.5	6			
14	SC-277/Exit 18	&	SC-555/Farrow Rd/Exit 19	66.8	78.6	145.4	5			
15	SC-555/Farrow Rd/Exit 19	&	Killian Rd/Exit 22	69.5	82.2	151.7	2			
16	Killian Rd/Exit 22	&	US-21/Exit 24	50.4	59.5	109.9	22			
17	US-21/Exit 24	&	Blythewood Rd/Exit 27	64.3	76.7	141.0	7			
18	Blythewood Rd/Exit 27	&	SC-34/Exit 34	56.8	67.4	124.2	17			
19	SC-34/Exit 34	&	Road 41/Exit 41	51.6	52.4	103.9	25	I-77 B	103.5	3
20	Road 41/Exit 41	&	Road 20/Exit 46	51.0	51.5	102.5	27			
21	Road 20/Exit 46	&	SC-200/Exit 48	51.0	51.8	102.8	26			
22	SC-200/Exit 48	&	SC-97/Exit 55	50.3	50.1	100.4	29			
23	SC-97/Exit 55	&	SC-56/Exit 62	49.8	49.7	99.5	31			
24	SC-56/Exit 62	&	SC-9/Exit 65	49.9	50.0	99.9	30			
25	SC-9/Exit 65	&	SC-901/Exit 73	57.5	57.6	115.1	20			
26	SC-901/Exit 73	&	Porter Rd/Exit 75	71.4	60.5	131.9	12	I-77 C	115.1	2
27	Porter Rd/Exit 75	&	US-21/SC-5/Exit 77	49.5	41.3	90.8	32			
28	US-21/SC-5/Exit 77	&	SC-122/Dave Lyle Blvd/Exit 79	44.6	37.3	81.9	33			
29	SC-122/Dave Lyle Blvd/Exit 79	&	US-21/Exit 82	55.6	46.2	101.8	28			
30	US-21/Exit 82	&	SC-161/Exit 82	43.9	36.9	80.7	34			
31	SC-161/Exit 82	&	Sutton Rd/Exit 83	74.6	63.5	138.0	8			
32	Sutton Rd/Exit 83	&	SC-160/Exit 85	72.7	59.3	132.0	9			
33	SC-160/Exit 85	&	SC-98/Gold Hill Rd/Exit 88	72.0	59.9	131.9	10			
34	SC-98/Gold Hill Rd/Exit 88	&	US-21/Carowinds Blvd/Exit 90	81.8	64.6	146.4	4			

INRIX CONGESTION ANALYSIS
I-77 SUMMARY

I-77 Segment #	Segment Between			I-77 Northbound LOS				I-77 Southbound LOS				I-77 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	I-26/Exit 1	&	12th St Ext	A	B	B	C	B	C	B	B	I-77 A
2	12th St Ext	&	Alex Sanders Brg	A	B	B	C	B	C	B	B	
3	Alex Sanders Brg	&	SC-48/Bluff Rd/Exit 5	A	B	B	C	B	C	B	B	
4	SC-48/Bluff Rd/Exit 5	&	SC-768/Shop Rd/Exit 6	A	B	B	C	B	C	B	B	
5	SC-768/Shop Rd/Exit 6	&	US-378/US-76/Exit 9	A	B	B	B	B	C	B	B	
6	US-378/US-76/Exit 9	&	SC-262/Leesburg Rd/Exit 9B	A	B	B	B	B	C	B	B	
7	SC-262/Leesburg Rd/Exit 9B	&	Jackson Blvd/Exit 10	A	B	B	B	B	C	B	B	
8	Jackson Blvd/Exit 10	&	SC-12/Forest Dr/Exit 12	A	B	B	C	B	C	B	B	
9	SC-12/Forest Dr/Exit 12	&	Decker Blvd/Exit 13	A	B	C	C	B	D	B	C	
10	Decker Blvd/Exit 13	&	SC-12/Percival Rd/Exit 15	A	B	B	C	B	C	B	B	
11	SC-12/Percival Rd/Exit 15	&	I-20/Exit 16	A	B	B	C	B	C	B	B	
12	I-20/Exit 16	&	US-1/Two Notch Rd/Exit 17	A	B	C	C	C	D	C	C	
13	US-1/Two Notch Rd/Exit 17	&	SC-277/Exit 18	A	B	C	C	B	C	B	C	
14	SC-277/Exit 18	&	SC-555/Farrow Rd/Exit 19	A	B	C	C	B	C	B	C	
15	SC-555/Farrow Rd/Exit 19	&	Killian Rd/Exit 22	A	B	C	C	B	D	B	C	
16	Killian Rd/Exit 22	&	US-21/Exit 24	A	B	B	B	B	C	B	B	
17	US-21/Exit 24	&	Blythewood Rd/Exit 27	A	B	C	C	B	C	B	C	
18	Blythewood Rd/Exit 27	&	SC-34/Exit 34	A	B	B	C	B	C	B	B	
19	SC-34/Exit 34	&	Road 41/Exit 41	A	B	B	B	A	B	B	B	I-77 B
20	Road 41/Exit 41	&	Road 20/Exit 46	A	B	B	B	A	B	B	B	
21	Road 20/Exit 46	&	SC-200/Exit 48	A	B	B	B	A	B	B	B	
22	SC-200/Exit 48	&	SC-97/Exit 55	A	B	B	B	A	B	B	B	
23	SC-97/Exit 55	&	SC-56/Exit 62	A	B	B	B	A	B	B	B	
24	SC-56/Exit 62	&	SC-9/Exit 65	A	B	B	B	A	B	B	B	
25	SC-9/Exit 65	&	SC-901/Exit 73	A	B	B	B	A	B	B	B	
26	SC-901/Exit 73	&	Porter Rd/Exit 75	B	C	B	B	A	B	B	C	I-77 C
27	Porter Rd/Exit 75	&	US-21/SC-5/Exit 77	A	B	A	B	A	A	B	B	
28	US-21/SC-5/Exit 77	&	SC-122/Dave Lyle Blvd/Exit 79	A	B	A	A	A	A	A	B	
29	SC-122/Dave Lyle Blvd/Exit 79	&	US-21/Exit 82	B	C	B	B	A	A	B	B	
30	US-21/Exit 82	&	SC-161/Exit 82	A	B	A	A	A	A	A	B	
31	SC-161/Exit 82	&	Sutton Rd/Exit 83	B	C	B	B	A	B	B	C	
32	Sutton Rd/Exit 83	&	SC-160/Exit 85	B	C	B	B	A	B	B	C	
33	SC-160/Exit 85	&	SC-98/Gold Hill Rd/Exit 88	B	C	B	B	A	B	B	C	
34	SC-98/Gold Hill Rd/Exit 88	&	US-21/Carowinds Blvd/Exit 90	B	D	B	C	A	B	C	C	

INRIX CONGESTION ANALYSIS
I-85 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	5.01%	7.45%	7.09%	7.78%
	D-Factor	0.65	0.60	0.54	0.54
Rural	*K-Factor*	3.64%	4.95%	6.82%	7.05%
	D-Factor	0.56	0.57	0.52	0.51

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0048: I-85 1.0 mi N of US 25
Urban	0101: I-85 Between US 29 & S-129
Rural	0016: I-85 in Anderson County at S-71
Rural	0132: I-85 Between S-18 & S-5

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
35%	0.00	41.88	GA State Line to I-185
28%	41.88	77.93	I-185 to US 221
30%	77.93	106.28	US 221 to NC State Line

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	GA State Line to NC State Line

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-85 NORTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	GA State Line	SC-11/Exit 1	0.719	2	38,400	66.5	67.0	67.0	67.0	67.0	Rural	786	1,082	1,371	1,391	35.0%	Rolling	666	916	1,161	1,178	9.9	13.7	17.3	17.6	A	B	B	B
2	SC-11/Exit 1	SC-59/Exit 2	1.735	2	37,900	65.5	66.0	66.0	66.2	66.2	Rural	776	1,067	1,353	1,373	35.0%	Rolling	657	904	1,146	1,163	10.0	13.7	17.3	17.6	A	B	B	B
3	SC-59/Exit 2	Exit 4	1.886	2	37,300	67.5	68.0	68.0	68.0	68.0	Rural	764	1,051	1,332	1,351	35.0%	Rolling	647	890	1,128	1,145	9.5	13.1	16.6	16.8	A	B	B	B
4	Exit 4	SC-24/Exit 11	6.837	2	39,600	66.7	68.0	67.0	67.0	67.0	Rural	811	1,115	1,414	1,434	35.0%	Rolling	687	945	1,198	1,215	10.1	14.1	17.9	18.1	A	B	B	C
5	SC-24/Exit 11	SC-187/Exit 14	2.832	2	44,100	66.6	67.0	67.0	67.8	67.0	Rural	903	1,242	1,574	1,597	35.0%	Rolling	765	1,052	1,334	1,353	11.4	15.7	19.7	20.2	B	B	C	C
6	SC-187/Exit 14	US-76/SC-28/Exit 19	5.649	2	46,200	67.4	68.1	68.1	68.1	68.1	Rural	946	1,301	1,649	1,674	35.0%	Rolling	801	1,102	1,397	1,418	11.8	16.2	20.5	20.8	B	B	C	C
7	US-76/SC-28/Exit 19	US-178/Exit 21	1.273	3	47,700	66.7	67.2	67.2	67.4	67.2	AM	1,548	2,136	1,551	1,703	35.0%	Rolling	874	1,207	876	962	13.0	18.0	13.0	14.3	B	B	B	B
8	US-178/Exit 21	SC-81/Exit 27	6.474	3	53,900	67.2	68.0	68.0	68.0	68.0	Rural	1,104	1,518	1,924	1,952	35.0%	Rolling	623	857	1,087	1,103	9.2	12.6	16.0	16.2	A	B	B	B
9	SC-81/Exit 27	SC-8/Exit 32	4.605	3	56,600	66.6	66.9	66.9	67.9	67.8	Rural	1,159	1,594	2,020	2,050	35.0%	Rolling	655	900	1,141	1,158	9.8	13.5	16.8	17.1	A	B	B	B
10	SC-8/Exit 32	US-29/Exit 34	2.244	3	53,900	67.7	68.7	67.7	68.7	68.7	Rural	1,104	1,518	1,924	1,952	35.0%	Rolling	623	857	1,087	1,103	9.1	12.7	15.8	16.1	A	B	B	B
11	US-29/Exit 34	SC-86/Exit 35	0.925	3	65,500	65.7	66.3	66.3	67.0	67.0	AM	2,125	2,934	2,130	2,339	35.0%	Rolling	1,200	1,657	1,203	1,321	18.1	25.0	18.0	19.7	C	C	B	C
12	SC-86/Exit 35	SC-143/Exit 39	3.949	3	66,900	66.3	66.8	65.8	67.7	67.7	AM	2,171	2,996	2,175	2,389	35.0%	Rolling	1,226	1,692	1,228	1,349	18.4	25.7	18.2	19.9	C	C	C	C
13	SC-143/Exit 39	SC-153/Exit 40	1.283	3	69,000	66.4	66.6	66.0	67.0	67.4	AM	2,239	3,090	2,243	2,464	35.0%	Rolling	1,265	1,745	1,267	1,391	19.0	26.4	18.9	20.7	C	D	C	C
14	SC-153/Exit 40	US-29/Exit 42 (Greenville)	1.631	3	87,600	65.1	65.6	65.6	66.1	66.1	AM	2,843	3,923	2,848	3,128	35.0%	Rolling	1,605	2,216	1,609	1,767	24.5	33.8	24.3	26.7	C	D	C	D
15	US-29/Exit 42 (Greenville)	US-25/SC-20/White Horse Rd/Exit 4	1.503	3	73,000	64.2	64.9	64.5	65.5	65.5	AM	2,369	3,270	2,373	2,606	28.0%	Rolling	1,246	1,720	1,248	1,371	19.2	26.7	19.1	20.9	C	D	C	C
16	US-25/SC-20/White Horse Rd/Exit 4	US-25 Bus/Augusta Rd/Exit 46	1.638	3	77,900	66.0	66.0	65.7	66.7	67.0	AM	2,528	3,489	2,533	2,781	28.0%	Rolling	1,329	1,835	1,332	1,463	20.1	27.9	20.0	21.8	C	D	C	C
17	US-25 Bus/Augusta Rd/Exit 46	SC-291/Pleasantburg Dr	0.472	4	96,000	65.0	65.4	64.4	66.0	66.0	AM	3,115	4,300	3,121	3,428	28.0%	Rolling	1,229	1,696	1,231	1,352	18.8	26.3	18.7	20.5	C	D	C	C
18	SC-291/Pleasantburg Dr	Mauldin Rd/Exit 46	0.842	4	96,000	63.8	64.0	63.0	65.0	65.0	AM	3,115	4,300	3,121	3,428	28.0%	Rolling	1,229	1,696	1,231	1,352	19.2	26.9	18.9	20.8	C	D	C	C
19	Mauldin Rd/Exit 46	US-276/Exit 48	1.672	3	98,600	62.6	62.4	61.5	63.4	63.4	AM	3,199	4,416	3,206	3,520	28.0%	Rolling	1,683	2,323	1,686	1,851	27.0	37.7	26.6	29.2	D	E	D	D
20	US-276/Exit 48	I-385/SC-146/Woodruff Rd/Exit 51	2.266	3	92,700	64.7	64.3	64.3	65.3	63.8	PM	1,641	2,755	3,561	3,906	28.0%	Rolling	863	1,449	1,873	2,054	13.4	22.5	28.7	32.2	B	C	D	D
21	I-385/SC-146/Woodruff Rd/Exit 51	Pelham Rd/Exit 54	3.064	3	111,900	65.3	65.3	64.3	65.3	60.3	PM	1,981	3,326	4,298	4,715	28.0%	Rolling	1,042	1,749	2,261	2,480	16.0	27.2	34.6	41.1	B	D	D	E
22	Pelham Rd/Exit 54	SC-14/Exit 56	2.000	3	93,000	65.3	65.6	65.6	66.0	65.6	PM	1,646	2,764	3,572	3,918	28.0%	Rolling	866	1,454	1,879	2,061	13.2	22.1	28.5	31.4	B	C	D	D
23	SC-14/Exit 56	Aviation Dr/Exit 57	0.302	3	81,800	65.5	66.0	66.0	67.0	66.0	PM	1,448	2,431	3,142	3,446	28.0%	Rolling	761	1,279	1,653	1,813	11.5	19.4	24.7	27.5	B	C	C	D
24	Aviation Dr/Exit 57	SC-101/Exit 60	3.918	3	78,700	66.5	66.8	67.0	67.0	67.0	PM	1,393	2,339	3,023	3,316	28.0%	Rolling	733	1,230	1,590	1,744	11.0	18.4	23.7	26.0	A	C	C	D
25	SC-101/Exit 60	SC-290/Exit 63	3.431	3	80,500	66.3	66.7	66.7	66.7	67.0	PM	1,425	2,392	3,092	3,392	28.0%	Rolling	749	1,258	1,626	1,784	11.2	18.9	24.4	26.6	B	C	C	D
26	SC-290/Exit 63	US-29/Exit 66	2.131	3	81,100	66.1	65.8	65.8	66.6	66.6	AM	2,632	3,632	2,637	2,896	28.0%	Rolling	1,384	1,910	1,387	1,523	21.0	29.0	20.8	22.9	C	D	C	C
27	US-29/Exit 66	SC-129/Exit 68	1.902	3	79,100	65.8	66.2	66.2	66.5	66.5	AM	2,567	3,543	2,572	2,824	28.0%	Rolling	1,350	1,863	1,353	1,485	20.4	28.1	20.3	22.3	C	D	C	C
28	SC-129/Exit 68	I-26/Exit 70	3.044	3	61,900	66.5	67.1	67.1	68.1	68.1	AM	2,009	2,772	2,012	2,210	28.0%	Rolling	1,056	1,458	1,058	1,162	15.7	21.7	15.5	17.1	B	C	B	B
29	I-26/Exit 70	US-176/Exit 72	1.775	3	66,300	67.7	68.3	68.3	68.6	69.3	PM	1,174	1,970	2,547	2,793	28.0%	Rolling	617	1,036	1,339	1,469	9.0	15.2	19.5	21.2	A	B	C	C
30	US-176/Exit 72	SC-9/Exit 75	2.383	3	63,200	68.4	69.0	69.0	69.0	69.7	PM	1,119	1,878	2,428	2,663	28.0%	Rolling	588	988	1,277	1,400	8.5	14.3	18.5	20.1	A	B	C	C
31	SC-9/Exit 75	I-85 Bus/Exit 77	2.423	3	56,600	68.3	69.0	69.0	69.0	69.8	PM	1,002	1,682	2,174	2,385	28.0%	Rolling	527	885	1,143	1,254	7.6	12.8	16.6	18.0	A	B	B	B
32	I-85 Bus/Exit 77	US-221/Exit 78	1.055	3	70,800	68.1	69.0	68.5	69.0	69.0	PM	1,253	2,104	2,720	2,983	28.0%	Rolling	659	1,107	1,430	1,569	9.6	16.2	20.7	22.7	A	B	C	C
33	US-221/Exit 78	Gossett Rd/Exit 80	1.437	3	60,900	67.6	68.4	68.0	69.0	68.0	PM	1,078	1,810	2,339	2,566	30.0%	Rolling	579	972	1,256	1,378	8.5	14.3	18.2	20.3	A	B	C	C
34	Gossett Rd/Exit 80	SC-110/Exit 83	3.791	2	57,500	66.6	67.0	67.0	67.0	67.0	PM	1,018	1,709	2,209	2,423	30.0%	Rolling	820	1,377	1,779	1,952	12.2	20.5	26.6	29.1	B	C	D	D
35	SC-110/Exit 83	Green River Rd/Exit 87	3.298	2	54,200	67.3	68.2	68.2	68.3	68.2	Rural	1,110	1,527	1,935	1,963	30.0%	Rolling	894	1,230	1,559	1,582	13.1	18.0	22.8	23.2	B	C	C	C
36	Green River Rd/Exit 87	Hyatt St/Exit 90	3.237	2	53,600	67.0	68.0	67.1	68.0	68.0	Rural	1,098	1,510	1,913	1,942	30.0%	Rolling	884	1,216	1,541	1,564	13.0	18.1	22.7	23.0	B	C	C	C
37	Hyatt St/Exit 90	SC-11/Exit 92	2.462	2	49,500	66.7	67.0	67.2	67.2	67.2	Rural	1,014	1,394	1,767	1,793	30.0%	Rolling	816	1,123	1,423	1,444	12.2	16.7	21.2	21.5	B	B	C	C
38	SC-11/Exit 92	SC-150/SC-18/Road 82/Exit 95	2.275	2	49,700	67.4	68.0	68.0	68.0	68.0	Rural	1,018	1,400	1,774	1,800	30.0%	Rolling	820	1,128	1,429	1,450	12.1	16.6	21.0	21.3	B	B	C	C
39	SC-150/SC-18/Road 82/Exit 95	SC-18/Shelby Hwy/Exit 96	1.478	2	48,200	66.0	66.3	66.5	67.5	67.5	Rural	987	1,358	1,721	1,746	30.0%	Rolling	795	1,094	1,386	1,406	12.0	16.4	20.5	20.8	B	B	C	C
40	SC-18/Shelby Hwy/Exit 96	SC-5/Exit 99	3.338	2	45,300	67.5	68.0	68.0	68.9	68.9	Rural	928	1,276	1,617	1,641	30.0%	Rolling	747	1,028	1,303	1,322	11.0	15.1	18.9	19.2	A	B	C	C
41	SC-5/Exit 99	SC-198/Exit 102	2.735	2	45,300	64.6	65.4	65.4	65.4	65.7	Rural	928	1,276	1,617	1,641	30.0%	Rolling	747	1,028	1,303	1,322	11.4	15.7	19.9	20.1	B	B	C	C
42	SC-198/Exit 102	Exit 104	1.742	2	41,600	67.3	67.1	68.0	68.0	68.0	Rural	852	1,172	1,485	1,507	30.0%	Rolling	686	944	1,196	1,214	10.2	13.9	17.6	17.9	A	B	B	B
43	Exit 104	US-29/Exit 106	1.846	2	41,300	66.4	66.1	67.1	67.1	67.1	Rural	846	1,163	1,474	1,496	30.0%	Rolling	681	937	1,188	1,205	10.3	14.0	17.7	18.0	A	B	B	B

INRIX CONGESTION ANALYSIS
I-85 SOUTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US-29/Exit 106	Exit 104	1.560	2	41,300	65.8	66.4	67.2	66.2	66.2	Rural	846	1,163	1,474	1,496	30.0%	Rolling	681	937	1,188	1,205	10.3	13.9	17.9	18.2	A	B	B	C
2	Exit 104	SC-198/Exit 102	1.949	2	41,600	66.4	67.0	67.8	67.0	67.8	Rural	852	1,172	1,485	1,507	30.0%	Rolling	686	944	1,196	1,214	10.2	13.9	17.9	17.9	A	B	B	B
3	SC-198/Exit 102	SC-5/Exit 99	2.659	2	45,300	68.6	69.6	69.6	68.8	69.6	Rural	928	1,276	1,617	1,641	30.0%	Rolling	747	1,028	1,303	1,322	10.7	14.8	18.9	19.0	A	B	C	C
4	SC-5/Exit 99	SC-18/Shelby Hwy/Exit 96	3.209	2	45,300	66.4	67.9	67.9	67.0	66.9	Rural	928	1,276	1,617	1,641	30.0%	Rolling	747	1,028	1,303	1,322	11.0	15.1	19.4	19.8	B	B	C	C
5	SC-18/Shelby Hwy/Exit 96	SC-150/SC-18/Road 82/Exit 95	1.336	2	48,200	67.2	67.8	67.8	67.6	67.6	Rural	987	1,358	1,721	1,746	30.0%	Rolling	795	1,094	1,386	1,406	11.7	16.1	20.5	20.8	B	B	C	C
6	SC-150/SC-18/Road 82/Exit 95	SC-11/Exit 92	2.698	2	49,700	65.8	67.0	67.0	66.2	66.0	Rural	1,018	1,400	1,774	1,800	30.0%	Rolling	820	1,128	1,429	1,450	12.2	16.8	21.6	22.0	B	B	C	C
7	SC-11/Exit 92	Hyatt St/Exit 90	2.400	2	49,500	66.8	67.8	67.8	67.6	66.6	Rural	1,014	1,394	1,767	1,793	30.0%	Rolling	816	1,123	1,423	1,444	12.0	16.6	21.0	21.7	B	B	C	C
8	Hyatt St/Exit 90	Green River Rd/Exit 87	3.120	2	53,600	65.9	66.9	66.9	66.8	65.8	Rural	1,098	1,510	1,913	1,942	30.0%	Rolling	884	1,216	1,541	1,564	13.2	18.2	23.1	23.8	B	C	C	C
9	Green River Rd/Exit 87	SC-110/Exit 83	3.507	2	54,200	66.6	67.6	67.6	66.6	66.7	Rural	1,110	1,527	1,935	1,963	30.0%	Rolling	894	1,230	1,559	1,582	13.2	18.2	23.4	23.7	B	C	C	C
10	SC-110/Exit 83	Gossett Rd/Exit 80	4.044	2	57,500	66.8	67.0	67.8	67.0	67.0	AM	1,866	2,575	1,869	2,053	30.0%	Rolling	1,503	2,075	1,506	1,654	22.4	30.6	22.5	24.7	C	D	C	C
11	Gossett Rd/Exit 80	US-221/Exit 78	1.112	3	60,900	67.5	68.4	68.4	68.4	68.4	AM	1,976	2,728	1,980	2,174	30.0%	Rolling	1,061	1,465	1,063	1,168	15.5	21.4	15.5	17.1	B	C	B	B
12	US-221/Exit 78	I-85 Bus/Exit 77	0.775	3	70,800	67.0	67.5	67.5	67.5	67.5	AM	2,297	3,171	2,302	2,528	28.0%	Rolling	1,208	1,668	1,211	1,329	17.9	24.7	17.9	19.7	B	C	B	C
13	I-85 Bus/Exit 77	SC-9/Exit 75	3.009	3	56,600	68.3	69.0	69.0	69.0	69.0	AM	1,837	2,535	1,840	2,021	28.0%	Rolling	966	1,333	968	1,063	14.0	19.3	14.0	15.4	B	C	B	B
14	SC-9/Exit 75	US-176/Exit 72	2.362	3	63,200	67.7	69.0	68.3	68.3	68.3	AM	2,051	2,831	2,055	2,256	28.0%	Rolling	1,079	1,489	1,081	1,187	15.6	21.8	15.8	17.4	B	C	B	B
15	US-176/Exit 72	I-26/Exit 70	1.927	3	66,300	67.8	69.0	69.0	68.5	68.5	AM	2,151	2,969	2,156	2,367	28.0%	Rolling	1,131	1,562	1,134	1,245	16.4	22.6	16.5	18.2	B	C	B	C
16	I-26/Exit 70	SC-129/Exit 68	3.358	3	61,900	67.7	69.0	69.0	68.0	68.0	PM	1,096	1,840	2,378	2,608	28.0%	Rolling	576	967	1,250	1,372	8.4	14.0	18.4	20.2	A	B	C	C
17	SC-129/Exit 68	US-29/Exit 66	1.690	3	79,100	66.5	67.9	66.9	66.9	66.9	PM	1,400	2,351	3,038	3,333	28.0%	Rolling	736	1,236	1,598	1,753	10.8	18.5	23.9	26.2	A	C	C	D
18	US-29/Exit 66	SC-290/Exit 63	2.970	3	81,100	66.0	66.7	66.7	66.7	66.7	PM	1,435	2,410	3,115	3,417	28.0%	Rolling	755	1,268	1,638	1,797	11.3	19.0	24.6	26.9	B	C	C	D
19	SC-290/Exit 63	SC-101/Exit 60	3.554	3	80,500	65.2	66.3	66.0	66.0	65.0	AM	2,612	3,605	2,617	2,874	28.0%	Rolling	1,374	1,896	1,376	1,512	20.7	28.7	20.9	23.3	C	D	C	C
20	SC-101/Exit 60	Aviation Dr/Exit 57	3.050	3	78,700	65.6	66.0	64.7	66.3	61.8	AM	2,554	3,525	2,559	2,810	28.0%	Rolling	1,343	1,854	1,346	1,478	20.3	28.7	20.3	23.9	C	D	C	C
21	Aviation Dr/Exit 57	SC-14/Exit 56	0.715	3	81,800	64.7	63.0	60.0	65.0	53.0	AM	2,654	3,664	2,659	2,921	28.0%	Rolling	1,396	1,927	1,399	1,536	22.2	32.1	21.5	29.0	C	D	C	D
22	SC-14/Exit 56	Pelham Rd/Exit 54	2.301	3	93,000	62.7	57.1	55.5	62.8	47.2	AM	3,018	4,165	3,024	3,320	28.0%	Rolling	1,587	2,191	1,590	1,746	27.8	39.5	25.3	37.0	D	E	C	E
23	Pelham Rd/Exit 54	I-385/SC-146/Woodruff Rd/Exit 51	3.284	3	111,900	62.9	59.0	58.4	61.8	55.7	AM	3,631	5,012	3,638	3,995	28.0%	Rolling	1,910	2,636	1,913	2,101	32.4	45.1	31.0	37.7	D	F	D	E
24	I-385/SC-146/Woodruff Rd/Exit 51	US-276/Exit 48	1.889	3	92,700	64.1	65.3	65.3	65.3	64.3	AM	3,008	4,152	3,014	3,310	28.0%	Rolling	1,582	2,184	1,585	1,741	24.2	33.4	24.3	27.1	C	D	C	D
25	US-276/Exit 48	Mauldin Rd/Exit 46	2.202	3	98,600	64.6	65.6	65.6	65.0	64.0	PM	1,745	2,930	3,787	4,154	28.0%	Rolling	918	1,541	1,992	2,185	14.0	23.5	30.7	34.2	B	C	D	D
26	Mauldin Rd/Exit 46	SC-291/Pleasantburg Dr	0.278	4	96,000	66.5	67.0	67.0	67.0	66.0	PM	1,699	2,853	3,688	4,045	28.0%	Rolling	670	1,125	1,455	1,595	10.0	16.8	21.7	24.2	A	B	C	C
27	SC-291/Pleasantburg Dr	US-25 Bus/Augusta Rd/Exit 46	0.370	4	96,000	65.2	65.5	66.0	65.5	64.5	PM	1,699	2,853	3,688	4,045	28.0%	Rolling	670	1,125	1,455	1,595	10.2	17.1	22.2	24.7	A	B	C	C
28	US-25 Bus/Augusta Rd/Exit 46	US-25/SC-20/White Horse Rd/Exit 4	2.394	3	77,900	64.2	65.0	65.0	65.0	64.0	PM	1,379	2,315	2,992	3,282	28.0%	Rolling	725	1,218	1,574	1,726	11.2	18.7	24.2	27.0	B	C	C	D
29	US-25/SC-20/White Horse Rd/Exit 4	US-29/Exit 42 (Greenville)	1.265	3	73,000	67.1	67.6	67.6	67.6	65.0	PM	1,292	2,169	2,804	3,076	28.0%	Rolling	680	1,141	1,475	1,618	10.0	16.9	21.8	24.9	A	B	C	C
30	US-29/Exit 42 (Greenville)	SC-153/Exit 40	1.514	3	87,600	65.5	65.9	66.2	65.3	63.6	PM	1,551	2,603	3,365	3,691	35.0%	Rolling	876	1,470	1,901	2,085	13.3	22.2	29.1	32.8	B	C	D	D
31	SC-153/Exit 40	SC-143/Exit 39	1.222	3	69,000	65.3	65.7	65.7	65.7	66.1	PM	1,221	2,051	2,650	2,907	35.0%	Rolling	690	1,158	1,497	1,642	10.5	17.6	22.8	24.8	A	B	C	C
32	SC-143/Exit 39	SC-86/Exit 35	3.537	3	66,900	66.6	66.9	67.0	67.9	67.9	PM	1,184	1,988	2,570	2,819	35.0%	Rolling	669	1,123	1,451	1,592	10.0	16.8	21.4	23.4	A	B	C	C
33	SC-86/Exit 35	US-29/Exit 34	1.307	3	65,500	66.1	66.2	67.2	67.2	67.2	PM	1,159	1,947	2,516	2,760	35.0%	Rolling	655	1,099	1,421	1,559	9.9	16.4	21.2	23.2	A	B	C	C
34	US-29/Exit 34	SC-8/Exit 32	2.435	3	53,900	66.7	67.0	67.2	68.0	68.0	Rural	1,104	1,518	1,924	1,952	35.0%	Rolling	623	857	1,087	1,103	9.3	12.8	16.0	16.2	A	B	B	B
35	SC-8/Exit 32	SC-81/Exit 27	4.667	3	56,600	68.2	68.0	68.9	68.9	68.9	Rural	1,159	1,594	2,020	2,050	35.0%	Rolling	655	900	1,141	1,158	9.6	13.1	16.6	16.8	A	B	B	B
36	SC-81/Exit 27	US-178/Exit 21	6.414	3	53,900	67.9	68.0	68.0	69.0	69.0	Rural	1,104	1,518	1,924	1,952	35.0%	Rolling	623	857	1,087	1,103	9.2	12.6	15.8	16.0	A	B	B	B
37	US-178/Exit 21	US-76/SC-28/Exit 19	1.236	3	47,700	67.4	67.2	67.2	68.2	68.2	PM	844	1,418	1,832	2,010	35.0%	Rolling	477	801	1,035	1,135	7.1	11.9	15.2	16.6	A	B	B	B
38	US-76/SC-28/Exit 19	SC-187/Exit 14	5.728	2	46,200	67.0	66.9	66.9	66.9	67.8	Rural	946	1,301	1,649	1,674	35.0%	Rolling	801	1,102	1,397	1,418	12.0	16.5	20.9	20.9	B	B	C	C
39	SC-187/Exit 14	SC-24/Exit 11	2.252	2	44,100	67.4	67.0	67.0	67.9	67.9	Rural	903	1,242	1,574	1,597	35.0%	Rolling	765	1,052	1,334	1,353	11.4	15.7	19.6	19.9	B	B	C	C
40	SC-24/Exit 11	Exit 4	7.379	2	39,600	66.2	66.1	67.1	68.1	67.1	Rural	811	1,115	1,414	1,434	35.0%	Rolling	687	945	1,198	1,215	10.4	14.1	17.6	18.1	A	B	B	C
41	Exit 4	SC-59/Exit 2	1.697	2	37,300	66.4	66.2	67.0	68.0	67.2	Rural	764	1,051	1,332	1,351	35.0%	Rolling	647	890	1,128	1,145	9.8	13.3	16.6	17.0	A	B	B	B
42	SC-59/Exit 2	SC-11/Exit 1	1.755	2	37,900	68.6	68.7	68.7	69.7	69.7	Rural	776	1,067	1,353	1,373	35.0%	Rolling	657	904	1,146	1,163	9.6	13.2	16.4	16.7	A	B	B	B
43	SC-11/Exit 1	GA State Line	0.363	2	38,400	67.4	67.0	67.0	68.0	68.0	Rural	786	1,082	1,371	1,391	35.0%	Rolling	666	916	1,161	1,178	9.9	13.7	17.1	17.3	A	B	B	B

INRIX CONGESTION ANALYSIS
I-85 SUMMARY

I-85 Segment #	Segment Between			Density Index			I-85 Segment Rank	Corridor Name	Corridor Density Index	
				I-85 NB	I-85 SB	I-85 Two-Way			Average Index	Rank by Average Index
1	GA State Line	&	SC-11/Exit 1	58.5	58.0	116.6	37	I-85 A	117.5	4
2	SC-11/Exit 1	&	SC-59/Exit 2	58.5	55.8	114.4	38			
3	SC-59/Exit 2	&	Exit 4	56.0	56.7	112.7	40			
4	Exit 4	&	SC-24/Exit 11	60.2	60.2	120.4	33			
5	SC-24/Exit 11	&	SC-187/Exit 14	67.0	66.7	133.7	27			
6	SC-187/Exit 14	&	US-76/SC-28/Exit 19	69.3	70.2	139.6	24			
7	US-76/SC-28/Exit 19	&	US-178/Exit 21	58.3	50.8	109.1	41			
8	US-178/Exit 21	&	SC-81/Exit 27	54.0	53.5	107.5	43			
9	SC-81/Exit 27	&	SC-8/Exit 32	57.1	56.1	113.2	39			
10	SC-8/Exit 32	&	US-29/Exit 34	53.6	54.3	107.9	42			
11	US-29/Exit 34	&	SC-86/Exit 35	80.8	70.6	151.4	20	I-85 B	180.6	1
12	SC-86/Exit 35	&	SC-143/Exit 39	82.2	71.6	153.7	19			
13	SC-143/Exit 39	&	SC-153/Exit 40	85.0	75.7	160.7	13			
14	SC-153/Exit 40	&	US-29/Exit 42 (Greenville)	109.3	97.4	206.7	4			
15	US-29/Exit 42 (Greenville)	&	US-25/SC-20/White Horse Rd/Exit 44	85.9	73.6	159.5	14			
16	US-25/SC-20/White Horse Rd/Exit 44	&	US-25 Bus/Augusta Rd/Exit 46	89.8	81.1	170.9	11			
17	US-25 Bus/Augusta Rd/Exit 46	&	SC-291/Pleasantburg Dr	84.2	74.2	158.5	16			
18	SC-291/Pleasantburg Dr	&	Mauldin Rd/Exit 46	85.8	72.7	158.5	15			
19	Mauldin Rd/Exit 46	&	US-276/Exit 48	120.5	102.3	222.8	3			
20	US-276/Exit 48	&	I-385/SC-146/Woodruff Rd/Exit 51	96.9	108.9	205.8	5			
21	I-385/SC-146/Woodruff Rd/Exit 51	&	Pelham Rd/Exit 54	118.9	146.2	265.2	1			
22	Pelham Rd/Exit 54	&	SC-14/Exit 56	95.2	129.6	224.8	2			
23	SC-14/Exit 56	&	Aviation Dr/Exit 57	83.0	104.7	187.8	7			
24	Aviation Dr/Exit 57	&	SC-101/Exit 60	79.1	93.2	172.3	10			
25	SC-101/Exit 60	&	SC-290/Exit 63	81.1	93.6	174.7	9			
26	SC-290/Exit 63	&	US-29/Exit 66	93.7	81.8	175.5	8			
27	US-29/Exit 66	&	SC-129/Exit 68	91.2	79.4	170.6	12			
28	SC-129/Exit 68	&	I-26/Exit 70	70.1	60.9	131.1	29			
29	I-26/Exit 70	&	US-176/Exit 72	64.9	73.7	138.7	26	I-85 C	142.9	2
30	US-176/Exit 72	&	SC-9/Exit 75	61.4	70.6	132.1	28			
31	SC-9/Exit 75	&	I-85 Bus/Exit 77	55.0	62.7	117.7	36			
32	I-85 Bus/Exit 77	&	US-221/Exit 78	69.2	80.3	149.4	21			
33	US-221/Exit 78	&	Gossett Rd/Exit 80	61.2	69.5	130.8	30			
34	Gossett Rd/Exit 80	&	SC-110/Exit 83	88.5	100.2	188.7	6			
35	SC-110/Exit 83	&	Green River Rd/Exit 87	77.1	78.5	155.6	17	I-85 D	137.3	3
36	Green River Rd/Exit 87	&	Hyatt St/Exit 90	76.8	78.2	155.0	18			
37	Hyatt St/Exit 90	&	SC-11/Exit 92	71.6	71.3	142.9	23			
38	SC-11/Exit 92	&	SC-150/SC-18/Road 82/Exit 95	71.0	72.6	143.6	22			
39	SC-150/SC-18/Road 82/Exit 95	&	SC-18/Shelby Hwy/Exit 96	69.8	69.2	139.0	25			
40	SC-18/Shelby Hwy/Exit 96	&	SC-5/Exit 99	64.2	65.3	129.5	32			
41	SC-5/Exit 99	&	SC-198/Exit 102	67.2	63.4	130.6	31			
42	SC-198/Exit 102	&	Exit 104	59.5	59.9	119.5	35			
43	Exit 104	&	US-29/Exit 106	59.9	60.3	120.3	34			

INRIX CONGESTION ANALYSIS
I-85 SUMMARY

I-85 Segment #	Segment Between			I-85 Northbound LOS				I-85 Southbound LOS				I-85 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	GA State Line	&	SC-11/Exit 1	A	B	B	B	A	B	B	B	I-85 A
2	SC-11/Exit 1	&	SC-59/Exit 2	A	B	B	B	A	B	B	B	
3	SC-59/Exit 2	&	Exit 4	A	B	B	B	A	B	B	B	
4	Exit 4	&	SC-24/Exit 11	A	B	B	C	A	B	B	C	
5	SC-24/Exit 11	&	SC-187/Exit 14	B	B	C	C	B	B	C	C	
6	SC-187/Exit 14	&	US-76/SC-28/Exit 19	B	B	C	C	B	B	C	C	
7	US-76/SC-28/Exit 19	&	US-178/Exit 21	B	B	B	B	A	B	B	B	
8	US-178/Exit 21	&	SC-81/Exit 27	A	B	B	B	A	B	B	B	
9	SC-81/Exit 27	&	SC-8/Exit 32	A	B	B	B	A	B	B	B	
10	SC-8/Exit 32	&	US-29/Exit 34	A	B	B	B	A	B	B	B	
11	US-29/Exit 34	&	SC-86/Exit 35	C	C	B	C	A	B	C	C	I-85 B
12	SC-86/Exit 35	&	SC-143/Exit 39	C	C	C	C	A	B	C	C	
13	SC-143/Exit 39	&	SC-153/Exit 40	C	D	C	C	A	B	C	C	
14	SC-153/Exit 40	&	US-29/Exit 42 (Greenville)	C	D	C	D	B	C	D	D	
15	US-29/Exit 42 (Greenville)	&	US-25/SC-20/White Horse Rd/Exit 4	C	D	C	C	A	B	C	C	
16	US-25/SC-20/White Horse Rd/Exit 4	&	US-25 Bus/Augusta Rd/Exit 46	C	D	C	C	B	C	C	D	
17	US-25 Bus/Augusta Rd/Exit 46	&	SC-291/Pleasantburg Dr	C	D	C	C	A	B	C	C	
18	SC-291/Pleasantburg Dr	&	Mauldin Rd/Exit 46	C	D	C	C	A	B	C	C	
19	Mauldin Rd/Exit 46	&	US-276/Exit 48	D	E	D	D	B	C	D	D	
20	US-276/Exit 48	&	I-385/SC-146/Woodruff Rd/Exit 51	B	C	D	D	C	D	C	D	
21	I-385/SC-146/Woodruff Rd/Exit 51	&	Pelham Rd/Exit 54	B	D	D	E	D	F	D	E	
22	Pelham Rd/Exit 54	&	SC-14/Exit 56	B	C	D	D	D	E	C	E	
23	SC-14/Exit 56	&	Aviation Dr/Exit 57	B	C	C	D	C	D	C	D	
24	Aviation Dr/Exit 57	&	SC-101/Exit 60	A	C	C	D	C	D	C	C	
25	SC-101/Exit 60	&	SC-290/Exit 63	B	C	C	D	C	D	C	C	
26	SC-290/Exit 63	&	US-29/Exit 66	C	D	C	C	B	C	C	D	
27	US-29/Exit 66	&	SC-129/Exit 68	C	D	C	C	A	C	C	D	
28	SC-129/Exit 68	&	I-26/Exit 70	B	C	B	B	A	B	C	C	
29	I-26/Exit 70	&	US-176/Exit 72	A	B	C	C	B	C	B	C	I-85 C
30	US-176/Exit 72	&	SC-9/Exit 75	A	B	C	C	B	C	B	B	
31	SC-9/Exit 75	&	I-85 Bus/Exit 77	A	B	B	B	B	C	B	B	
32	I-85 Bus/Exit 77	&	US-221/Exit 78	A	B	C	C	B	C	B	C	
33	US-221/Exit 78	&	Gossett Rd/Exit 80	A	B	C	C	B	C	B	B	
34	Gossett Rd/Exit 80	&	SC-110/Exit 83	B	C	D	D	C	D	C	C	
35	SC-110/Exit 83	&	Green River Rd/Exit 87	B	C	C	C	B	C	C	C	I-85 D
36	Green River Rd/Exit 87	&	Hyatt St/Exit 90	B	C	C	C	B	C	C	C	
37	Hyatt St/Exit 90	&	SC-11/Exit 92	B	B	C	C	B	B	C	C	
38	SC-11/Exit 92	&	SC-150/SC-18/Road 82/Exit 95	B	B	C	C	B	B	C	C	
39	SC-150/SC-18/Road 82/Exit 95	&	SC-18/Shelby Hwy/Exit 96	B	B	C	C	B	B	C	C	
40	SC-18/Shelby Hwy/Exit 96	&	SC-5/Exit 99	A	B	C	C	B	B	C	C	
41	SC-5/Exit 99	&	SC-198/Exit 102	B	B	C	C	A	B	C	C	
42	SC-198/Exit 102	&	Exit 104	A	B	B	B	A	B	B	B	
43	Exit 104	&	US-29/Exit 106	A	B	B	B	A	B	B	C	

INRIX CONGESTION ANALYSIS
I-95 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	3.29%	5.11%	7.07%	7.09%
	D-Factor	0.53	0.52	0.50	0.50
Rural	*K-Factor*	2.68%	3.81%	7.10%	6.87%
	D-Factor	0.52	0.52	0.53	0.54

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0127: I-95 Between US 52 & S-26
Rural	0089: I-95 Between S-64 & S-63
Rural	0019: I-95 at S-49 N of Manning

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
25%	0.00	157.26	GA State Line to I-20
20%	157.26	170.47	I-20 to SC 327
25%	170.47	198.76	SC 327 to NC State Line

Terrain Data

Terrain	(E_T)	Description
Level	1.5	GA State Line to NC State Line
Rolling	2.5	N/A

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-95 NORTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	GA State Line	US-17/General William Hardee Blvd	5.383	2	47,500	67.8	70.0	69.0	68.9	68.9	Rural	663	936	1,800	1,764	25.0%	Level	415	585	1,125	1,103	5.9	8.5	16.3	16.0	A	A	B	B
2	US-17/General William Hardee Blvd	US-278/Red Dam Rd	3.063	2	48,900	68.5	69.6	69.0	69.0	69.0	Rural	683	964	1,853	1,816	25.0%	Level	427	602	1,158	1,135	6.1	8.7	16.8	16.5	A	A	B	B
3	US-278/Red Dam Rd	SC-13/SC-S-27-13 Ext	9.672	2	43,300	68.7	69.0	69.9	69.0	69.0	Rural	605	853	1,641	1,608	25.0%	Level	378	533	1,026	1,005	5.5	7.6	14.9	14.6	A	A	B	B
4	SC-13/SC-S-27-13 Ext	SC-336	2.956	2	41,900	68.7	69.0	70.0	69.2	69.2	Rural	585	826	1,588	1,556	25.0%	Level	366	516	992	973	5.3	7.4	14.3	14.1	A	A	B	B
5	SC-336	US-17 (Ridgeland) (South)	1.797	2	40,300	68.8	69.0	69.2	69.0	69.0	Rural	563	794	1,527	1,497	25.0%	Level	352	496	955	936	5.1	7.2	13.8	13.6	A	A	B	B
6	US-17 (Ridgeland) (South)	SC-462	5.671	2	41,200	69.2	69.0	70.0	70.0	70.0	Rural	575	812	1,561	1,530	25.0%	Level	360	508	976	956	5.2	7.3	13.9	13.7	A	A	B	B
7	SC-462	US-17 (Ridgeland) (North)	4.773	2	43,000	68.5	68.9	69.0	69.0	69.0	Rural	600	847	1,630	1,597	25.0%	Level	375	530	1,019	998	5.4	7.7	14.8	14.5	A	A	B	B
8	US-17 (Ridgeland) (North)	SC-68/Yemassee Hwy	4.930	2	37,800	68.9	68.9	69.9	69.9	69.9	Rural	528	745	1,433	1,404	25.0%	Level	330	466	895	878	4.8	6.7	12.8	12.6	A	A	B	B
9	SC-68/Yemassee Hwy	US-21/Low Country Hwy	4.306	2	37,900	68.5	69.0	69.0	69.1	69.0	Rural	529	747	1,436	1,408	25.0%	Level	331	467	898	880	4.8	6.8	13.0	12.8	A	A	B	B
10	US-21/Low Country Hwy	SC-63/Sniders Hwy/Exit 53	11.256	2	37,500	68.7	69.0	69.0	69.1	69.1	Rural	524	739	1,421	1,393	25.0%	Level	327	462	888	871	4.7	6.7	12.9	12.6	A	A	B	B
11	SC-63/Sniders Hwy/Exit 53	SC-64/Bells Hwy/Exit 57	3.880	2	36,600	68.5	68.1	69.0	69.1	69.1	Rural	511	721	1,387	1,359	25.0%	Level	319	451	867	850	4.7	6.5	12.5	12.3	A	A	B	B
12	SC-64/Bells Hwy/Exit 57	McLeod Rd/Exit 62	5.202	2	37,900	68.7	69.0	69.0	70.0	70.0	Rural	529	747	1,436	1,408	25.0%	Level	331	467	898	880	4.8	6.8	12.8	12.6	A	A	B	B
13	McLeod Rd/Exit 62	SC-61/Augusta Hwy/Exit 68	5.712	2	38,000	69.2	69.0	69.1	70.0	70.0	Rural	531	749	1,440	1,411	25.0%	Level	332	468	900	882	4.8	6.8	12.9	12.6	A	A	B	B
14	SC-61/Augusta Hwy/Exit 68	US-78/W Jim Bilton Blvd/Exit 77	8.212	2	38,800	67.8	68.0	68.0	69.0	69.0	Rural	542	765	1,470	1,441	25.0%	Level	339	478	919	901	5.0	7.0	13.3	13.0	A	A	B	B
15	US-78/W Jim Bilton Blvd/Exit 77	US-178/Charleston Hwy/Exit 82	5.664	2	40,300	68.9	68.9	69.0	69.9	69.9	Rural	563	794	1,527	1,497	25.0%	Level	352	496	955	936	5.1	7.2	13.7	13.4	A	A	B	B
16	US-178/Charleston Hwy/Exit 82	I-26/Exit 86	3.657	2	40,900	67.4	67.1	67.3	68.1	68.1	Rural	571	806	1,550	1,519	25.0%	Level	357	504	969	950	5.3	7.5	14.2	13.9	A	A	B	B
17	I-26/Exit 86	US-176/Old Hwy/Exit 90	4.732	2	27,200	68.2	68.2	69.0	68.2	69.0	Rural	380	536	1,031	1,010	25.0%	Level	237	335	644	631	3.5	4.9	9.5	9.2	A	A	A	A
18	US-176/Old Hwy/Exit 90	US-15/Bass Dr/Exit 93	2.275	2	26,500	68.6	68.0	69.0	68.0	68.0	Rural	370	522	1,004	984	25.0%	Level	231	326	628	615	3.4	4.7	9.2	9.0	A	A	A	A
19	US-15/Bass Dr/Exit 93	US-15/US-301/Exit 97	3.975	2	26,700	68.0	68.1	69.0	67.1	68.1	Rural	373	526	1,012	992	25.0%	Level	233	329	632	620	3.4	4.8	9.4	9.1	A	A	A	A
20	US-15/US-301/Exit 97	SC-6/Exit 98	1.378	2	31,100	67.6	68.0	68.4	68.4	68.4	Rural	434	613	1,179	1,155	25.0%	Level	271	383	737	722	4.0	5.6	10.8	10.5	A	A	A	A
21	SC-6/Exit 98	US-15/US-301/Exit 102	3.193	2	30,900	67.2	67.2	68.1	68.2	68.2	Rural	431	609	1,171	1,148	25.0%	Level	270	381	732	717	4.0	5.6	10.7	10.5	A	A	A	A
22	US-15/US-301/Exit 102	Buff Blvd/Exit 108	6.702	2	28,800	69.2	69.0	69.9	70.0	70.0	Rural	402	568	1,091	1,070	25.0%	Level	251	355	682	669	3.6	5.1	9.7	9.6	A	A	A	A
23	Buff Blvd/Exit 108	US-301/Exit 115	6.109	2	26,900	69.0	69.0	69.0	70.0	70.0	Rural	376	530	1,019	999	25.0%	Level	235	331	637	624	3.4	4.8	9.1	8.9	A	A	A	A
24	US-301/Exit 115	SC-261/Paxville Hwy/Exit 119	4.587	2	27,400	69.1	69.0	69.1	70.0	70.0	Rural	383	540	1,038	1,018	25.0%	Level	239	338	649	636	3.5	4.9	9.3	9.1	A	A	A	A
25	SC-261/Paxville Hwy/Exit 119	US-521/Exit 122	2.868	2	26,800	68.4	68.0	68.0	69.9	69.0	Rural	374	528	1,016	995	25.0%	Level	234	330	635	622	3.4	4.9	9.1	9.0	A	A	A	A
26	US-521/Exit 122	SC-527/Black River Rd/Exit 132	10.474	2	25,000	69.1	69.0	69.0	70.0	70.0	Rural	349	493	947	929	25.0%	Level	218	308	592	580	3.2	4.5	8.5	8.3	A	A	A	A
27	SC-527/Black River Rd/Exit 132	US-378/Myrtle Beach Hwy/Exit 135	3.084	2	24,900	69.1	69.0	69.0	70.0	70.0	Rural	348	491	944	925	25.0%	Level	217	307	590	578	3.1	4.4	8.4	8.3	A	A	A	A
28	US-378/Myrtle Beach Hwy/Exit 135	SC-53/Narrow Paved Rd/Exit 141	5.554	2	25,700	68.7	69.1	69.0	70.0	70.0	Rural	359	507	974	955	25.0%	Level	224	317	609	597	3.2	4.6	8.7	8.5	A	A	A	A
29	SC-53/Narrow Paved Rd/Exit 141	SC-341/Lynches River Rd/Exit 146	4.897	2	26,000	69.3	70.0	69.1	70.0	70.0	Rural	363	512	985	966	25.0%	Level	227	320	616	604	3.2	4.6	8.8	8.6	A	A	A	A
30	SC-341/Lynches River Rd/Exit 146	SC-403/Cale Yarborough Hwy/Exit 1	3.928	2	26,400	69.1	70.0	69.0	70.0	70.0	Rural	369	520	1,001	981	25.0%	Level	230	325	625	613	3.3	4.7	8.9	8.8	A	A	A	A
31	SC-403/Cale Yarborough Hwy/Exit 1	Center Rd/Exit 153	3.843	2	27,800	69.2	70.0	69.0	70.0	70.0	Rural	388	548	1,054	1,033	25.0%	Level	243	342	658	645	3.5	5.0	9.4	9.2	A	A	A	A
32	Center Rd/Exit 153	US-76/W Palmetto St/Exit 157	3.854	2	28,700	69.1	69.8	68.8	70.0	70.0	Rural	401	566	1,088	1,066	25.0%	Level	250	354	680	666	3.6	5.1	9.7	9.5	A	A	A	A
33	US-76/W Palmetto St/Exit 157	I-20/Exit 160	3.601	2	29,200	68.7	69.0	69.0	69.0	70.0	AM	507	780	1,028	1,030	20.0%	Level	310	477	628	630	4.5	6.9	9.1	9.0	A	A	A	A
34	I-20/Exit 160	US-52/W Lucas St/Exit 164	3.248	2	44,000	68.9	69.1	69.1	70.1	70.1	AM	763	1,175	1,549	1,552	20.0%	Level	466	718	946	949	6.8	10.4	13.5	13.5	A	A	B	B
35	US-52/W Lucas St/Exit 164	Tv Rd/Exit 169	4.599	2	42,400	68.8	69.9	69.0	70.0	70.0	PM	658	1,036	1,507	1,508	20.0%	Level	402	633	921	922	5.8	9.2	13.2	13.2	A	A	B	B
36	Tv Rd/Exit 169	SC-327/N Williston Rd/Exit 170	1.377	2	42,600	66.7	67.0	67.0	67.0	68.0	Rural	595	840	1,614	1,582	20.0%	Level	363	513	987	967	5.4	7.7	14.7	14.2	A	A	B	B
37	SC-327/N Williston Rd/Exit 170	SC-38/Exit 181	11.368	2	35,500	68.2	69.0	69.0	69.0	69.0	Rural	496	700	1,345	1,319	25.0%	Level	310	437	841	824	4.5	6.3	12.2	11.9	A	A	B	B
38	SC-38/Exit 181	SC-34/Exit 190	8.732	2	34,600	68.9	69.9	69.9	70.0	69.9	Rural	483	682	1,311	1,285	25.0%	Level	302	426	820	803	4.3	6.1	11.7	11.5	A	A	B	B
39	SC-34/Exit 190	SC-9/Radford Blvd/Exit 193	2.811	2	33,700	68.3	69.0	69.0	69.0	69.0	Rural	471	664	1,277	1,252	25.0%	Level	294	415	798	782	4.3	6.0	11.6	11.3	A	A	B	B
40	SC-9/Radford Blvd/Exit 193	US-301/Exit 1	5.180	2	34,000	68.8	69.0	69.0	70.0	69.0	Rural	475	670	1,289	1,263	25.0%	Level	297	419	805	789	4.3	6.1	11.5	11.4	A	A	B	B

INRIX CONGESTION ANALYSIS
I-95 SOUTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US-301/Exit 1	SC-9/Radford Blvd/Exit 193	5.635	2	34,000	68.1	68.0	68.0	69.0	69.0	Rural	475	670	1,289	1,263	25.0%	Level	297	419	805	789	4.4	6.2	11.7	11.4	A	A	B	B
2	SC-9/Radford Blvd/Exit 193	SC-34/Exit 190	2.752	2	33,700	68.5	69.0	69.0	69.0	69.0	Rural	471	664	1,277	1,252	25.0%	Level	294	415	798	782	4.3	6.0	11.6	11.3	A	A	B	B
3	SC-34/Exit 190	SC-38/Exit 181	8.867	2	34,600	68.4	69.0	69.0	69.0	69.0	Rural	483	682	1,311	1,285	25.0%	Level	302	426	820	803	4.4	6.2	11.9	11.6	A	A	B	B
4	SC-38/Exit 181	SC-327/N Williston Rd/Exit 170	10.665	2	35,500	68.5	68.9	68.9	68.9	69.9	Rural	496	700	1,345	1,319	25.0%	Level	310	437	841	824	4.5	6.3	12.2	11.8	A	A	B	B
5	SC-327/N Williston Rd/Exit 170	Tv Rd/Exit 169	1.936	2	42,600	66.3	66.8	66.8	66.8	66.8	Rural	595	840	1,614	1,582	20.0%	Level	363	513	987	967	5.4	7.7	14.8	14.5	A	A	B	B
6	Tv Rd/Exit 169	US-52/W Lucas St/Exit 164	4.433	2	42,400	68.3	69.1	69.1	69.0	70.0	AM	736	1,133	1,492	1,496	20.0%	Level	449	692	912	914	6.5	10.0	13.2	13.1	A	A	B	B
7	US-52/W Lucas St/Exit 164	I-20/Exit 160	3.983	2	44,000	68.3	68.8	68.8	69.0	69.8	PM	682	1,075	1,564	1,565	20.0%	Level	417	657	955	956	6.1	9.6	13.8	13.7	A	A	B	B
8	I-20/Exit 160	US-76/W Palmetto St/Exit 157	2.842	2	29,200	68.6	69.0	69.0	69.0	69.0	PM	453	713	1,038	1,039	20.0%	Level	277	436	634	635	4.0	6.3	9.2	9.2	A	A	A	A
9	US-76/W Palmetto St/Exit 157	Center Rd/Exit 153	4.098	2	28,700	69.1	70.0	70.0	70.0	70.0	Rural	401	566	1,088	1,066	25.0%	Level	250	354	680	666	3.6	5.1	9.7	9.5	A	A	A	A
10	Center Rd/Exit 153	SC-403/Cale Yarborough Hwy/Exit 1	3.755	2	27,800	69.1	70.0	70.0	70.0	70.0	Rural	388	548	1,054	1,033	25.0%	Level	243	342	658	645	3.5	4.9	9.4	9.2	A	A	A	A
11	SC-403/Cale Yarborough Hwy/Exit 1	SC-341/Lynches River Rd/Exit 146	4.066	2	26,400	69.2	70.0	70.0	70.0	70.0	Rural	369	520	1,001	981	25.0%	Level	230	325	625	613	3.3	4.6	8.9	8.8	A	A	A	A
12	SC-341/Lynches River Rd/Exit 146	SC-53/Narrow Paved Rd/Exit 141	4.827	2	26,000	69.1	70.0	70.0	70.0	70.0	Rural	363	512	985	966	25.0%	Level	227	320	616	604	3.2	4.6	8.8	8.6	A	A	A	A
13	SC-53/Narrow Paved Rd/Exit 141	US-378/Myrtle Beach Hwy/Exit 135	5.508	2	25,700	69.0	69.9	70.0	70.0	70.0	Rural	359	507	974	955	25.0%	Level	224	317	609	597	3.2	4.5	8.7	8.5	A	A	A	A
14	US-378/Myrtle Beach Hwy/Exit 135	SC-527/Black River Rd/Exit 132	3.015	2	24,900	69.1	69.2	70.0	70.0	70.0	Rural	348	491	944	925	25.0%	Level	217	307	590	578	3.1	4.4	8.4	8.3	A	A	A	A
15	SC-527/Black River Rd/Exit 132	US-521/Exit 122	10.301	2	25,000	69.0	69.0	70.0	70.0	70.0	Rural	349	493	947	929	25.0%	Level	218	308	592	580	3.2	4.4	8.5	8.3	A	A	A	A
16	US-521/Exit 122	SC-261/Paxville Hwy/Exit 119	3.218	2	26,800	68.8	69.0	70.0	69.2	69.0	Rural	374	528	1,016	995	25.0%	Level	234	330	635	622	3.4	4.7	9.2	9.0	A	A	A	A
17	SC-261/Paxville Hwy/Exit 119	US-301/Exit 115	3.962	2	27,400	68.9	69.0	70.0	70.0	69.0	Rural	383	540	1,038	1,018	25.0%	Level	239	338	649	636	3.5	4.8	9.3	9.2	A	A	A	A
18	US-301/Exit 115	Buff Blvd/Exit 108	6.781	2	26,900	69.1	69.0	70.0	70.0	70.0	Rural	376	530	1,019	999	25.0%	Level	235	331	637	624	3.4	4.7	9.1	8.9	A	A	A	A
19	Buff Blvd/Exit 108	US-15/US-301/Exit 102	6.179	2	28,800	69.3	70.0	70.0	70.0	70.0	Rural	402	568	1,091	1,070	25.0%	Level	251	355	682	669	3.6	5.1	9.7	9.6	A	A	A	A
20	US-15/US-301/Exit 102	SC-6/Exit 98	3.643	2	30,900	67.9	69.0	69.0	69.0	69.0	Rural	431	609	1,171	1,148	25.0%	Level	270	381	732	717	3.9	5.5	10.6	10.4	A	A	A	A
21	SC-6/Exit 98	US-15/US-301/Exit 97	1.370	2	31,100	67.9	68.2	69.0	68.2	68.2	Rural	434	613	1,179	1,155	25.0%	Level	271	383	737	722	4.0	5.6	10.8	10.6	A	A	A	A
22	US-15/US-301/Exit 97	US-15/Bass Dr/Exit 93	3.985	2	26,700	68.8	69.8	69.0	69.0	69.0	Rural	373	526	1,012	992	25.0%	Level	233	329	632	620	3.3	4.8	9.2	9.0	A	A	A	A
23	US-15/Bass Dr/Exit 93	US-176/Old Hwy/Exit 90	2.484	2	26,500	68.6	69.7	69.0	68.4	68.7	Rural	370	522	1,004	984	25.0%	Level	231	326	628	615	3.3	4.7	9.2	9.0	A	A	A	A
24	US-176/Old Hwy/Exit 90	I-26/Exit 86	4.837	2	27,200	67.9	68.4	68.4	66.8	67.0	Rural	380	536	1,031	1,010	25.0%	Level	237	335	644	631	3.5	4.9	9.6	9.4	A	A	A	A
25	I-26/Exit 86	US-178/Charleston Hwy/Exit 82	3.286	2	40,900	68.6	69.2	69.2	69.2	69.2	Rural	571	806	1,550	1,519	25.0%	Level	357	504	969	950	5.2	7.3	14.0	13.7	A	A	B	B
26	US-178/Charleston Hwy/Exit 82	US-78/W Jim Bilton Blvd/Exit 77	5.439	2	40,300	68.9	69.0	69.9	69.0	69.9	Rural	563	794	1,527	1,497	25.0%	Level	352	496	955	936	5.1	7.1	13.8	13.4	A	A	B	B
27	US-78/W Jim Bilton Blvd/Exit 77	SC-61/Augusta Hwy/Exit 68	8.403	2	38,800	68.9	69.0	69.1	69.0	70.0	Rural	542	765	1,470	1,441	25.0%	Level	339	478	919	901	4.9	6.9	13.3	12.9	A	A	B	B
28	SC-61/Augusta Hwy/Exit 68	McLeod Rd/Exit 62	5.938	2	38,000	69.0	69.0	70.0	69.9	69.9	Rural	531	749	1,440	1,411	25.0%	Level	332	468	900	882	4.8	6.7	12.9	12.6	A	A	B	B
29	McLeod Rd/Exit 62	SC-64/Bells Hwy/Exit 57	4.815	2	37,900	69.4	69.8	69.9	69.9	69.0	Rural	529	747	1,436	1,408	25.0%	Level	331	467	898	880	4.7	6.7	12.8	12.8	A	A	B	B
30	SC-64/Bells Hwy/Exit 57	SC-63/Sniders Hwy/Exit 53	4.171	2	36,600	69.0	69.0	69.1	69.0	69.0	Rural	511	721	1,387	1,359	25.0%	Level	319	451	867	850	4.6	6.5	12.6	12.3	A	A	B	B
31	SC-63/Sniders Hwy/Exit 53	US-21/Low Country Hwy	11.141	2	37,500	69.0	69.1	70.0	69.0	69.0	Rural	524	739	1,421	1,393	25.0%	Level	327	462	888	871	4.7	6.6	12.9	12.6	A	A	B	B
32	US-21/Low Country Hwy	SC-68/Yemassee Hwy	4.138	2	37,900	68.8	69.1	69.1	69.0	69.1	Rural	529	747	1,436	1,408	25.0%	Level	331	467	898	880	4.8	6.8	13.0	12.7	A	A	B	B
33	SC-68/Yemassee Hwy	US-17 (Ridgeland) (North)	5.382	2	37,800	69.2	69.9	70.0	69.0	69.0	Rural	528	745	1,433	1,404	25.0%	Level	330	466	895	878	4.7	6.7	13.0	12.7	A	A	B	B
34	US-17 (Ridgeland) (North)	SC-462	4.416	2	43,000	69.4	69.9	70.0	69.0	69.1	Rural	600	847	1,630	1,597	25.0%	Level	375	530	1,019	998	5.4	7.6	14.8	14.4	A	A	B	B
35	SC-462	US-17 (Ridgeland) (South)	5.983	2	41,200	68.9	69.0	69.9	69.0	69.0	Rural	575	812	1,561	1,530	25.0%	Level	360	508	976	956	5.2	7.3	14.1	13.9	A	A	B	B
36	US-17 (Ridgeland) (South)	SC-336	1.657	2	40,300	68.6	69.0	69.0	69.0	69.0	Rural	563	794	1,527	1,497	25.0%	Level	352	496	955	936	5.1	7.2	13.8	13.6	A	A	B	B
37	SC-336	SC-13/SC-S-27-13 Ext	2.505	2	41,900	69.2	69.0	69.8	69.0	69.8	Rural	585	826	1,588	1,556	25.0%	Level	366	516	992	973	5.3	7.4	14.4	13.9	A	A	B	B
38	SC-13/SC-S-27-13 Ext	US-278/Red Dam Rd	10.098	2	43,300	69.1	69.9	69.9	69.9	69.9	Rural	605	853	1,641	1,608	25.0%	Level	378	533	1,026	1,005	5.4	7.6	14.7	14.4	A	A	B	B
39	US-278/Red Dam Rd	US-17/General William Hardee Blvd	3.067	2	48,900	68.6	69.0	69.0	69.1	69.1	Rural	683	964	1,853	1,816	25.0%	Level	427	602	1,158	1,135	6.2	8.7	16.8	16.4	A	A	B	B
40	US-17/General William Hardee Blvd	GA State Line	4.762	2	47,500	68.6	69.0	69.0	70.0	69.0	Rural	663	936	1,800	1,764	25.0%	Level	415	585	1,125	1,103	6.0	8.5	16.1	16.0	A	A	B	B

INRIX CONGESTION ANALYSIS
I-95

I-95 Segment #	Segment Between			Density Index			I-95 Segment Rank	Corridor Name	Corridor Density Index	
				I-95 NB	I-95 SB	I-95 Two-Way			Average Index	Rank by Average Index
1	GA State Line	&	US-17/General William Hardee Blvd	46.7	46.5	93.3	2	I-95 A	79.9	1
2	US-17/General William Hardee Blvd	&	US-278/Red Dam Rd	48.1	48.1	96.2	1			
3	US-278/Red Dam Rd	&	SC-13/SC-S-27-13 Ext	42.5	42.1	84.6	4			
4	SC-13/SC-S-27-13 Ext	&	SC-336	41.1	41.0	82.1	8			
5	SC-336	&	US-17 (Ridgeland) (South)	39.7	39.7	79.3	11			
6	US-17 (Ridgeland) (South)	&	SC-462	40.1	40.5	80.5	10			
7	SC-462	&	US-17 (Ridgeland) (North)	42.4	42.1	84.5	5			
8	US-17 (Ridgeland) (North)	&	SC-68/Yemassee Hwy	36.8	37.1	73.9	17			
9	SC-68/Yemassee Hwy	&	US-21/Low Country Hwy	37.3	37.3	74.6	14			
10	US-21/Low Country Hwy	&	SC-63/Sniders Hwy/Exit 53	36.9	36.8	73.7	18			
11	SC-63/Sniders Hwy/Exit 53	&	SC-64/Bells Hwy/Exit 57	36.1	36.0	72.1	19			
12	SC-64/Bells Hwy/Exit 57	&	McLeod Rd/Exit 62	37.0	37.0	74.0	16			
13	McLeod Rd/Exit 62	&	SC-61/Augusta Hwy/Exit 68	37.0	37.0	74.0	15			
14	SC-61/Augusta Hwy/Exit 68	&	US-78/W Jim Bilton Blvd/Exit 77	38.4	38.0	76.4	13			
15	US-78/W Jim Bilton Blvd/Exit 77	&	US-178/Charleston Hwy/Exit 82	39.3	39.4	78.7	12			
16	US-178/Charleston Hwy/Exit 82	&	I-26/Exit 86	41.0	40.2	81.1	9			
17	I-26/Exit 86	&	US-176/Old Hwy/Exit 90	26.9	27.4	54.4	29	I-95 B	53.8	3
18	US-176/Old Hwy/Exit 90	&	US-15/Bass Dr/Exit 93	26.4	26.2	52.6	34			
19	US-15/Bass Dr/Exit 93	&	US-15/US-301/Exit 97	26.7	26.3	53.0	32			
20	US-15/US-301/Exit 97	&	SC-6/Exit 98	30.9	30.9	61.8	24			
21	SC-6/Exit 98	&	US-15/US-301/Exit 102	30.9	30.4	61.3	25			
22	US-15/US-301/Exit 102	&	Buff Blvd/Exit 108	28.0	28.0	56.0	27			
23	Buff Blvd/Exit 108	&	US-301/Exit 115	26.2	26.2	52.4	35			
24	US-301/Exit 115	&	SC-261/Paxville Hwy/Exit 119	26.7	26.8	53.5	31			
25	SC-261/Paxville Hwy/Exit 119	&	US-521/Exit 122	26.4	26.3	52.7	33			
26	US-521/Exit 122	&	SC-527/Black River Rd/Exit 132	24.4	24.3	48.7	39			
27	SC-527/Black River Rd/Exit 132	&	US-378/Myrtle Beach Hwy/Exit 135	24.3	24.2	48.5	40			
28	US-378/Myrtle Beach Hwy/Exit 135	&	SC-53/Narrow Paved Rd/Exit 141	25.1	25.0	50.0	38			
29	SC-53/Narrow Paved Rd/Exit 141	&	SC-341/Lynches River Rd/Exit 146	25.3	25.2	50.5	37			
30	SC-341/Lynches River Rd/Exit 146	&	SC-403/Cale Yarborough Hwy/Exit 150	25.7	25.6	51.3	36			
31	SC-403/Cale Yarborough Hwy/Exit 150	&	Center Rd/Exit 153	27.1	27.0	54.0	30			
32	Center Rd/Exit 153	&	US-76/W Palmetto St/Exit 157	28.0	27.9	55.8	28			
33	US-76/W Palmetto St/Exit 157	&	I-20/Exit 160	29.5	28.7	58.2	26			
34	I-20/Exit 160	&	US-52/W Lucas St/Exit 164	44.2	43.2	87.4	3	I-95 C	75.2	2
35	US-52/W Lucas St/Exit 164	&	Tv Rd/Exit 169	41.2	42.8	84.1	7			
36	Tv Rd/Exit 169	&	SC-327/N Williston Rd/Exit 170	42.0	42.4	84.4	6			
37	SC-327/N Williston Rd/Exit 170	&	SC-38/Exit 181	35.0	34.8	69.8	20			
38	SC-38/Exit 181	&	SC-34/Exit 190	33.6	34.1	67.7	21			
39	SC-34/Exit 190	&	SC-9/Radford Blvd/Exit 193	33.2	33.2	66.4	23			
40	SC-9/Radford Blvd/Exit 193	&	US-301/Exit 1	33.3	33.6	66.9	22			

INRIX CONGESTION ANALYSIS
I-95 SUMMARY

I-95 Segment #	Segment Between			I-95 Northbound LOS				I-95 Southbound LOS				I-95 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	GA State Line	&	US-17/General William Hardee Blvd	A	A	B	B	A	A	B	B	I-95 A
2	US-17/General William Hardee Blvd	&	US-278/Red Dam Rd	A	A	B	B	A	A	B	B	
3	US-278/Red Dam Rd	&	SC-13/SC-S-27-13 Ext	A	A	B	B	A	A	B	B	
4	SC-13/SC-S-27-13 Ext	&	SC-336	A	A	B	B	A	A	B	B	
5	SC-336	&	US-17 (Ridgeland) (South)	A	A	B	B	A	A	B	B	
6	US-17 (Ridgeland) (South)	&	SC-462	A	A	B	B	A	A	B	B	
7	SC-462	&	US-17 (Ridgeland) (North)	A	A	B	B	A	A	B	B	
8	US-17 (Ridgeland) (North)	&	SC-68/Yemassee Hwy	A	A	B	B	A	A	B	B	
9	SC-68/Yemassee Hwy	&	US-21/Low Country Hwy	A	A	B	B	A	A	B	B	
10	US-21/Low Country Hwy	&	SC-63/Sniders Hwy/Exit 53	A	A	B	B	A	A	B	B	
11	SC-63/Sniders Hwy/Exit 53	&	SC-64/Bells Hwy/Exit 57	A	A	B	B	A	A	B	B	
12	SC-64/Bells Hwy/Exit 57	&	McLeod Rd/Exit 62	A	A	B	B	A	A	B	B	
13	McLeod Rd/Exit 62	&	SC-61/Augusta Hwy/Exit 68	A	A	B	B	A	A	B	B	
14	SC-61/Augusta Hwy/Exit 68	&	US-78/W Jim Bilton Blvd/Exit 77	A	A	B	B	A	A	B	B	
15	US-78/W Jim Bilton Blvd/Exit 77	&	US-178/Charleston Hwy/Exit 82	A	A	B	B	A	A	B	B	
16	US-178/Charleston Hwy/Exit 82	&	I-26/Exit 86	A	A	B	B	A	A	B	B	
17	I-26/Exit 86	&	US-176/Old Hwy/Exit 90	A	A	A	A	A	A	A	A	I-95 B
18	US-176/Old Hwy/Exit 90	&	US-15/Bass Dr/Exit 93	A	A	A	A	A	A	A	A	
19	US-15/Bass Dr/Exit 93	&	US-15/US-301/Exit 97	A	A	A	A	A	A	A	A	
20	US-15/US-301/Exit 97	&	SC-6/Exit 98	A	A	A	A	A	A	A	A	
21	SC-6/Exit 98	&	US-15/US-301/Exit 102	A	A	A	A	A	A	A	A	
22	US-15/US-301/Exit 102	&	Buff Blvd/Exit 108	A	A	A	A	A	A	A	A	
23	Buff Blvd/Exit 108	&	US-301/Exit 115	A	A	A	A	A	A	A	A	
24	US-301/Exit 115	&	SC-261/Paxville Hwy/Exit 119	A	A	A	A	A	A	A	A	
25	SC-261/Paxville Hwy/Exit 119	&	US-521/Exit 122	A	A	A	A	A	A	A	A	
26	US-521/Exit 122	&	SC-527/Black River Rd/Exit 132	A	A	A	A	A	A	A	A	
27	SC-527/Black River Rd/Exit 132	&	US-378/Myrtle Beach Hwy/Exit 135	A	A	A	A	A	A	A	A	
28	US-378/Myrtle Beach Hwy/Exit 135	&	SC-53/Narrow Paved Rd/Exit 141	A	A	A	A	A	A	A	A	
29	SC-53/Narrow Paved Rd/Exit 141	&	SC-341/Lynches River Rd/Exit 146	A	A	A	A	A	A	A	A	
30	SC-341/Lynches River Rd/Exit 146	&	SC-403/Cale Yarborough Hwy/Exit 1	A	A	A	A	A	A	A	A	
31	SC-403/Cale Yarborough Hwy/Exit 1	&	Center Rd/Exit 153	A	A	A	A	A	A	A	A	
32	Center Rd/Exit 153	&	US-76/W Palmetto St/Exit 157	A	A	A	A	A	A	A	A	
33	US-76/W Palmetto St/Exit 157	&	I-20/Exit 160	A	A	A	A	A	A	A	A	
34	I-20/Exit 160	&	US-52/W Lucas St/Exit 164	A	A	B	B	A	A	B	B	I-95 C
35	US-52/W Lucas St/Exit 164	&	Tv Rd/Exit 169	A	A	B	B	A	A	B	B	
36	Tv Rd/Exit 169	&	SC-327/N Williston Rd/Exit 170	A	A	B	B	A	A	B	B	
37	SC-327/N Williston Rd/Exit 170	&	SC-38/Exit 181	A	A	B	B	A	A	B	B	
38	SC-38/Exit 181	&	SC-34/Exit 190	A	A	B	B	A	A	B	B	
39	SC-34/Exit 190	&	SC-9/Radford Blvd/Exit 193	A	A	B	B	A	A	B	B	
40	SC-9/Radford Blvd/Exit 193	&	US-301/Exit 1	A	A	B	B	A	A	B	B	

INRIX CONGESTION ANALYSIS

I-126 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	3.21%	7.55%	6.78%	8.62%
	D-Factor	0.77	0.75	0.60	0.66
Rural	*K-Factor*				
	D-Factor				

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0021: I-126 Between Broad River & Greystone Blvd

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
5%	0.00	3.68	I-26 to Gadsden St

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	Begin to End

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-126 EASTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	I-26	Saluda River Rd	0.936	3	61,800	65.2	65.0	63.4	66.0	65.4	AM	1,531	3,495	1,692	1,805	5.0%	Rolling	610	1,391	674	719	9.4	21.9	10.2	11.0	A	C	A	A
2	Saluda River Rd	Greystone Blvd	1.047	4	71,000	65.0	64.8	62.8	66.0	65.0	AM	1,759	4,015	1,944	2,074	5.0%	Rolling	525	1,199	580	619	8.1	19.1	8.8	9.5	A	C	A	A
3	Greystone Blvd	Huger St	1.411	4	71,200	58.7	57.6	52.7	59.6	58.9	AM	1,764	4,026	1,949	2,079	5.0%	Rolling	527	1,202	582	621	9.1	22.8	9.8	10.5	A	C	A	A

INRIX CONGESTION ANALYSIS
I-126 WESTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	Huger St	Greystone Blvd	1.235	4	71,200	64.7	65.0	65.0	66.0	63.3	PM	524	1,348	2,880	4,059	5.0%	Rolling	156	403	860	1,212	2.4	6.2	13.0	19.2	A	A	B	C
2	Greystone Blvd	Saluda River Rd	0.972	4	71,000	64.9	65.0	65.7	65.7	54.2	PM	522	1,344	2,872	4,048	5.0%	Rolling	156	401	858	1,209	2.4	6.1	13.0	22.3	A	A	B	C
3	Saluda River Rd	I-26	1.007	3	61,800	62.6	62.4	63.3	57.9	32.8	PM	455	1,170	2,500	3,523	5.0%	Rolling	181	466	995	1,403	2.9	7.4	17.2	42.7	A	A	B	E

INRIX CONGESTION ANALYSIS
I-126

Segment #	Segment Between			Density Index			I-126 Segment Rank	Corridor Name	Corridor Density Index	
				I-126 EB	I-126 WB	I-20 Two-Way			Average Index	Rank by Average Index
1	I-26	&	Saluda River Rd	52.5	70.2	122.7	1	I-126 A	101.7	1
2	Saluda River Rd	&	Greystone Blvd	45.5	43.8	89.4	3			
3	Greystone Blvd	&	Huger St	52.3	40.8	93.1	2			

INRIX CONGESTION ANALYSIS
I-126 SUMMARY

I-126 Segment #	Segment Between			I-126 Eastbound LOS				I-126 Westbound LOS				I-126 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	I-26	&	Saluda River Rd	A	C	A	A	A	A	B	E	I-126 A
2	Saluda River Rd	&	Greystone Blvd	A	C	A	A	A	A	B	C	
3	Greystone Blvd	&	Huger St	A	C	A	A	A	A	B	C	

INRIX CONGESTION ANALYSIS
I-185 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	4.46%	9.90%	6.64%	8.00%
	D-Factor	0.60	0.65	0.54	0.58
Rural	*K-Factor*				
	D-Factor				

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0145: I-185 Between I-85 & US 25
Urban	0080: I-185 S of Toll Plaza at S-316

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
5%	0.00	16.40	I-385/US 276 to US 29

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	Begin to End

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-185 NORTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment Two-Way	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
						Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	I-385/Neely Ferry Rd/Exit 1A	SC-417	0.787	2	6,600	58.9	56.5	56.5	58.5	58.5	AM	177	422	200	220	5.0%	Rolling	106	252	119	131	1.9	4.5	2.0	2.2	A	A	A	A
2	SC-417	I-385/Exit 1B	1.180	2	6,600	60.1	56.8	57.7	60.5	60.4	AM	177	422	200	220	5.0%	Rolling	106	252	119	131	1.9	4.4	2.0	2.2	A	A	A	A
3	I-385/Exit 1B	Fork Shoals Rd/Exit 4	3.573	2	6,600	62.2	60.8	61.0	61.8	61.2	AM	177	422	200	220	5.0%	Rolling	106	252	119	131	1.7	4.1	1.9	2.1	A	A	A	A
4	Fork Shoals Rd/Exit 4	US-25/Augusta Rd/Exit 7	2.835	2	6,100	65.7	66.7	67.0	67.0	67.0	AM	164	390	185	203	5.0%	Rolling	98	233	110	121	1.5	3.5	1.6	1.8	A	A	A	A
5	US-25/Augusta Rd/Exit 7	SC-20/Piedmont Hwy/Exit 10	3.061	2	5,900	65.3	66.5	66.2	66.7	66.2	AM	158	377	179	196	5.0%	Rolling	95	225	107	117	1.4	3.4	1.6	1.8	A	A	A	A
6	SC-20/Piedmont Hwy/Exit 10	SC-153/Exit 12	1.916	2	5,800	60.2	58.2	56.6	56.9	56.1	AM	156	371	176	193	5.0%	Rolling	93	221	105	115	1.6	3.9	1.8	2.1	A	A	A	A
7	SC-153/Exit 12	I-85/US-29	2.092	2	3,300	62.6	63.1	63.1	61.8	61.8	AM	89	211	100	110	5.0%	Rolling	53	126	60	66	0.8	2.0	1.0	1.1	A	A	A	A
8	I-85/US-29	US-25/White Horse Rd/Exit 1	0.689	2	16,700	59.3	61.0	60.0	59.0	59.0	AM	448	1,067	506	556	5.0%	Rolling	268	637	302	332	4.4	10.6	5.1	5.6	A	A	A	A
9	US-25/White Horse Rd/Exit 1	SC-20/Exit 2	0.661	2	16,700	59.4	61.5	60.5	59.5	59.2	AM	448	1,067	506	556	5.0%	Rolling	268	637	302	332	4.4	10.5	5.1	5.6	A	A	A	A
10	SC-20/Exit 2	Henrydale Ave/Mills Ave	0.905	2	15,200	54.7	54.0	51.0	52.0	53.0	AM	408	971	460	506	5.0%	Rolling	244	580	275	302	4.5	11.4	5.3	5.7	A	B	A	A

INRIX CONGESTION ANALYSIS
I-185 SOUTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment Two-Way	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
						Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	Henrydale Ave/Mills Ave	SC-20/Exit 2	1.067	2	15,200	54.8	54.1	54.2	53.4	54.2	PM	270	534	549	711	5.0%	Rolling	161	319	328	424	3.0	5.9	6.1	7.8	A	A	A	A
2	SC-20/Exit 2	US-25/White Horse Rd/Exit 1	0.616	2	16,700	58.4	59.2	60.4	59.4	59.4	PM	296	586	603	781	5.0%	Rolling	177	350	360	466	3.0	5.8	6.1	7.8	A	A	A	A
3	US-25/White Horse Rd/Exit 1	I-85/US-29	1.470	2	16,700	59.7	59.6	60.6	60.0	60.0	PM	296	586	603	781	5.0%	Rolling	177	350	360	466	3.0	5.8	6.0	7.8	A	A	A	A
4	I-85/US-29	SC-153/Exit 12	1.932	2	3,300	63.9	64.0	64.7	63.3	64.3	PM	59	116	119	154	5.0%	Rolling	35	69	71	92	0.5	1.1	1.1	1.4	A	A	A	A
5	SC-153/Exit 12	SC-20/Piedmont Hwy/Exit 10	2.033	2	5,800	58.6	56.5	56.2	57.1	58.9	PM	103	204	209	271	5.0%	Rolling	61	122	125	162	1.1	2.2	2.2	2.7	A	A	A	A
6	SC-20/Piedmont Hwy/Exit 10	US-25/Augusta Rd/Exit 7	2.988	2	5,900	65.4	67.2	65.2	66.0	67.0	PM	105	207	213	276	5.0%	Rolling	62	124	127	165	0.9	1.9	1.9	2.5	A	A	A	A
7	US-25/Augusta Rd/Exit 7	Fork Shoals Rd/Exit 4	2.937	2	6,100	65.7	68.0	67.0	66.3	67.0	PM	108	214	220	285	5.0%	Rolling	65	128	132	170	1.0	1.9	2.0	2.5	A	A	A	A
8	Fork Shoals Rd/Exit 4	I-385/Exit 1B	1.804	2	6,600	62.3	63.0	61.9	61.1	62.1	PM	117	232	238	309	5.0%	Rolling	70	138	142	184	1.1	2.2	2.3	3.0	A	A	A	A
9	I-385/Exit 1B	SC-417	1.241	2	6,600	59.9	58.1	57.1	60.8	59.9	PM	117	232	238	309	5.0%	Rolling	70	138	142	184	1.2	2.4	2.3	3.1	A	A	A	A
10	SC-417	I-385/Neely Ferry Rd/Exit 1A	0.615	2	6,600	60.2	58.0	56.0	60.0	59.0	PM	117	232	238	309	5.0%	Rolling	70	138	142	184	1.2	2.5	2.4	3.1	A	A	A	A

INRIX CONGESTION ANALYSIS
I-185

I-185 Segment #	Segment Between			Density Index			I-185 Segment Rank	Corridor Name	Corridor Density Index	
				I-185 NB	I-185 SB	I-185 Two-Way			Average Index	Rank by Average Index
1	I-385/Neely Ferry Rd/Exit 1A	&	SC-417	10.6	9.2	19.8	4	I-185 A	26.2	1
2	SC-417	&	I-385/Exit 1B	10.4	9.0	19.4	5			
3	I-385/Exit 1B	&	Fork Shoals Rd/Exit 4	9.9	8.6	18.6	6			
4	Fork Shoals Rd/Exit 4	&	US-25/Augusta Rd/Exit 7	8.4	7.4	15.8	8			
5	US-25/Augusta Rd/Exit 7	&	SC-20/Piedmont Hwy/Exit 10	8.2	7.2	15.4	9			
6	SC-20/Piedmont Hwy/Exit 10	&	SC-153/Exit 12	9.4	8.2	17.6	7			
7	SC-153/Exit 12	&	I-85/US-29	4.9	4.2	9.0	10			
8	I-85/US-29	&	US-25/White Horse Rd/Exit 1	25.8	22.5	48.3	2			
9	US-25/White Horse Rd/Exit 1	&	SC-20/Exit 2	25.6	22.7	48.2	3			
10	SC-20/Exit 2	&	Henrydale Ave/Mills Ave	26.9	22.8	49.7	1			

INRIX CONGESTION ANALYSIS
I-185 SUMMARY

I-185 Segment #	Segment Between			I-185 Northbound LOS				I-185 Southbound LOS				I-185 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	I-385/Neely Ferry Rd/Exit 1A	&	SC-417	A	A	A	A	A	A	A	A	I-185 A
2	SC-417	&	I-385/Exit 1B	A	A	A	A	A	A	A	A	
3	I-385/Exit 1B	&	Fork Shoals Rd/Exit 4	A	A	A	A	A	A	A	A	
4	Fork Shoals Rd/Exit 4	&	US-25/Augusta Rd/Exit 7	A	A	A	A	A	A	A	A	
5	US-25/Augusta Rd/Exit 7	&	SC-20/Piedmont Hwy/Exit 10	A	A	A	A	A	A	A	A	
6	SC-20/Piedmont Hwy/Exit 10	&	SC-153/Exit 12	A	A	A	A	A	A	A	A	
7	SC-153/Exit 12	&	I-85/US-29	A	A	A	A	A	A	A	A	
8	I-85/US-29	&	US-25/White Horse Rd/Exit 1	A	A	A	A	A	A	A	A	
9	US-25/White Horse Rd/Exit 1	&	SC-20/Exit 2	A	A	A	A	A	A	A	A	
10	SC-20/Exit 2	&	Henrydale Ave/Mills Ave	A	B	A	A	A	A	A	A	

INRIX CONGESTION ANALYSIS
I-385 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	3.23%	7.86%	6.97%	7.68%
	D-Factor	0.56	0.54	0.52	0.53
Rural	*K-Factor*	5.06%	7.15%	7.41%	7.90%
	D-Factor	0.53	0.51	0.51	0.52

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0033: I-385 Between Greenville City Limit & S-273
Rural	0097: I-385 Between S-14 & S-14/S-414

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
20%	0.00	36.33	I-26 to I-85
5%	36.33	42.16	I-85 to End (I-385 Spur)

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	Begin to End

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-385 NORTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	I-26	SC-308/Exit 2	1.722	2	17,500	66.4	67.1	67.1	68.1	68.1	Rural	468	633	658	713	20.0%	Rolling	338	457	475	515	5.0	6.8	7.0	7.6	A	A	A	A
2	SC-308/Exit 2	SC-49/Exit 5	3.491	2	18,700	67.3	69.0	69.0	69.1	69.1	Rural	500	676	703	762	20.0%	Rolling	361	488	508	550	5.2	7.1	7.3	8.0	A	A	A	A
3	SC-49/Exit 5	US-221/Exit 9	3.363	2	19,000	66.6	67.2	67.2	69.0	68.2	Rural	508	687	714	774	20.0%	Rolling	367	496	516	559	5.5	7.4	7.5	8.2	A	A	A	A
4	US-221/Exit 9	Road 23/Exit 10	1.642	2	21,300	67.8	69.0	69.0	70.0	70.0	Rural	570	770	801	868	20.0%	Rolling	411	556	578	627	6.0	8.1	8.3	9.0	A	A	A	A
5	Road 23/Exit 10	SC-101/Exit 16	5.546	2	21,800	67.8	69.0	69.0	70.0	70.0	Rural	583	788	820	888	20.0%	Rolling	421	569	592	642	6.1	8.3	8.5	9.2	A	A	A	A
6	SC-101/Exit 16	SC-14/Exit 19	3.179	2	23,300	67.2	68.1	68.1	69.0	69.1	Rural	623	842	876	950	20.0%	Rolling	450	608	633	686	6.6	8.9	9.2	9.9	A	A	A	A
7	SC-14/Exit 19	SC-14/Exit 22	2.446	2	31,300	66.9	67.8	67.8	68.7	68.7	Rural	837	1,131	1,177	1,276	20.0%	Rolling	605	817	850	921	8.9	12.0	12.4	13.4	A	B	B	B
8	SC-14/Exit 22	Old Laurens Rd/Exit 22	0.233	2	32,700	66.1	66.9	66.9	67.9	67.9	Rural	875	1,182	1,230	1,333	20.0%	Rolling	632	854	888	962	9.4	12.8	13.1	14.2	A	B	B	B
9	Old Laurens Rd/Exit 22	SC-418/Exit 23	0.653	2	32,700	66.7	68.0	68.0	69.0	69.0	AM	596	1,397	1,097	1,179	20.0%	Rolling	430	1,009	792	851	6.3	14.8	11.5	12.3	A	B	B	B
10	SC-418/Exit 23	Fairview St/Exit 24	0.944	2	36,400	65.9	67.0	67.0	67.9	68.0	AM	663	1,555	1,221	1,312	20.0%	Rolling	479	1,123	882	948	7.1	16.8	13.0	13.9	A	B	B	B
11	Fairview St/Exit 24	Harrison Bridge Rd/Exit 26	1.764	3	41,000	66.5	67.3	67.3	68.3	68.3	AM	747	1,752	1,376	1,478	20.0%	Rolling	360	844	662	712	5.3	12.5	9.7	10.4	A	B	A	A
12	Harrison Bridge Rd/Exit 26	Fairview Rd/Exit 27	1.546	3	44,100	66.1	66.5	66.0	68.0	68.0	AM	803	1,884	1,480	1,590	20.0%	Rolling	387	907	712	765	5.8	13.7	10.5	11.3	A	B	A	B
13	Fairview Rd/Exit 27	Georgia Rd/Exit 29	1.394	3	60,100	66.4	66.5	66.5	67.5	68.1	AM	1,095	2,568	2,017	2,166	20.0%	Rolling	527	1,237	971	1,043	7.9	18.6	14.4	15.3	A	C	B	B
14	Georgia Rd/Exit 29	US-276/Exit 30	1.138	3	66,300	63.1	62.8	63.4	64.4	64.4	AM	1,208	2,833	2,225	2,390	20.0%	Rolling	582	1,364	1,071	1,151	9.3	21.5	16.6	17.9	A	C	B	B
15	US-276/Exit 30	Old Stage Rd/E Standing Springs Rd/Exit3	0.383	3	50,100	62.8	62.2	62.2	63.2	63.8	AM	913	2,141	1,681	1,806	20.0%	Rolling	439	1,031	809	869	7.1	16.6	12.8	13.6	A	B	B	B
16	Old Stage Rd/E Standing Springs Rd/Exit3	SC-417/Exit 31	0.700	3	50,100	63.1	59.3	57.6	64.0	64.7	AM	913	2,141	1,681	1,806	20.0%	Rolling	439	1,031	809	869	7.4	17.9	12.6	13.4	A	B	B	B
17	SC-417/Exit 31	Bridges Rd/Exit 33	2.102	3	56,800	62.5	54.2	50.7	63.0	63.7	AM	1,035	2,427	1,906	2,047	20.0%	Rolling	498	1,169	918	986	9.2	23.1	14.6	15.5	A	C	B	B
18	Bridges Rd/Exit 33	Butler Rd/Exit 34	1.118	3	60,200	61.9	50.9	45.3	62.5	61.9	AM	1,097	2,572	2,020	2,170	20.0%	Rolling	528	1,239	973	1,045	10.4	27.3	15.6	16.9	A	D	B	B
19	Butler Rd/Exit 34	SC-146/Woodruff Rd/Exit 35	1.262	3	70,000	60.9	53.8	52.2	61.0	60.0	AM	1,275	2,991	2,349	2,523	20.0%	Rolling	614	1,440	1,131	1,215	11.4	27.6	18.5	20.2	B	D	C	C
20	SC-146/Woodruff Rd/Exit 35	I-85/Exit 36	0.838	3	87,300	57.2	55.8	56.3	58.0	57.0	AM	1,590	3,730	2,929	3,147	20.0%	Rolling	766	1,796	1,410	1,515	13.7	31.9	24.3	26.6	B	D	C	D
21	I-85/Exit 36	Roper Mountain Rd/Exit 37	0.966	3	95,000	60.8	60.8	60.8	61.8	60.8	AM	1,731	4,059	3,188	3,424	5.0%	Rolling	689	1,616	1,269	1,363	11.3	26.6	20.5	22.4	B	D	C	C
22	Roper Mountain Rd/Exit 37	Haywood Rd/Exit 39	1.566	3	89,100	60.5	60.3	60.3	61.3	60.6	AM	1,623	3,807	2,990	3,212	5.0%	Rolling	646	1,516	1,190	1,279	10.7	25.1	19.4	21.1	A	C	C	C
23	Haywood Rd/Exit 39	SC-291/Pleasantburg Dr/Exit 40	1.281	3	82,900	61.9	62.0	62.0	63.0	62.7	AM	1,510	3,542	2,782	2,988	5.0%	Rolling	601	1,410	1,107	1,190	9.7	22.7	17.6	19.0	A	C	B	C
24	SC-291/Pleasantburg Dr/Exit 40	End of Freeway	1.679	3	60,500	57.3	58.3	57.4	59.3	58.1	AM	1,102	2,585	2,030	2,181	5.0%	Rolling	439	1,029	808	868	7.5	17.9	13.6	14.9	A	B	B	B

INRIX CONGESTION ANALYSIS
I-385 SOUTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	End of Freeway	SC-291/Pleasantburg Dr/Exit 40	1.720	3	60,500	58.5	59.5	59.5	59.5	59.5	PM	850	2,169	2,188	2,466	5.0%	Rolling	338	864	871	982	5.7	14.5	14.7	16.5	A	B	B	B
2	SC-291/Pleasantburg Dr/Exit 40	Haywood Rd/Exit 39	1.269	3	82,900	60.1	61.1	61.1	60.5	59.5	PM	1,165	2,973	2,999	3,379	5.0%	Rolling	464	1,184	1,194	1,345	7.6	19.4	19.7	22.6	A	C	C	C
3	Haywood Rd/Exit 39	Roper Mountain Rd/Exit 37	1.586	3	89,100	61.3	62.0	62.0	62.0	57.2	PM	1,252	3,195	3,223	3,632	5.0%	Rolling	498	1,272	1,283	1,446	8.0	20.5	20.7	25.3	A	C	C	C
4	Roper Mountain Rd/Exit 37	I-85/Exit 36	1.140	3	95,000	59.0	59.1	59.1	58.1	45.7	PM	1,335	3,406	3,436	3,873	5.0%	Rolling	531	1,356	1,368	1,542	9.0	23.0	23.6	33.7	A	C	C	D
5	I-85/Exit 36	SC-146/Woodruff Rd/Exit 35	0.738	3	87,300	62.1	62.9	61.9	61.7	55.9	PM	1,227	3,130	3,158	3,559	20.0%	Rolling	591	1,507	1,520	1,713	9.4	24.3	24.6	30.7	A	C	C	D
6	SC-146/Woodruff Rd/Exit 35	Butler Rd/Exit 34	1.352	3	70,000	63.2	64.0	63.0	64.0	60.4	PM	984	2,510	2,532	2,853	20.0%	Rolling	474	1,209	1,219	1,374	7.4	19.2	19.0	22.7	A	C	C	C
7	Butler Rd/Exit 34	Bridges Rd/Exit 33	1.027	3	60,200	63.3	64.5	63.5	64.0	62.0	PM	846	2,159	2,178	2,454	20.0%	Rolling	407	1,039	1,048	1,182	6.3	16.4	16.4	19.1	A	B	B	C
8	Bridges Rd/Exit 33	SC-417/Exit 31	2.019	3	56,800	62.3	63.0	62.0	62.4	61.4	PM	798	2,037	2,055	2,315	20.0%	Rolling	384	981	989	1,115	6.1	15.8	15.9	18.2	A	B	B	C
9	SC-417/Exit 31	Old Stage Rd/E Standing Springs Rd/Exit3	0.472	3	50,100	62.6	63.5	62.5	62.5	62.5	PM	704	1,796	1,812	2,042	20.0%	Rolling	339	865	873	983	5.3	13.8	14.0	15.7	A	B	B	B
10	Old Stage Rd/E Standing Springs Rd/Exit3	US-276/Exit 30	0.588	3	50,100	61.4	62.0	61.8	61.0	61.0	PM	704	1,796	1,812	2,042	20.0%	Rolling	339	865	873	983	5.5	14.0	14.3	16.1	A	B	B	B
11	US-276/Exit 30	Georgia Rd/Exit 29	1.223	3	66,300	65.8	67.5	67.0	67.5	66.5	PM	932	2,377	2,398	2,703	20.0%	Rolling	449	1,145	1,155	1,301	6.6	17.1	17.1	19.6	A	B	B	C
12	Georgia Rd/Exit 29	Fairview Rd/Exit 27	1.825	3	60,100	65.6	66.4	66.4	67.0	67.0	PM	845	2,155	2,174	2,450	20.0%	Rolling	407	1,038	1,047	1,180	6.1	15.6	15.6	17.6	A	B	B	B
13	Fairview Rd/Exit 27	Harrison Bridge Rd/Exit 26	1.057	3	44,100	66.5	67.4	68.0	68.0	68.0	PM	620	1,581	1,595	1,798	20.0%	Rolling	298	761	768	866	4.4	11.2	11.3	12.7	A	B	B	B
14	Harrison Bridge Rd/Exit 26	Fairview St/Exit 24	1.662	3	41,000	65.9	67.0	67.0	67.0	67.0	PM	576	1,470	1,483	1,671	20.0%	Rolling	277	708	714	805	4.1	10.6	10.7	12.0	A	A	A	B
15	Fairview St/Exit 24	SC-418/Exit 23	1.139	2	36,400	66.5	68.0	68.0	68.0	68.0	PM	511	1,305	1,317	1,484	20.0%	Rolling	369	943	951	1,072	5.4	13.9	14.0	15.8	A	B	B	B
16	SC-418/Exit 23	Old Laurens Rd/Exit 22	1.064	2	32,700	66.3	67.8	67.8	67.0	67.8	PM	459	1,173	1,183	1,333	20.0%	Rolling	332	847	854	963	4.9	12.5	12.7	14.2	A	B	B	B
17	Old Laurens Rd/Exit 22	SC-14/Exit 22	0.671	2	32,700	67.0	68.0	68.0	68.0	68.0	PM	459	1,173	1,183	1,333	20.0%	Rolling	332	847	854	963	4.9	12.5	12.6	14.2	A	B	B	B
18	SC-14/Exit 22	SC-14/Exit 19	2.266	2	31,300	67.2	68.3	68.3	68.3	68.3	Rural	837	1,131	1,177	1,276	20.0%	Rolling	605	817	850	921	8.9	12.0	12.4	13.5	A	B	B	B
19	SC-14/Exit 19	SC-101/Exit 16	2.972	2	23,300	68.0	69.2	69.2	69.2	69.2	Rural	623	842	876	950	20.0%	Rolling	450	608	633	686	6.5	8.8	9.1	9.9	A	A	A	A
20	SC-101/Exit 16	Road 23/Exit 10	5.537	2	21,800	67.5	69.0	69.0	69.0	69.0	Rural	583	788	820	888	20.0%	Rolling	421	569	592	642	6.1	8.2	8.6	9.3	A	A	A	A
21	Road 23/Exit 10	US-221/Exit 9	2.002	2	21,300	67.5	69.3	69.3	69.0	69.0	Rural	570	770	801	868	20.0%	Rolling	411	556	578	627	5.9	8.0	8.4	9.1	A	A	A	A
22	US-221/Exit 9	SC-49/Exit 5	3.081	2	19,000	66.8	68.1	68.1	68.1	67.1	Rural	508	687	714	774	20.0%	Rolling	367	496	516	559	5.4	7.3	7.6	8.3	A	A	A	A
23	SC-49/Exit 5	SC-308/Exit 2	3.344	2	18,700	66.7	68.1	68.1	68.0	68.0	Rural	500	676	703	762	20.0%	Rolling	361	488	508	550	5.3	7.2	7.5	8.1	A	A	A	A
24	SC-308/Exit 2	I-26	1.765	2	17,500	66.7	67.7	67.6	67.7	67.7	Rural	468	633	658	713	20.0%	Rolling	338	457	475	515	5.0	6.8	7.0	7.6	A	A	A	A

INRIX CONGESTION ANALYSIS
I-385

I-385 Segment #	Segment Between			Density Index			I-385 Segment Rank	Corridor Name	Corridor Density Index	
				I-385 NB	I-385 SB	I-385 Two-Way			Average Index	Rank by Average Index
1	I-26	&	SC-308/Exit 2	26.4	26.4	52.8	24	I-385 A	73.8	2
2	SC-308/Exit 2	&	SC-49/Exit 5	27.6	28.0	55.7	23			
3	SC-49/Exit 5	&	US-221/Exit 9	28.5	28.6	57.1	22			
4	US-221/Exit 9	&	Road 23/Exit 10	31.2	31.4	62.7	21			
5	Road 23/Exit 10	&	SC-101/Exit 16	32.0	32.2	64.2	20			
6	SC-101/Exit 16	&	SC-14/Exit 19	34.6	34.4	69.0	19			
7	SC-14/Exit 19	&	SC-14/Exit 22	46.7	46.8	93.5	15			
8	SC-14/Exit 22	&	Old Laurens Rd/Exit 22	49.5	44.1	93.5	14			
9	Old Laurens Rd/Exit 22	&	SC-418/Exit 23	45.0	44.3	89.3	16			
10	SC-418/Exit 23	&	Fairview St/Exit 24	50.8	49.0	99.9	13			
11	Fairview St/Exit 24	&	Harrison Bridge Rd/Exit 26	38.0	37.4	75.4	18	I-385 B	124.0	1
12	Harrison Bridge Rd/Exit 26	&	Fairview Rd/Exit 27	41.3	39.6	80.9	17			
13	Fairview Rd/Exit 27	&	Georgia Rd/Exit 29	56.2	55.0	111.2	9			
14	Georgia Rd/Exit 29	&	US-276/Exit 30	65.3	60.4	125.7	7			
15	US-276/Exit 30	&	Old Stage Rd/E Standing Springs Rd/	50.0	49.9	99.9	12			
16	Old Stage Rd/E Standing Springs Rd/Ex	&	SC-417/Exit 31	51.4	48.9	100.3	11			
17	SC-417/Exit 31	&	Bridges Rd/Exit 33	62.3	55.9	118.2	8			
18	Bridges Rd/Exit 33	&	Butler Rd/Exit 34	70.2	58.1	128.3	6			
19	Butler Rd/Exit 34	&	SC-146/Woodruff Rd/Exit 35	77.8	68.4	146.2	4			
20	SC-146/Woodruff Rd/Exit 35	&	I-85/Exit 36	96.5	89.0	185.5	1			
21	I-85/Exit 36	&	Roper Mountain Rd/Exit 37	80.9	89.3	170.1	2			
22	Roper Mountain Rd/Exit 37	&	Haywood Rd/Exit 39	76.4	74.5	150.9	3			
23	Haywood Rd/Exit 39	&	SC-291/Pleasantburg Dr/Exit 40	69.0	69.3	138.3	5			
24	SC-291/Pleasantburg Dr/Exit 40	&	End of Freeway	54.0	51.4	105.4	10			

INRIX CONGESTION ANALYSIS
I-385 SUMMARY

I-385 Segment #	Segment Between			I-385 Northbound LOS				I-385 Southbound LOS				I-385 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	I-26	&	SC-308/Exit 2	A	A	A	A	A	A	A	A	I-385 A
2	SC-308/Exit 2	&	SC-49/Exit 5	A	A	A	A	A	A	A	A	
3	SC-49/Exit 5	&	US-221/Exit 9	A	A	A	A	A	A	A	A	
4	US-221/Exit 9	&	Road 23/Exit 10	A	A	A	A	A	A	A	A	
5	Road 23/Exit 10	&	SC-101/Exit 16	A	A	A	A	A	A	A	A	
6	SC-101/Exit 16	&	SC-14/Exit 19	A	A	A	A	A	A	A	A	
7	SC-14/Exit 19	&	SC-14/Exit 22	A	B	B	B	A	B	B	B	
8	SC-14/Exit 22	&	Old Laurens Rd/Exit 22	A	B	B	B	A	B	B	B	
9	Old Laurens Rd/Exit 22	&	SC-418/Exit 23	A	B	B	B	A	B	B	B	
10	SC-418/Exit 23	&	Fairview St/Exit 24	A	B	B	B	A	B	B	B	
11	Fairview St/Exit 24	&	Harrison Bridge Rd/Exit 26	A	B	A	A	A	A	A	B	I-385 B
12	Harrison Bridge Rd/Exit 26	&	Fairview Rd/Exit 27	A	B	A	B	A	B	B	B	
13	Fairview Rd/Exit 27	&	Georgia Rd/Exit 29	A	C	B	B	A	B	B	B	
14	Georgia Rd/Exit 29	&	US-276/Exit 30	A	C	B	B	A	B	B	C	
15	US-276/Exit 30	&	Stage Rd/E Standing Springs Rd/Ex	A	B	B	B	A	B	B	B	
16	Stage Rd/E Standing Springs Rd/Ex	&	SC-417/Exit 31	A	B	B	B	A	B	B	B	
17	SC-417/Exit 31	&	Bridges Rd/Exit 33	A	C	B	B	A	B	B	C	
18	Bridges Rd/Exit 33	&	Butler Rd/Exit 34	A	D	B	B	A	B	B	C	
19	Butler Rd/Exit 34	&	SC-146/Woodruff Rd/Exit 35	B	D	C	C	A	C	C	C	
20	SC-146/Woodruff Rd/Exit 35	&	I-85/Exit 36	B	D	C	D	A	C	C	D	
21	I-85/Exit 36	&	Roper Mountain Rd/Exit 37	B	D	C	C	A	C	C	D	
22	Roper Mountain Rd/Exit 37	&	Haywood Rd/Exit 39	A	C	C	C	A	C	C	C	
23	Haywood Rd/Exit 39	&	SC-291/Pleasantburg Dr/Exit 40	A	C	B	C	A	C	C	C	
24	SC-291/Pleasantburg Dr/Exit 40	&	End of Freeway	A	B	B	B	A	B	B	B	

INRIX CONGESTION ANALYSIS
I-520 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	4.57%	8.29%	7.39%	7.98%
	D-Factor	0.56	0.56	0.52	0.53
Rural	*K-Factor*				
	D-Factor				

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0034: I-526 Between S-475 & Ashley River*
Urban	0046: I 526 at Cooper River*
Urban	0090: I-526 Between S-97 & S-56 near Long Point Rd*
*I-520 Count Stations Not Available	

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
10%	15.62	23.61	GA State Line to I-20

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	GA State Line to End

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-520 EASTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	GA State Line	US-1/US-278/Jefferson Davis Hwy	1.769	2	15,100	57.9	58.3	58.3	58.1	58.1	PM	306	553	579	639	10.0%	Rolling	196	353	370	408	3.4	6.1	6.4	7.0	A	A	A	A

INRIX CONGESTION ANALYSIS
I-520 WESTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US-1/US-278/Jefferson Davis Hwy	GA-SC State Border	1.841	2	15,100	62.7	63.0	62.7	63.1	63.1	AM	384	698	538	565	10.0%	Rolling	245	446	344	361	3.9	7.1	5.4	5.7	A	A	A	A

INRIX CONGESTION ANALYSIS
I-520

I-520 Segment #	Segment Between			Density Index			I-520 Segment Rank	Corridor Name	Corridor Density Index	
				I-520 EB	I-520 WB	I-520 Two-Way			Average Index	Rank by Average Index
1	GA State Line	&	US-1/US-278/Jefferson Davis Hwy	22.8	22.2	45.0	1	I-520 A	45.0	1

INRIX CONGESTION ANALYSIS
I-520 SUMMARY

I-520 Segment #	Segment Between			I-520 Eastbound LOS				I-520 Westbound LOS				I-520 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	GA State Line	&	US-1/US-278/Jefferson Davis Hwy	A	A	A	A	A	A	A	A	I-520 A

INRIX CONGESTION ANALYSIS
I-526 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	4.57%	8.29%	7.39%	7.98%
	D-Factor	0.56	0.56	0.52	0.53
Rural	*K-Factor*				
	D-Factor				

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0034: I-526 Between S-475 & Ashley River
Urban	0046: I 526 at Cooper River
Urban	0090: I-526 Between S-97 & S-56 near Long Point Rd

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
15%	10.00	17.03	US 17 to I-26
25%	17.03	27.50	I-26 to S-97 (Long Point Rd)
5%	27.50	29.56	S-97 (Long Point Rd) to US 17

Terrain Data

Terrain	(E_T)	Description
Level	1.5	Begin to End
Rolling	2.5	N/A

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-526 EASTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US-17/Savannah Hwy	Sam Rittenberg Blvd	0.507	2	23,900	58.0	55.1	55.9	56.0	56.1	AM	607	1,105	851	895	15.0%	Level	363	660	508	534	6.6	11.8	9.1	9.5	A	B	A	A
2	Sam Rittenberg Blvd	Paul Cantrell Blvd	1.061	2	37,600	63.2	63.4	63.0	64.0	63.4	AM	955	1,738	1,339	1,408	15.0%	Level	570	1,038	800	841	9.0	16.5	12.5	13.3	A	B	B	B
3	Paul Cantrell Blvd	Leeds Ave	2.439	2	71,900	62.8	62.5	61.5	62.3	61.3	AM	1,826	3,324	2,560	2,692	15.0%	Level	1,091	1,985	1,529	1,608	17.5	32.3	24.5	26.2	B	D	C	D
4	Leeds Ave	Paramount Dr	0.344	2	71,900	64.0	64.0	64.0	64.0	63.0	AM	1,826	3,324	2,560	2,692	15.0%	Level	1,091	1,985	1,529	1,608	17.0	31.0	23.9	25.5	B	D	C	C
5	Paramount Dr	Dorchester Rd	0.298	2	71,900	63.0	63.0	63.0	63.0	61.0	AM	1,826	3,324	2,560	2,692	15.0%	Level	1,091	1,985	1,529	1,608	17.3	31.5	24.3	26.3	B	D	C	D
6	Dorchester Rd	W Montague Ave	0.488	2	73,400	63.2	63.0	63.0	63.5	61.5	AM	1,865	3,394	2,614	2,748	15.0%	Level	1,114	2,027	1,561	1,641	17.7	32.2	24.6	26.7	B	D	C	D
7	W Montague Ave	International Blvd	0.786	2	79,900	63.8	64.0	64.0	64.0	61.0	AM	2,030	3,694	2,845	2,991	15.0%	Level	1,212	2,206	1,699	1,786	18.9	34.5	26.5	29.3	C	D	D	D
8	International Blvd	I-26	0.888	2	79,900	61.2	59.3	57.1	60.8	56.5	PM	1,620	2,926	3,062	3,382	15.0%	Level	968	1,748	1,829	2,020	16.3	30.6	30.1	35.7	B	D	D	E
9	I-26	US-52/Rivers Ave	0.759	2	72,700	60.2	56.0	52.3	59.0	56.0	PM	1,474	2,662	2,786	3,077	25.0%	Level	922	1,664	1,741	1,923	16.5	31.8	29.5	34.4	B	D	D	D
10	US-52/Rivers Ave	N Rhett Ave	1.286	2	69,000	62.4	59.6	56.2	61.3	57.6	PM	1,399	2,527	2,644	2,920	25.0%	Level	875	1,579	1,653	1,825	14.7	28.1	27.0	31.7	B	D	D	D
11	N Rhett Ave	Virginia Ave	0.799	2	71,800	63.4	61.4	59.0	62.6	59.2	PM	1,456	2,629	2,752	3,039	25.0%	Level	910	1,643	1,720	1,899	14.8	27.9	27.5	32.1	B	D	D	D
12	Virginia Ave	Don N Holt Brg	0.866	2	62,400	62.1	61.0	59.4	61.4	58.7	PM	1,266	2,285	2,392	2,641	25.0%	Level	791	1,428	1,495	1,651	13.0	24.1	24.4	28.1	B	C	C	D
13	Don N Holt Brg	Clements Ferry Rd	2.144	2	62,400	64.1	64.0	63.0	63.0	61.0	PM	1,266	2,285	2,392	2,641	25.0%	Level	791	1,428	1,495	1,651	12.4	22.7	23.7	27.1	B	C	C	D
14	Clements Ferry Rd	James B Edwards Brg	2.290	2	52,600	64.7	65.1	65.1	65.1	64.2	PM	1,067	1,926	2,016	2,226	25.0%	Level	667	1,204	1,260	1,391	10.2	18.5	19.4	21.7	A	C	C	C
15	James B Edwards Brg	Long Point Rd	2.677	2	53,400	65.1	65.7	65.0	65.0	64.0	PM	1,083	1,956	2,047	2,260	25.0%	Level	677	1,222	1,279	1,413	10.3	18.8	19.7	22.1	A	C	C	C
16	Long Point Rd	US-17	1.844	2	44,600	57.9	58.3	57.9	57.6	57.2	PM	905	1,633	1,709	1,888	5.0%	Level	515	930	973	1,075	8.8	16.1	16.9	18.8	A	B	B	C
17	US-17	SC-17 Bus	2.085	2	22,200	56.9	57.2	56.9	56.6	56.2	PM	450	813	851	940	5.0%	Level	256	463	484	535	4.5	8.1	8.6	9.5	A	A	A	A
18	SC-17 Bus	SC-703/Ben Sawyer Blvd/Coleman	1.326	2	22,200	36.9	35.1	35.1	35.3	34.6	PM	450	813	851	940	5.0%	Level	256	463	484	535	7.3	13.2	13.7	15.5	A	B	B	B

INRIX CONGESTION ANALYSIS
I-526 WESTBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	SC-703/Ben Sawyer Blvd/Coleman	SC-17 Bus	1.812	2	22,200	41.5	39.0	39.3	39.9	40.4	AM	564	1,026	790	831	5.0%	Level	321	584	450	473	8.2	14.9	11.3	11.7	A	B	B	B
2	SC-17 Bus	US-17	0.241	2	22,200	50.3	49.0	50.0	50.0	49.0	AM	564	1,026	790	831	5.0%	Level	321	584	450	473	6.6	11.7	9.0	9.7	A	B	A	A
3	US-17	Long Point Rd	2.420	2	44,600	61.7	61.7	61.2	61.8	62.0	AM	1,133	2,062	1,588	1,670	5.0%	Level	645	1,174	904	951	10.5	19.2	14.6	15.3	A	C	B	B
4	Long Point Rd	James B Edwards Brg	2.276	2	53,400	64.9	65.7	64.7	64.7	64.5	AM	1,357	2,469	1,901	1,999	25.0%	Level	848	1,543	1,188	1,249	12.9	23.9	18.4	19.4	B	C	C	C
5	James B Edwards Brg	Clements Ferry Rd	2.578	2	52,600	65.3	67.0	64.8	65.0	61.6	AM	1,336	2,432	1,873	1,969	25.0%	Level	835	1,520	1,171	1,231	12.5	23.5	18.0	20.0	B	C	C	C
6	Clements Ferry Rd	Don N Holt Brg	2.021	2	62,400	62.4	63.4	61.4	60.9	49.3	AM	1,585	2,885	2,222	2,336	25.0%	Level	991	1,803	1,389	1,460	15.6	29.3	22.8	29.6	B	D	C	D
7	Don N Holt Brg	Virginia Ave	0.968	2	62,400	64.2	64.0	62.7	60.0	51.7	AM	1,585	2,885	2,222	2,336	25.0%	Level	991	1,803	1,389	1,460	15.5	28.8	23.1	28.2	B	D	C	D
8	Virginia Ave	N Rhett Ave	0.553	2	71,800	63.3	63.6	62.6	57.0	51.4	AM	1,824	3,320	2,557	2,688	25.0%	Level	1,140	2,075	1,598	1,680	17.9	33.1	28.0	32.7	B	D	D	D
9	N Rhett Ave	US-52/Rivers Ave	1.364	2	69,000	61.1	61.7	60.7	55.0	51.0	AM	1,753	3,190	2,457	2,583	25.0%	Level	1,096	1,994	1,536	1,614	17.8	32.9	27.9	31.7	B	D	D	D
10	US-52/Rivers Ave	I-26	0.717	2	72,700	58.9	60.6	59.6	57.3	55.0	PM	1,474	2,662	2,786	3,077	25.0%	Level	922	1,664	1,741	1,923	15.2	27.9	30.4	34.9	B	D	D	D
11	I-26	International Blvd	1.101	2	79,900	62.9	63.0	62.5	62.5	59.5	PM	1,620	2,926	3,062	3,382	15.0%	Level	968	1,748	1,829	2,020	15.4	28.0	29.3	33.9	B	D	D	D
12	International Blvd	W Montague Ave	0.386	2	79,900	63.2	63.6	62.6	62.0	56.0	PM	1,620	2,926	3,062	3,382	15.0%	Level	968	1,748	1,829	2,020	15.2	27.9	29.5	36.1	B	D	D	E
13	W Montague Ave	Dorchester Rd	0.551	2	73,400	63.1	64.0	63.0	62.0	50.4	PM	1,489	2,688	2,813	3,107	15.0%	Level	889	1,605	1,680	1,855	13.9	25.5	27.1	36.8	B	C	D	E
14	Dorchester Rd	Paramount Dr	0.235	2	71,900	65.3	67.0	65.0	64.0	46.0	PM	1,458	2,633	2,756	3,043	15.0%	Level	871	1,573	1,646	1,817	13.0	24.2	25.7	39.5	B	C	C	E
15	Paramount Dr	Leeds Ave	0.726	2	71,900	64.9	66.4	65.0	60.8	40.2	PM	1,458	2,633	2,756	3,043	15.0%	Level	871	1,573	1,646	1,817	13.1	24.2	27.1	45.2	B	C	D	F
16	Leeds Ave	Paul Cantrell Blvd	2.575	2	71,900	62.6	64.2	62.2	59.2	51.3	PM	1,458	2,633	2,756	3,043	15.0%	Level	871	1,573	1,646	1,817	13.6	25.3	27.8	35.4	B	C	D	E
17	Paul Cantrell Blvd	Sam Rittenberg Blvd	1.035	2	37,600	47.0	53.4	51.5	45.5	44.8	PM	763	1,377	1,441	1,591	15.0%	Level	455	822	861	950	8.5	16.0	18.9	21.2	A	B	C	C
18	Sam Rittenberg Blvd	US-17/Savannah Hwy	0.107	2	23,900	25.8	26.5	22.5	24.0	25.9	PM	485	875	916	1,012	15.0%	Level	289	523	547	604	10.9	23.3	22.8	23.3	A	C	C	C

INRIX CONGESTION ANALYSIS
I-526

Segment #	Segment Between			Density Index			I-526 Segment Rank	Corridor Name	Corridor Density Index	
				I-526 EB	I-526 WB	I-526 Two-Way			Average Index	Rank by Average Index
1	US-17/Savannah Hwy	&	Sam Rittenberg Blvd	37.0	80.3	117.3	15	I-526 A	189.6	1
2	Sam Rittenberg Blvd	&	Paul Cantrell Blvd	51.2	64.6	115.8	16			
3	Paul Cantrell Blvd	&	Leeds Ave	100.5	102.1	202.6	8			
4	Leeds Ave	&	Paramount Dr	97.5	109.5	207.0	6			
5	Paramount Dr	&	Dorchester Rd	99.4	102.4	201.8	9			
6	Dorchester Rd	&	W Montague Ave	101.1	103.3	204.4	7			
7	W Montague Ave	&	International Blvd	109.2	108.7	217.9	3			
8	International Blvd	&	I-26	112.8	106.5	219.3	2			
9	I-26	&	US-52/Rivers Ave	112.2	108.4	220.6	1			
10	US-52/Rivers Ave	&	N Rhett Ave	101.4	110.2	211.7	5	I-526 B	151.8	2
11	N Rhett Ave	&	Virginia Ave	102.3	111.8	214.0	4			
12	Virginia Ave	&	Don N Holt Brg	89.5	95.6	185.1	10			
13	Don N Holt Brg	&	Clements Ferry Rd	85.8	97.4	183.2	11			
14	Clements Ferry Rd	&	James B Edwards Brg	69.8	73.9	143.7	13			
15	James B Edwards Brg	&	Long Point Rd	70.9	74.5	145.4	12			
16	Long Point Rd	&	US-17	60.6	59.6	120.2	14			
17	US-17	&	SC-17 Bus	30.7	36.9	67.6	18			
18	SC-17 Bus	&	SC-703/Ben Sawyer Blvd/Coleman Blvd	49.7	46.1	95.8	17			

INRIX CONGESTION ANALYSIS
I-526 SUMMARY

I-526 Segment #	Segment Between			I-526 Eastbound LOS				I-526 Westbound LOS				I-526 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	US-17/Savannah Hwy	&	Sam Rittenberg Blvd	A	B	A	A	A	C	C	C	I-526 A
2	Sam Rittenberg Blvd	&	Paul Cantrell Blvd	A	B	B	B	A	B	C	C	
3	Paul Cantrell Blvd	&	Leeds Ave	B	D	C	D	B	C	D	E	
4	Leeds Ave	&	Paramount Dr	B	D	C	C	B	C	D	F	
5	Paramount Dr	&	Dorchester Rd	B	D	C	D	B	C	C	E	
6	Dorchester Rd	&	W Montague Ave	B	D	C	D	B	C	D	E	
7	W Montague Ave	&	International Blvd	C	D	D	D	B	D	D	E	
8	International Blvd	&	I-26	B	D	D	E	B	D	D	D	
9	I-26	&	US-52/Rivers Ave	B	D	D	D	B	D	D	D	
10	US-52/Rivers Ave	&	N Rhett Ave	B	D	D	D	B	D	D	D	I-526 B
11	N Rhett Ave	&	Virginia Ave	B	D	D	D	B	D	D	D	
12	Virginia Ave	&	Don N Holt Brg	B	C	C	D	B	D	C	D	
13	Don N Holt Brg	&	Clements Ferry Rd	B	C	C	D	B	D	C	D	
14	Clements Ferry Rd	&	James B Edwards Brg	A	C	C	C	B	C	C	C	
15	James B Edwards Brg	&	Long Point Rd	A	C	C	C	B	C	C	C	
16	Long Point Rd	&	US-17	A	B	B	C	A	C	B	B	
17	US-17	&	SC-17 Bus	A	A	A	A	A	B	A	A	
18	SC-17 Bus	&	SC-703/Ben Sawyer Blvd/Coleman Blvd	A	B	B	B	A	B	B	B	

INRIX CONGESTION ANALYSIS
I-585 SUMMARY

Summary of Traffic Parameters

	Hours:	7 - 8 AM	8 - 9 AM	4 - 5 PM	5 - 6 PM
Urban	*K-Factor*	3.23%	7.86%	6.97%	7.68%
	D-Factor	0.56	0.54	0.52	0.53
Rural	*K-Factor*				
	D-Factor				

PHF	0.90

Count Stations Utilized for Traffic Parameter Data

Urban	0033: I-385 Between Greenville City Limit & S-273*
*I-585 Count Stations Not Available	

Truck Percentage Data

Percent Trucks (P_T)	Begin MP	End MP	Description
10%	0.00	2.25	I-85 to US 176

Terrain Data

Terrain	(E_T)	Description
Level	1.5	N/A
Rolling	2.5	Begin to End

Analysis Description

Parameter	Data Source	Definition
Segment Length	INRIX	Measured distance between data collection points
N	Observed	Predominant number of lanes in a segment
AADT	SCDOT	2011 AADT
Speed (Free-Flow)	INRIX	Average speed during off-peak hours
Speed (Hourly)	INRIX	Measured speed during respective peak hour
Peak Time	Observed	Period of highest D-Factor in respective direction
K-Factor	Calculated - Count Stations	Percent of traffic during peak hour
D-Factor	Calculated - Count Stations	Directional distribution during peak hour
Hourly Volumes (V)	Calculated	$V = AADT \times K \times D$
Heavy Vehicle Factor	Calculated - HCM	$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ *RV data not considered.*
Flow Rate	Calculated - HCM	$v_p = \frac{V}{PHF \times N \times f_{HV} \times f_p}$ *Assumed f_p = 1.0*
Density	Calculated - HCM	$D = \frac{v_p}{S}$
LOS	Calculated - HCM	Level of Service based on HCM 2010 criteria
Urban	Observed	Urban areas defined by 2010 Census
Rural	Observed	All non-urban areas

INRIX CONGESTION ANALYSIS
I-585 NORTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	US-221/Exit 25	SC-9/Exit 25	0.305	2	26,500	51.9	52.7	52.7	52.7	51.7	PM	372	950	959	1,080	10.0%	Rolling	238	607	612	690	4.5	11.5	11.6	13.3	A	B	B	B
2	SC-9/Exit 25	California Ave/Exit 24	0.326	2	26,500	56.2	55.9	56.4	56.9	56.4	PM	372	950	959	1,080	10.0%	Rolling	238	607	612	690	4.3	10.8	10.8	12.2	A	A	A	B
3	California Ave/Exit 24	Exit 24	0.912	2	29,100	59.0	59.0	59.0	59.0	59.0	PM	409	1,043	1,053	1,186	10.0%	Rolling	261	667	673	758	4.4	11.3	11.4	12.8	A	B	B	B
4	Exit 24	I-85 Bus/Exit 23	0.740	2	34,700	59.5	58.1	58.0	59.0	59.0	PM	488	1,244	1,255	1,414	10.0%	Rolling	312	795	802	904	5.4	13.7	13.6	15.3	A	B	B	B

INRIX CONGESTION ANALYSIS
I-585 SOUTHBOUND

Segment #	Segment Begin	Segment End	Segment Length (mi)	# Lanes	Segment AADT (2011)	Speeds (mph)					Peak Time	Hourly Volumes (by K- & D-Factors)				% Trucks	Terrain	Flow Rate (pc/hr/ln)				Density (pc/mi/ln)				LOS			
					Two-Way	Free-Flow	7-8 AM	8-9 AM	4-5 PM	5-6 PM		7-8 AM	8-9 AM	4-5 PM	5-6 PM			7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM
1	I-85 Bus/Exit 23	Exit 24	0.041	2	34,700	55.7	55.4	55.4	55.0	55.7	AM	632	1,483	1,164	1,251	10.0%	Rolling	404	947	744	799	7.3	17.1	13.5	14.3	A	B	B	B
2	Exit 24	California Ave/Exit 24	1.100	2	29,100	59.5	60.1	60.1	60.1	60.0	AM	530	1,243	976	1,049	10.0%	Rolling	339	794	624	670	5.6	13.2	10.4	11.2	A	B	A	B
3	California Ave/Exit 24	SC-9/Exit 25	0.460	2	26,500	56.5	57.1	57.1	57.7	57.1	AM	483	1,132	889	955	10.0%	Rolling	308	723	568	610	5.4	12.7	9.8	10.7	A	B	A	A
4	SC-9/Exit 25	US-221/Exit 25	0.251	2	26,500	50.9	51.1	51.1	51.1	50.1	AM	483	1,132	889	955	10.0%	Rolling	308	723	568	610	6.0	14.2	11.1	12.2	A	B	B	B

INRIX CONGESTION ANALYSIS
I-585

I-585 Segment #	Segment Between			Density Index			I-585 Segment Rank	Corridor Name	Corridor Density Index	
				I-585 NB	I-585 SB	I-585 Two-Way			Average Index	Rank by Average Index
1	US-221/Exit 25	&	SC-9/Exit 25	41.0	43.5	84.5	2	I-585 A	85.4	1
2	SC-9/Exit 25	&	California Ave/Exit 24	38.0	38.6	76.6	4			
3	California Ave/Exit 24	&	Exit 24	40.0	40.4	80.3	3			
4	Exit 24	&	I-85 Bus/Exit 23	48.0	52.3	100.2	1			

INRIX CONGESTION ANALYSIS
I-585 SUMMARY

I-585 Segment #	Segment Between			I-585 Northbound LOS				I-585 Southbound LOS				I-585 Corridor
				7-8 AM	8-9 AM	4-5 PM	5-6 PM	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
1	US-221/Exit 25	&	SC-9/Exit 25	A	B	B	B	A	B	B	B	I-585 A
2	SC-9/Exit 25	&	California Ave/Exit 24	A	A	A	B	A	B	A	A	
3	California Ave/Exit 24	&	Exit 24	A	B	B	B	A	B	A	B	
4	Exit 24	&	I-85 Bus/Exit 23	A	B	B	B	A	B	B	B	

APPENDIX C:
INTERSTATE MAINLINE SEGMENTS AND CORRIDORS – SUMMARY AND OVERALL RANKING

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-20	GA State Line	&	SC-230/Exit 1	141.0	75
I-20	SC-230/Exit 1	&	US-25/SC-121/Exit 5	105.4	149
I-20	US-25/SC-121/Exit 5	&	SC-144/Exit 11	85.4	191
I-20	SC-144/Exit 11	&	SC-19/Exit 18	72.6	225
I-20	SC-19/Exit 18	&	US-1/Exit 22	69.9	229
I-20	US-1/Exit 22	&	Road 49/Exit 29	71.5	228
I-20	Road 49/Exit 29	&	SC-39/Exit 33	73.1	224
I-20	SC-39/Exit 33	&	US-178/Exit 39	72.2	226
I-20	US-178/Exit 39	&	SC-34/Exit 44	75.5	217
I-20	SC-34/Exit 44	&	SC-204/Exit 51	86.0	190
I-20	SC-204/Exit 51	&	SC-6/Exit 55	119.3	126
I-20	SC-6/Exit 55	&	US-1/Exit 58	164.9	38
I-20	US-1/Exit 58	&	US-378/Exit 61	156.9	47
I-20	US-378/Exit 61	&	Bush River Rd/Exit 63	137.0	83
I-20	Bush River Rd/Exit 63	&	I-26/US-76/Exit 64	136.6	85
I-20	I-26/US-76/Exit 64	&	US-176/Broad River Rd/Exit 65	155.6	48
I-20	US-176/Broad River Rd/Exit 65	&	SC-215/Monticello Rd/Exit 68	177.5	27
I-20	SC-215/Monticello Rd/Exit 68	&	US-321/Fairfield Rd/Exit 70	167.0	37
I-20	US-321/Fairfield Rd/Exit 70	&	US-21/Main St/Exit 71	160.9	41
I-20	US-21/Main St/Exit 71	&	SC-555/Farrow Rd/Exit 72	154.5	53
I-20	SC-555/Farrow Rd/Exit 72	&	SC-277/Exit 73	147.5	61
I-20	SC-277/Exit 73	&	US-1/Two Notch Rd/Exit 74	130.9	101
I-20	US-1/Two Notch Rd/Exit 74	&	I-77/Exit 76A	104.5	152
I-20	I-77/Exit 76A	&	Alpine Rd/Exit 76B	173.4	31
I-20	Alpine Rd/Exit 76B	&	Clemson Rd/Exit 80	214.0	11
I-20	Clemson Rd/Exit 80	&	Spears Creek Church Road/Exit 82	155.2	50
I-20	Spears Creek Church Road/Exit 82	&	White Pond Rd/Exit 87	120.3	122
I-20	White Pond Rd/Exit 87	&	US-601/Exit 92	102.8	156
I-20	US-601/Exit 92	&	US-521/Exit 98	87.7	188
I-20	US-521/Exit 98	&	Humphries Rd/Exit 101	69.6	232
I-20	Humphries Rd/Exit 101	&	Jamestown Rd/Exit 108	67.1	236
I-20	Jamestown Rd/Exit 108	&	US-15/Exit 116	64.3	242
I-20	US-15/Exit 116	&	SC-341/Exit 120	52.5	266
I-20	SC-341/Exit 120	&	SC-22/Exit 123	52.5	267
I-20	SC-22/Exit 123	&	US-401/Exit 131	51.5	269
I-20	US-401/Exit 131	&	SC-340/Exit 137	55.8	256
I-20	SC-340/Exit 137	&	I-95/Exit 141	63.5	244
I-26	NC State Line	&	SC-14/Exit 1	66.3	240
I-26	SC-14/Exit 1	&	SC-11/Exit 5	66.0	241
I-26	SC-11/Exit 5	&	SC-292/Exit 10	69.8	230
I-26	SC-292/Exit 10	&	US-176/Exit 15	79.9	207
I-26	US-176/Exit 15	&	John Dodd Rd/Exit 16	103.5	154
I-26	John Dodd Rd/Exit 16	&	New Cut Rd/Exit 17	116.6	131
I-26	New Cut Rd/Exit 17	&	I-85/Exit 18	116.7	130
I-26	I-85/Exit 18	&	I-85 Bus/Exit 19	121.3	120

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-26	I-85 Bus/Exit 19	&	US-29/Exit 21	159.2	44
I-26	US-29/Exit 21	&	SC-296/Reidville Rd/Exit 22	131.0	98
I-26	SC-296/Reidville Rd/Exit 22	&	US-221/Exit 28	78.5	214
I-26	US-221/Exit 28	&	Frontage Rd 35/Exit 35	58.9	250
I-26	Frontage Rd 35/Exit 35	&	SC-146/Exit 38	55.8	254
I-26	SC-146/Exit 38	&	SC-92/Exit 41	54.3	259
I-26	SC-92/Exit 41	&	SC-49/Exit 44	51.2	271
I-26	SC-49/Exit 44	&	I-385	49.3	275
I-26	I-385	&	SC-56/Exit 52	95.3	172
I-26	SC-56/Exit 52	&	SC-72/Exit 54	85.0	192
I-26	SC-72/Exit 54	&	SC-66/Exit 60	79.0	212
I-26	SC-66/Exit 60	&	Road 32/Exit 66	79.1	211
I-26	Road 32/Exit 66	&	SC-121/Exit 72	79.2	210
I-26	SC-121/Exit 72	&	SC-34/Exit 74	81.7	201
I-26	SC-34/Exit 74	&	SC-219/Exit 76	83.8	198
I-26	SC-219/Exit 76	&	SC-773/Exit 82	91.0	182
I-26	SC-773/Exit 82	&	SC-202/Exit 85	94.1	175
I-26	SC-202/Exit 85	&	Columbia Ave/Exit 91	94.6	174
I-26	Columbia Ave/Exit 91	&	US-176/Exit 97	116.2	133
I-26	US-176/Exit 97	&	US-176/US-76/Exit 101	128.9	107
I-26	US-176/US-76/Exit 101	&	SC-60/Lake Murray Blvd/Exit 102	135.6	87
I-26	SC-60/Lake Murray Blvd/Exit 102	&	Harbison Blvd/Exit 103	184.0	25
I-26	Harbison Blvd/Exit 103	&	Piney Grove Rd/Exit 104	208.1	13
I-26	Piney Grove Rd/Exit 104	&	Saint Andrews Rd/Exit 106	232.1	3
I-26	Saint Andrews Rd/Exit 106	&	I-20/Exit 107	239.1	2
I-26	I-20/Exit 107	&	Bush River Rd/Exit 108	206.2	16
I-26	Bush River Rd/Exit 108	&	I-126/US-76	214.0	10
I-26	I-126/US-76	&	US-378/Exit 110	136.9	84
I-26	US-378/Exit 110	&	US-1/Exit 111	126.0	112
I-26	US-1/Exit 111	&	SC-302/Exit 113	155.0	51
I-26	SC-302/Exit 113	&	US-321/US-21/US-176/Exit 115	146.5	62
I-26	US-321/US-21/US-176/Exit 115	&	I-77/Exit 116	130.9	99
I-26	I-77/Exit 116	&	US-21/US-176/Exit 119	173.6	30
I-26	US-21/US-176/Exit 119	&	Road 31/Exit 125	134.1	89
I-26	Road 31/Exit 125	&	US-21/Exit 129	130.9	100
I-26	US-21/Exit 129	&	Caw Caw Rd	125.6	114
I-26	Caw Caw Rd	&	Burke Rd	113.9	138
I-26	Burke Rd	&	US-601/Saint Matthews Rd	98.6	169
I-26	US-601/Saint Matthews Rd	&	SC-33/Cameron Rd/Russell St	95.2	173
I-26	SC-33/Cameron Rd/Russell St	&	Five Chop Rd	92.9	180
I-26	Five Chop Rd	&	Homestead Rd	91.2	181
I-26	Homestead Rd	&	Vance Rd	89.7	185
I-26	Vance Rd	&	I-95	90.4	184
I-26	I-95	&	US-15	62.5	246
I-26	US-15	&	SC-453	62.3	247

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-26	SC-453	&	Ridgeville Rd	66.5	238
I-26	Ridgeville Rd	&	Jedburg Rd	79.6	208
I-26	Jedburg Rd	&	N Main St	101.8	159
I-26	N Main St	&	College Park Rd	101.5	160
I-26	College Park Rd	&	US-78/University Blvd	128.2	110
I-26	US-78/University Blvd	&	US-52/Rivers Ave	145.2	68
I-26	US-52/Rivers Ave	&	Ashley Phosphate Rd	170.5	35
I-26	Ashley Phosphate Rd	&	W Aviation Ave	162.0	40
I-26	W Aviation Ave	&	Remount Rd	132.7	91
I-26	Remount Rd	&	I-526	144.9	69
I-26	I-526	&	Mall Dr/W Montague Ave	150.5	58
I-26	Mall Dr/W Montague Ave	&	Dorchester Rd	140.3	76
I-26	Dorchester Rd	&	SC-7/Cosgrove Ave	146.4	63
I-26	SC-7/Cosgrove Ave	&	Meeting Street Rd	138.4	80
I-26	Meeting Street Rd	&	Spruill Ave	134.5	88
I-26	Spruill Ave	&	Rutledge Ave	136.3	86
I-26	Rutledge Ave	&	Mount Pleasant St	127.0	111
I-26	Mount Pleasant St	&	Cypress St	114.0	137
I-26	Cypress St	&	Romney St	101.2	161
I-26	Romney St	&	US 17	105.4	150
I-77	I-26/Exit 1	&	12th St Ext	123.4	117
I-77	12th St Ext	&	Alex Sanders Brg	128.2	109
I-77	Alex Sanders Brg	&	SC-48/Bluff Rd/Exit 5	129.9	105
I-77	SC-48/Bluff Rd/Exit 5	&	SC-768/Shop Rd/Exit 6	121.9	119
I-77	SC-768/Shop Rd/Exit 6	&	US-378/US-76/Exit 9	108.0	145
I-77	US-378/US-76/Exit 9	&	SC-262/Leesburg Rd/Exit 9B	107.1	148
I-77	SC-262/Leesburg Rd/Exit 9B	&	Jackson Blvd/Exit 10	110.9	142
I-77	Jackson Blvd/Exit 10	&	SC-12/Forest Dr/Exit 12	130.4	104
I-77	SC-12/Forest Dr/Exit 12	&	Decker Blvd/Exit 13	148.6	60
I-77	Decker Blvd/Exit 13	&	SC-12/Percival Rd/Exit 15	125.1	115
I-77	SC-12/Percival Rd/Exit 15	&	I-20/Exit 16	131.9	95
I-77	I-20/Exit 16	&	US-1/Two Notch Rd/Exit 17	162.9	39
I-77	US-1/Two Notch Rd/Exit 17	&	SC-277/Exit 18	142.5	73
I-77	SC-277/Exit 18	&	SC-555/Farrow Rd/Exit 19	145.4	67
I-77	SC-555/Farrow Rd/Exit 19	&	Killian Rd/Exit 22	151.7	55
I-77	Killian Rd/Exit 22	&	US-21/Exit 24	109.9	143
I-77	US-21/Exit 24	&	Blythewood Rd/Exit 27	141.0	74
I-77	Blythewood Rd/Exit 27	&	SC-34/Exit 34	124.2	116
I-77	SC-34/Exit 34	&	Road 41/Exit 41	103.9	153
I-77	Road 41/Exit 41	&	Road 20/Exit 46	102.5	157
I-77	Road 20/Exit 46	&	SC-200/Exit 48	102.8	155
I-77	SC-200/Exit 48	&	SC-97/Exit 55	100.4	162
I-77	SC-97/Exit 55	&	SC-56/Exit 62	99.5	168
I-77	SC-56/Exit 62	&	SC-9/Exit 65	99.9	166
I-77	SC-9/Exit 65	&	SC-901/Exit 73	115.1	135

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-77	SC-901/Exit 73	&	Porter Rd/Exit 75	131.9	96
I-77	Porter Rd/Exit 75	&	US-21/SC-5/Exit 77	90.8	183
I-77	US-21/SC-5/Exit 77	&	SC-122/Dave Lyle Blvd/Exit 79	81.9	200
I-77	SC-122/Dave Lyle Blvd/Exit 79	&	US-21/Exit 82	101.8	158
I-77	US-21/Exit 82	&	SC-161/Exit 82	80.7	204
I-77	SC-161/Exit 82	&	Sutton Rd/Exit 83	138.0	82
I-77	Sutton Rd/Exit 83	&	SC-160/Exit 85	132.0	93
I-77	SC-160/Exit 85	&	SC-98/Gold Hill Rd/Exit 88	131.9	94
I-77	SC-98/Gold Hill Rd/Exit 88	&	US-21/Carowinds Blvd/Exit 90	146.4	64
I-85	GA State Line	&	SC-11/Exit 1	116.6	132
I-85	SC-11/Exit 1	&	SC-59/Exit 2	114.4	136
I-85	SC-59/Exit 2	&	Exit 4	112.7	140
I-85	Exit 4	&	SC-24/Exit 11	120.4	121
I-85	SC-24/Exit 11	&	SC-187/Exit 14	133.7	90
I-85	SC-187/Exit 14	&	US-76/SC-28/Exit 19	139.6	77
I-85	US-76/SC-28/Exit 19	&	US-178/Exit 21	109.1	144
I-85	US-178/Exit 21	&	SC-81/Exit 27	107.5	147
I-85	SC-81/Exit 27	&	SC-8/Exit 32	113.2	139
I-85	SC-8/Exit 32	&	US-29/Exit 34	107.9	146
I-85	US-29/Exit 34	&	SC-86/Exit 35	151.4	56
I-85	SC-86/Exit 35	&	SC-143/Exit 39	153.7	54
I-85	SC-143/Exit 39	&	SC-153/Exit 40	160.7	42
I-85	SC-153/Exit 40	&	US-29/Exit 42 (Greenville)	206.7	15
I-85	US-29/Exit 42 (Greenville)	&	US-25/SC-20/White Horse Rd/Exit 44	159.5	43
I-85	US-25/SC-20/White Horse Rd/Exit 44	&	US-25 Bus/Augusta Rd/Exit 46	170.9	33
I-85	US-25 Bus/Augusta Rd/Exit 46	&	SC-291/Pleasantburg Dr	158.5	46
I-85	SC-291/Pleasantburg Dr	&	Mauldin Rd/Exit 46	158.5	45
I-85	Mauldin Rd/Exit 46	&	US-276/Exit 48	222.8	5
I-85	US-276/Exit 48	&	I-385/SC-146/Woodruff Rd/Exit 51	205.8	17
I-85	I-385/SC-146/Woodruff Rd/Exit 51	&	Pelham Rd/Exit 54	265.2	1
I-85	Pelham Rd/Exit 54	&	SC-14/Exit 56	224.8	4
I-85	SC-14/Exit 56	&	Aviation Dr/Exit 57	187.8	22
I-85	Aviation Dr/Exit 57	&	SC-101/Exit 60	172.3	32
I-85	SC-101/Exit 60	&	SC-290/Exit 63	174.7	29
I-85	SC-290/Exit 63	&	US-29/Exit 66	175.5	28
I-85	US-29/Exit 66	&	SC-129/Exit 68	170.6	34
I-85	SC-129/Exit 68	&	I-26/Exit 70	131.1	97
I-85	I-26/Exit 70	&	US-176/Exit 72	138.7	79
I-85	US-176/Exit 72	&	SC-9/Exit 75	132.1	92
I-85	SC-9/Exit 75	&	I-85 Bus/Exit 77	117.7	128
I-85	I-85 Bus/Exit 77	&	US-221/Exit 78	149.4	59
I-85	US-221/Exit 78	&	Gossett Rd/Exit 80	130.8	102
I-85	Gossett Rd/Exit 80	&	SC-110/Exit 83	188.7	21
I-85	SC-110/Exit 83	&	Green River Rd/Exit 87	155.6	49
I-85	Green River Rd/Exit 87	&	Hyatt St/Exit 90	155.0	52

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-85	Hyatt St/Exit 90	&	SC-11/Exit 92	142.9	72
I-85	SC-11/Exit 92	&	SC-150/SC-18/Road 82/Exit 95	143.6	71
I-85	SC-150/SC-18/Road 82/Exit 95	&	SC-18/Shelby Hwy/Exit 96	139.0	78
I-85	SC-18/Shelby Hwy/Exit 96	&	SC-5/Exit 99	129.5	106
I-85	SC-5/Exit 99	&	SC-198/Exit 102	130.6	103
I-85	SC-198/Exit 102	&	Exit 104	119.5	125
I-85	Exit 104	&	US-29/Exit 106	120.3	123
I-95	GA State Line	&	US-17/General William Hardee Blvd	93.3	178
I-95	US-17/General William Hardee Blvd	&	US-278/Red Dam Rd	96.2	170
I-95	US-278/Red Dam Rd	&	SC-13/SC-S-27-13 Ext	84.6	193
I-95	SC-13/SC-S-27-13 Ext	&	SC-336	82.1	199
I-95	SC-336	&	US-17 (Ridgeland) (South)	79.3	209
I-95	US-17 (Ridgeland) (South)	&	SC-462	80.5	205
I-95	SC-462	&	US-17 (Ridgeland) (North)	84.5	194
I-95	US-17 (Ridgeland) (North)	&	SC-68/Yemassee Hwy	73.9	222
I-95	SC-68/Yemassee Hwy	&	US-21/Low Country Hwy	74.6	219
I-95	US-21/Low Country Hwy	&	SC-63/Sniders Hwy/Exit 53	73.7	223
I-95	SC-63/Sniders Hwy/Exit 53	&	SC-64/Bells Hwy/Exit 57	72.1	227
I-95	SC-64/Bells Hwy/Exit 57	&	McLeod Rd/Exit 62	74.0	221
I-95	McLeod Rd/Exit 62	&	SC-61/Augusta Hwy/Exit 68	74.0	220
I-95	SC-61/Augusta Hwy/Exit 68	&	US-78/W Jim Bilton Blvd/Exit 77	76.4	216
I-95	US-78/W Jim Bilton Blvd/Exit 77	&	US-178/Charleston Hwy/Exit 82	78.7	213
I-95	US-178/Charleston Hwy/Exit 82	&	I-26/Exit 86	81.1	202
I-95	I-26/Exit 86	&	US-176/Old Hwy/Exit 90	54.4	258
I-95	US-176/Old Hwy/Exit 90	&	US-15/Bass Dr/Exit 93	52.6	265
I-95	US-15/Bass Dr/Exit 93	&	US-15/US-301/Exit 97	53.0	262
I-95	US-15/US-301/Exit 97	&	SC-6/Exit 98	61.8	248
I-95	SC-6/Exit 98	&	US-15/US-301/Exit 102	61.3	249
I-95	US-15/US-301/Exit 102	&	Buff Blvd/Exit 108	56.0	253
I-95	Buff Blvd/Exit 108	&	US-301/Exit 115	52.4	268
I-95	US-301/Exit 115	&	SC-261/Paxville Hwy/Exit 119	53.5	261
I-95	SC-261/Paxville Hwy/Exit 119	&	US-521/Exit 122	52.7	264
I-95	US-521/Exit 122	&	SC-527/Black River Rd/Exit 132	48.7	276
I-95	SC-527/Black River Rd/Exit 132	&	US-378/Myrtle Beach Hwy/Exit 135	48.5	277
I-95	US-378/Myrtle Beach Hwy/Exit 135	&	SC-53/Narrow Paved Rd/Exit 141	50.0	273
I-95	SC-53/Narrow Paved Rd/Exit 141	&	SC-341/Lynches River Rd/Exit 146	50.5	272
I-95	SC-341/Lynches River Rd/Exit 146	&	SC-403/Cale Yarborough Hwy/Exit 150	51.3	270
I-95	SC-403/Cale Yarborough Hwy/Exit 150	&	Center Rd/Exit 153	54.0	260
I-95	Center Rd/Exit 153	&	US-76/W Palmetto St/Exit 157	55.8	255
I-95	US-76/W Palmetto St/Exit 157	&	I-20/Exit 160	58.2	251
I-95	I-20/Exit 160	&	US-52/W Lucas St/Exit 164	87.4	189
I-95	US-52/W Lucas St/Exit 164	&	Tv Rd/Exit 169	84.1	197
I-95	Tv Rd/Exit 169	&	SC-327/N Williston Rd/Exit 170	84.4	196
I-95	SC-327/N Williston Rd/Exit 170	&	SC-38/Exit 181	69.8	231
I-95	SC-38/Exit 181	&	SC-34/Exit 190	67.7	234

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-95	SC-34/Exit 190	&	SC-9/Radford Blvd/Exit 193	66.4	239
I-95	SC-9/Radford Blvd/Exit 193	&	US-301/Exit 1	66.9	237
I-126	I-26	&	Saluda River Rd	122.7	118
I-126	Saluda River Rd	&	Greystone Blvd	89.4	186
I-126	Greystone Blvd	&	Huger St	93.1	179
I-185	I-385/Neely Ferry Rd/Exit 1A	&	SC-417	19.8	281
I-185	SC-417	&	I-385/Exit 1B	19.4	282
I-185	I-385/Exit 1B	&	Fork Shoals Rd/Exit 4	18.6	283
I-185	Fork Shoals Rd/Exit 4	&	US-25/Augusta Rd/Exit 7	15.8	285
I-185	US-25/Augusta Rd/Exit 7	&	SC-20/Piedmont Hwy/Exit 10	15.4	286
I-185	SC-20/Piedmont Hwy/Exit 10	&	SC-153/Exit 12	17.6	284
I-185	SC-153/Exit 12	&	I-85/US-29	9.0	287
I-185	I-85/US-29	&	US-25/White Horse Rd/Exit 1	48.3	278
I-185	US-25/White Horse Rd/Exit 1	&	SC-20/Exit 2	48.2	279
I-185	SC-20/Exit 2	&	Henrydale Ave/Mills Ave	49.7	274
I-385	I-26	&	SC-308/Exit 2	52.8	263
I-385	SC-308/Exit 2	&	SC-49/Exit 5	55.7	257
I-385	SC-49/Exit 5	&	US-221/Exit 9	57.1	252
I-385	US-221/Exit 9	&	Road 23/Exit 10	62.7	245
I-385	Road 23/Exit 10	&	SC-101/Exit 16	64.2	243
I-385	SC-101/Exit 16	&	SC-14/Exit 19	69.0	233
I-385	SC-14/Exit 19	&	SC-14/Exit 22	93.5	177
I-385	SC-14/Exit 22	&	Old Laurens Rd/Exit 22	93.5	176
I-385	Old Laurens Rd/Exit 22	&	SC-418/Exit 23	89.3	187
I-385	SC-418/Exit 23	&	Fairview St/Exit 24	99.9	167
I-385	Fairview St/Exit 24	&	Harrison Bridge Rd/Exit 26	75.4	218
I-385	Harrison Bridge Rd/Exit 26	&	Fairview Rd/Exit 27	80.9	203
I-385	Fairview Rd/Exit 27	&	Georgia Rd/Exit 29	111.2	141
I-385	Georgia Rd/Exit 29	&	US-276/Exit 30	125.7	113
I-385	US-276/Exit 30	&	d Stage Rd/E Standing Springs Rd/Exit	99.9	165
I-385	d Stage Rd/E Standing Springs Rd/Exit	&	SC-417/Exit 31	100.3	163
I-385	SC-417/Exit 31	&	Bridges Rd/Exit 33	118.2	127
I-385	Bridges Rd/Exit 33	&	Butler Rd/Exit 34	128.3	108
I-385	Butler Rd/Exit 34	&	SC-146/Woodruff Rd/Exit 35	146.2	65
I-385	SC-146/Woodruff Rd/Exit 35	&	I-85/Exit 36	185.5	23
I-385	I-85/Exit 36	&	Roper Mountain Rd/Exit 37	170.1	36
I-385	Roper Mountain Rd/Exit 37	&	Haywood Rd/Exit 39	150.9	57
I-385	Haywood Rd/Exit 39	&	SC-291/Pleasantburg Dr/Exit 40	138.3	81
I-385	SC-291/Pleasantburg Dr/Exit 40	&	End of Freeway	105.4	151
I-520	GA State Line	&	US-1/US-278/Jefferson Davis Hwy	45.0	280
I-526	US-17/Savannah Hwy	&	Sam Rittenberg Blvd	117.3	129
I-526	Sam Rittenberg Blvd	&	Paul Cantrell Blvd	115.8	134
I-526	Paul Cantrell Blvd	&	Leeds Ave	202.6	19
I-526	Leeds Ave	&	Paramount Dr	207.0	14
I-526	Paramount Dr	&	Dorchester Rd	201.8	20

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS SUMMARY

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-526	Dorchester Rd	&	W Montague Ave	204.4	18
I-526	W Montague Ave	&	International Blvd	217.9	8
I-526	International Blvd	&	I-26	219.3	7
I-526	I-26	&	US-52/Rivers Ave	220.6	6
I-526	US-52/Rivers Ave	&	N Rhett Ave	211.7	12
I-526	N Rhett Ave	&	Virginia Ave	214.0	9
I-526	Virginia Ave	&	Don N Holt Brg	185.1	24
I-526	Don N Holt Brg	&	Clements Ferry Rd	183.2	26
I-526	Clements Ferry Rd	&	James B Edwards Brg	143.7	70
I-526	James B Edwards Brg	&	Long Point Rd	145.4	66
I-526	Long Point Rd	&	US-17	120.2	124
I-526	US-17	&	SC-17 Bus	67.6	235
I-526	SC-17 Bus	&	SC-703/Ben Sawyer Blvd/Coleman Blvd	95.8	171
I-585	US-221/Exit 25	&	SC-9/Exit 25	84.5	195
I-585	SC-9/Exit 25	&	California Ave/Exit 24	76.6	215
I-585	California Ave/Exit 24	&	Exit 24	80.3	206
I-585	Exit 24	&	I-85 Bus/Exit 23	100.2	164

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-85	I-385/SC-146/Woodruff Rd/Exit 51	&	Pelham Rd/Exit 54	265.2	1
I-26	Saint Andrews Rd/Exit 106	&	I-20/Exit 107	239.1	2
I-26	Piney Grove Rd/Exit 104	&	Saint Andrews Rd/Exit 106	232.1	3
I-85	Pelham Rd/Exit 54	&	SC-14/Exit 56	224.8	4
I-85	Mauldin Rd/Exit 46	&	US-276/Exit 48	222.8	5
I-526	I-26	&	US-52/Rivers Ave	220.6	6
I-526	International Blvd	&	I-26	219.3	7
I-526	W Montague Ave	&	International Blvd	217.9	8
I-526	N Rhett Ave	&	Virginia Ave	214.0	9
I-26	Bush River Rd/Exit 108	&	I-126/US-76	214.0	10
I-20	Alpine Rd/Exit 76B	&	Clemson Rd/Exit 80	214.0	11
I-526	US-52/Rivers Ave	&	N Rhett Ave	211.7	12
I-26	Harbison Blvd/Exit 103	&	Piney Grove Rd/Exit 104	208.1	13
I-526	Leeds Ave	&	Paramount Dr	207.0	14
I-85	SC-153/Exit 40	&	US-29/Exit 42 (Greenville)	206.7	15
I-26	I-20/Exit 107	&	Bush River Rd/Exit 108	206.2	16
I-85	US-276/Exit 48	&	I-385/SC-146/Woodruff Rd/Exit 51	205.8	17
I-526	Dorchester Rd	&	W Montague Ave	204.4	18
I-526	Paul Cantrell Blvd	&	Leeds Ave	202.6	19
I-526	Paramount Dr	&	Dorchester Rd	201.8	20
I-85	Gossett Rd/Exit 80	&	SC-110/Exit 83	188.7	21
I-85	SC-14/Exit 56	&	Aviation Dr/Exit 57	187.8	22
I-385	SC-146/Woodruff Rd/Exit 35	&	I-85/Exit 36	185.5	23
I-526	Virginia Ave	&	Don N Holt Brg	185.1	24
I-26	SC-60/Lake Murray Blvd/Exit 102	&	Harbison Blvd/Exit 103	184.0	25
I-526	Don N Holt Brg	&	Clements Ferry Rd	183.2	26
I-20	US-176/Broad River Rd/Exit 65	&	SC-215/Monticello Rd/Exit 68	177.5	27
I-85	SC-290/Exit 63	&	US-29/Exit 66	175.5	28
I-85	SC-101/Exit 60	&	SC-290/Exit 63	174.7	29
I-26	I-77/Exit 116	&	US-21/US-176/Exit 119	173.6	30
I-20	I-77/Exit 76A	&	Alpine Rd/Exit 76B	173.4	31
I-85	Aviation Dr/Exit 57	&	SC-101/Exit 60	172.3	32
I-85	US-25/SC-20/White Horse Rd/Exit 44	&	US-25 Bus/Augusta Rd/Exit 46	170.9	33
I-85	US-29/Exit 66	&	SC-129/Exit 68	170.6	34
I-26	US-52/Rivers Ave	&	Ashley Phosphate Rd	170.5	35
I-385	I-85/Exit 36	&	Roper Mountain Rd/Exit 37	170.1	36
I-20	SC-215/Monticello Rd/Exit 68	&	US-321/Fairfield Rd/Exit 70	167.0	37
I-20	SC-6/Exit 55	&	US-1/Exit 58	164.9	38
I-77	I-20/Exit 16	&	US-1/Two Notch Rd/Exit 17	162.9	39
I-26	Ashley Phosphate Rd	&	W Aviation Ave	162.0	40
I-20	US-321/Fairfield Rd/Exit 70	&	US-21/Main St/Exit 71	160.9	41
I-85	SC-143/Exit 39	&	SC-153/Exit 40	160.7	42
I-85	US-29/Exit 42 (Greenville)	&	US-25/SC-20/White Horse Rd/Exit 44	159.5	43
I-26	I-85 Bus/Exit 19	&	US-29/Exit 21	159.2	44
I-85	SC-291/Pleasantburg Dr	&	Mauldin Rd/Exit 46	158.5	45

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-85	US-25 Bus/Augusta Rd/Exit 46	&	SC-291/Pleasantburg Dr	158.5	46
I-20	US-1/Exit 58	&	US-378/Exit 61	156.9	47
I-20	I-26/US-76/Exit 64	&	US-176/Broad River Rd/Exit 65	155.6	48
I-85	SC-110/Exit 83	&	Green River Rd/Exit 87	155.6	49
I-20	Clemson Rd/Exit 80	&	Spears Creek Church Road/Exit 82	155.2	50
I-26	US-1/Exit 111	&	SC-302/Exit 113	155.0	51
I-85	Green River Rd/Exit 87	&	Hyatt St/Exit 90	155.0	52
I-20	US-21/Main St/Exit 71	&	SC-555/Farrow Rd/Exit 72	154.5	53
I-85	SC-86/Exit 35	&	SC-143/Exit 39	153.7	54
I-77	SC-555/Farrow Rd/Exit 19	&	Killian Rd/Exit 22	151.7	55
I-85	US-29/Exit 34	&	SC-86/Exit 35	151.4	56
I-385	Roper Mountain Rd/Exit 37	&	Haywood Rd/Exit 39	150.9	57
I-26	I-526	&	Mall Dr/W Montague Ave	150.5	58
I-85	I-85 Bus/Exit 77	&	US-221/Exit 78	149.4	59
I-77	SC-12/Forest Dr/Exit 12	&	Decker Blvd/Exit 13	148.6	60
I-20	SC-555/Farrow Rd/Exit 72	&	SC-277/Exit 73	147.5	61
I-26	SC-302/Exit 113	&	US-321/US-21/US-176/Exit 115	146.5	62
I-26	Dorchester Rd	&	SC-7/Cosgrove Ave	146.4	63
I-77	SC-98/Gold Hill Rd/Exit 88	&	US-21/Carowinds Blvd/Exit 90	146.4	64
I-385	Butler Rd/Exit 34	&	SC-146/Woodruff Rd/Exit 35	146.2	65
I-526	James B Edwards Brg	&	Long Point Rd	145.4	66
I-77	SC-277/Exit 18	&	SC-555/Farrow Rd/Exit 19	145.4	67
I-26	US-78/University Blvd	&	US-52/Rivers Ave	145.2	68
I-26	Remount Rd	&	I-526	144.9	69
I-526	Clements Ferry Rd	&	James B Edwards Brg	143.7	70
I-85	SC-11/Exit 92	&	SC-150/SC-18/Road 82/Exit 95	143.6	71
I-85	Hyatt St/Exit 90	&	SC-11/Exit 92	142.9	72
I-77	US-1/Two Notch Rd/Exit 17	&	SC-277/Exit 18	142.5	73
I-77	US-21/Exit 24	&	Blythewood Rd/Exit 27	141.0	74
I-20	GA State Line	&	SC-230/Exit 1	141.0	75
I-26	Mall Dr/W Montague Ave	&	Dorchester Rd	140.3	76
I-85	SC-187/Exit 14	&	US-76/SC-28/Exit 19	139.6	77
I-85	SC-150/SC-18/Road 82/Exit 95	&	SC-18/Shelby Hwy/Exit 96	139.0	78
I-85	I-26/Exit 70	&	US-176/Exit 72	138.7	79
I-26	SC-7/Cosgrove Ave	&	Meeting Street Rd	138.4	80
I-385	Haywood Rd/Exit 39	&	SC-291/Pleasantburg Dr/Exit 40	138.3	81
I-77	SC-161/Exit 82	&	Sutton Rd/Exit 83	138.0	82
I-20	US-378/Exit 61	&	Bush River Rd/Exit 63	137.0	83
I-26	I-126/US-76	&	US-378/Exit 110	136.9	84
I-20	Bush River Rd/Exit 63	&	I-26/US-76/Exit 64	136.6	85
I-26	Spruill Ave	&	Rutledge Ave	136.3	86
I-26	US-176/US-76/Exit 101	&	SC-60/Lake Murray Blvd/Exit 102	135.6	87
I-26	Meeting Street Rd	&	Spruill Ave	134.5	88
I-26	US-21/US-176/Exit 119	&	Road 31/Exit 125	134.1	89
I-85	SC-24/Exit 11	&	SC-187/Exit 14	133.7	90

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-26	W Aviation Ave	&	Remount Rd	132.7	91
I-85	US-176/Exit 72	&	SC-9/Exit 75	132.1	92
I-77	Sutton Rd/Exit 83	&	SC-160/Exit 85	132.0	93
I-77	SC-160/Exit 85	&	SC-98/Gold Hill Rd/Exit 88	131.9	94
I-77	SC-12/Percival Rd/Exit 15	&	I-20/Exit 16	131.9	95
I-77	SC-901/Exit 73	&	Porter Rd/Exit 75	131.9	96
I-85	SC-129/Exit 68	&	I-26/Exit 70	131.1	97
I-26	US-29/Exit 21	&	SC-296/Reidville Rd/Exit 22	131.0	98
I-26	US-321/US-21/US-176/Exit 115	&	I-77/Exit 116	130.9	99
I-26	Road 31/Exit 125	&	US-21/Exit 129	130.9	100
I-20	SC-277/Exit 73	&	US-1/Two Notch Rd/Exit 74	130.9	101
I-85	US-221/Exit 78	&	Gossett Rd/Exit 80	130.8	102
I-85	SC-5/Exit 99	&	SC-198/Exit 102	130.6	103
I-77	Jackson Blvd/Exit 10	&	SC-12/Forest Dr/Exit 12	130.4	104
I-77	Alex Sanders Brg	&	SC-48/Bluff Rd/Exit 5	129.9	105
I-85	SC-18/Shelby Hwy/Exit 96	&	SC-5/Exit 99	129.5	106
I-26	US-176/Exit 97	&	US-176/US-76/Exit 101	128.9	107
I-385	Bridges Rd/Exit 33	&	Butler Rd/Exit 34	128.3	108
I-77	12th St Ext	&	Alex Sanders Brg	128.2	109
I-26	College Park Rd	&	US-78/University Blvd	128.2	110
I-26	Rutledge Ave	&	Mount Pleasant St	127.0	111
I-26	US-378/Exit 110	&	US-1/Exit 111	126.0	112
I-385	Georgia Rd/Exit 29	&	US-276/Exit 30	125.7	113
I-26	US-21/Exit 129	&	Caw Caw Rd	125.6	114
I-77	Decker Blvd/Exit 13	&	SC-12/Percival Rd/Exit 15	125.1	115
I-77	Blythewood Rd/Exit 27	&	SC-34/Exit 34	124.2	116
I-77	I-26/Exit 1	&	12th St Ext	123.4	117
I-126	I-26	&	Saluda River Rd	122.7	118
I-77	SC-48/Bluff Rd/Exit 5	&	SC-768/Shop Rd/Exit 6	121.9	119
I-26	I-85/Exit 18	&	I-85 Bus/Exit 19	121.3	120
I-85	Exit 4	&	SC-24/Exit 11	120.4	121
I-20	Spears Creek Church Road/Exit 82	&	White Pond Rd/Exit 87	120.3	122
I-85	Exit 104	&	US-29/Exit 106	120.3	123
I-526	Long Point Rd	&	US-17	120.2	124
I-85	SC-198/Exit 102	&	Exit 104	119.5	125
I-20	SC-204/Exit 51	&	SC-6/Exit 55	119.3	126
I-385	SC-417/Exit 31	&	Bridges Rd/Exit 33	118.2	127
I-85	SC-9/Exit 75	&	I-85 Bus/Exit 77	117.7	128
I-526	US-17/Savannah Hwy	&	Sam Rittenberg Blvd	117.3	129
I-26	New Cut Rd/Exit 17	&	I-85/Exit 18	116.7	130
I-26	John Dodd Rd/Exit 16	&	New Cut Rd/Exit 17	116.6	131
I-85	GA State Line	&	SC-11/Exit 1	116.6	132
I-26	Columbia Ave/Exit 91	&	US-176/Exit 97	116.2	133
I-526	Sam Rittenberg Blvd	&	Paul Cantrell Blvd	115.8	134
I-77	SC-9/Exit 65	&	SC-901/Exit 73	115.1	135

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-85	SC-11/Exit 1	&	SC-59/Exit 2	114.4	136
I-26	Mount Pleasant St	&	Cypress St	114.0	137
I-26	Caw Caw Rd	&	Burke Rd	113.9	138
I-85	SC-81/Exit 27	&	SC-8/Exit 32	113.2	139
I-85	SC-59/Exit 2	&	Exit 4	112.7	140
I-385	Fairview Rd/Exit 27	&	Georgia Rd/Exit 29	111.2	141
I-77	SC-262/Leesburg Rd/Exit 9B	&	Jackson Blvd/Exit 10	110.9	142
I-77	Killian Rd/Exit 22	&	US-21/Exit 24	109.9	143
I-85	US-76/SC-28/Exit 19	&	US-178/Exit 21	109.1	144
I-77	SC-768/Shop Rd/Exit 6	&	US-378/US-76/Exit 9	108.0	145
I-85	SC-8/Exit 32	&	US-29/Exit 34	107.9	146
I-85	US-178/Exit 21	&	SC-81/Exit 27	107.5	147
I-77	US-378/US-76/Exit 9	&	SC-262/Leesburg Rd/Exit 9B	107.1	148
I-20	SC-230/Exit 1	&	US-25/SC-121/Exit 5	105.4	149
I-26	Romney St	&	US 17	105.4	150
I-385	SC-291/Pleasantburg Dr/Exit 40	&	End of Freeway	105.4	151
I-20	US-1/Two Notch Rd/Exit 74	&	I-77/Exit 76A	104.5	152
I-77	SC-34/Exit 34	&	Road 41/Exit 41	103.9	153
I-26	US-176/Exit 15	&	John Dodd Rd/Exit 16	103.5	154
I-77	Road 20/Exit 46	&	SC-200/Exit 48	102.8	155
I-20	White Pond Rd/Exit 87	&	US-601/Exit 92	102.8	156
I-77	Road 41/Exit 41	&	Road 20/Exit 46	102.5	157
I-77	SC-122/Dave Lyle Blvd/Exit 79	&	US-21/Exit 82	101.8	158
I-26	Jedburg Rd	&	N Main St	101.8	159
I-26	N Main St	&	College Park Rd	101.5	160
I-26	Cypress St	&	Romney St	101.2	161
I-77	SC-200/Exit 48	&	SC-97/Exit 55	100.4	162
I-385	d Stage Rd/E Standing Springs Rd/Exit	&	SC-417/Exit 31	100.3	163
I-585	Exit 24	&	I-85 Bus/Exit 23	100.2	164
I-385	US-276/Exit 30	&	d Stage Rd/E Standing Springs Rd/Exit	99.9	165
I-77	SC-56/Exit 62	&	SC-9/Exit 65	99.9	166
I-385	SC-418/Exit 23	&	Fairview St/Exit 24	99.9	167
I-77	SC-97/Exit 55	&	SC-56/Exit 62	99.5	168
I-26	Burke Rd	&	US-601/Saint Matthews Rd	98.6	169
I-95	US-17/General William Hardee Blvd	&	US-278/Red Dam Rd	96.2	170
I-526	SC-17 Bus	&	SC-703/Ben Sawyer Blvd/Coleman Blvd	95.8	171
I-26	I-385	&	SC-56/Exit 52	95.3	172
I-26	US-601/Saint Matthews Rd	&	SC-33/Cameron Rd/Russell St	95.2	173
I-26	SC-202/Exit 85	&	Columbia Ave/Exit 91	94.6	174
I-26	SC-773/Exit 82	&	SC-202/Exit 85	94.1	175
I-385	SC-14/Exit 22	&	Old Laurens Rd/Exit 22	93.5	176
I-385	SC-14/Exit 19	&	SC-14/Exit 22	93.5	177
I-95	GA State Line	&	US-17/General William Hardee Blvd	93.3	178
I-126	Greystone Blvd	&	Huger St	93.1	179
I-26	SC-33/Cameron Rd/Russell St	&	Five Chop Rd	92.9	180

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-26	Five Chop Rd	&	Homestead Rd	91.2	181
I-26	SC-219/Exit 76	&	SC-773/Exit 82	91.0	182
I-77	Porter Rd/Exit 75	&	US-21/SC-5/Exit 77	90.8	183
I-26	Vance Rd	&	I-95	90.4	184
I-26	Homestead Rd	&	Vance Rd	89.7	185
I-126	Saluda River Rd	&	Greystone Blvd	89.4	186
I-385	Old Laurens Rd/Exit 22	&	SC-418/Exit 23	89.3	187
I-20	US-601/Exit 92	&	US-521/Exit 98	87.7	188
I-95	I-20/Exit 160	&	US-52/W Lucas St/Exit 164	87.4	189
I-20	SC-34/Exit 44	&	SC-204/Exit 51	86.0	190
I-20	US-25/SC-121/Exit 5	&	SC-144/Exit 11	85.4	191
I-26	SC-56/Exit 52	&	SC-72/Exit 54	85.0	192
I-95	US-278/Red Dam Rd	&	SC-13/SC-S-27-13 Ext	84.6	193
I-95	SC-462	&	US-17 (Ridgeland) (North)	84.5	194
I-585	US-221/Exit 25	&	SC-9/Exit 25	84.5	195
I-95	Tv Rd/Exit 169	&	SC-327/N Williston Rd/Exit 170	84.4	196
I-95	US-52/W Lucas St/Exit 164	&	Tv Rd/Exit 169	84.1	197
I-26	SC-34/Exit 74	&	SC-219/Exit 76	83.8	198
I-95	SC-13/SC-S-27-13 Ext	&	SC-336	82.1	199
I-77	US-21/SC-5/Exit 77	&	SC-122/Dave Lyle Blvd/Exit 79	81.9	200
I-26	SC-121/Exit 72	&	SC-34/Exit 74	81.7	201
I-95	US-178/Charleston Hwy/Exit 82	&	I-26/Exit 86	81.1	202
I-385	Harrison Bridge Rd/Exit 26	&	Fairview Rd/Exit 27	80.9	203
I-77	US-21/Exit 82	&	SC-161/Exit 82	80.7	204
I-95	US-17 (Ridgeland) (South)	&	SC-462	80.5	205
I-585	California Ave/Exit 24	&	Exit 24	80.3	206
I-26	SC-292/Exit 10	&	US-176/Exit 15	79.9	207
I-26	Ridgeville Rd	&	Jedburg Rd	79.6	208
I-95	SC-336	&	US-17 (Ridgeland) (South)	79.3	209
I-26	Road 32/Exit 66	&	SC-121/Exit 72	79.2	210
I-26	SC-66/Exit 60	&	Road 32/Exit 66	79.1	211
I-26	SC-72/Exit 54	&	SC-66/Exit 60	79.0	212
I-95	US-78/W Jim Bilton Blvd/Exit 77	&	US-178/Charleston Hwy/Exit 82	78.7	213
I-26	SC-296/Reidville Rd/Exit 22	&	US-221/Exit 28	78.5	214
I-585	SC-9/Exit 25	&	California Ave/Exit 24	76.6	215
I-95	SC-61/Augusta Hwy/Exit 68	&	US-78/W Jim Bilton Blvd/Exit 77	76.4	216
I-20	US-178/Exit 39	&	SC-34/Exit 44	75.5	217
I-385	Fairview St/Exit 24	&	Harrison Bridge Rd/Exit 26	75.4	218
I-95	SC-68/Yemassee Hwy	&	US-21/Low Country Hwy	74.6	219
I-95	McLeod Rd/Exit 62	&	SC-61/Augusta Hwy/Exit 68	74.0	220
I-95	SC-64/Bells Hwy/Exit 57	&	McLeod Rd/Exit 62	74.0	221
I-95	US-17 (Ridgeland) (North)	&	SC-68/Yemassee Hwy	73.9	222
I-95	US-21/Low Country Hwy	&	SC-63/Sniders Hwy/Exit 53	73.7	223
I-20	Road 49/Exit 29	&	SC-39/Exit 33	73.1	224
I-20	SC-144/Exit 11	&	SC-19/Exit 18	72.6	225

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-20	SC-39/Exit 33	&	US-178/Exit 39	72.2	226
I-95	SC-63/Sniders Hwy/Exit 53	&	SC-64/Bells Hwy/Exit 57	72.1	227
I-20	US-1/Exit 22	&	Road 49/Exit 29	71.5	228
I-20	SC-19/Exit 18	&	US-1/Exit 22	69.9	229
I-26	SC-11/Exit 5	&	SC-292/Exit 10	69.8	230
I-95	SC-327/N Williston Rd/Exit 170	&	SC-38/Exit 181	69.8	231
I-20	US-521/Exit 98	&	Humphries Rd/Exit 101	69.6	232
I-385	SC-101/Exit 16	&	SC-14/Exit 19	69.0	233
I-95	SC-38/Exit 181	&	SC-34/Exit 190	67.7	234
I-526	US-17	&	SC-17 Bus	67.6	235
I-20	Humphries Rd/Exit 101	&	Jamestown Rd/Exit 108	67.1	236
I-95	SC-9/Radford Blvd/Exit 193	&	US-301/Exit 1	66.9	237
I-26	SC-453	&	Ridgeville Rd	66.5	238
I-95	SC-34/Exit 190	&	SC-9/Radford Blvd/Exit 193	66.4	239
I-26	NC State Line	&	SC-14/Exit 1	66.3	240
I-26	SC-14/Exit 1	&	SC-11/Exit 5	66.0	241
I-20	Jamestown Rd/Exit 108	&	US-15/Exit 116	64.3	242
I-385	Road 23/Exit 10	&	SC-101/Exit 16	64.2	243
I-20	SC-340/Exit 137	&	I-95/Exit 141	63.5	244
I-385	US-221/Exit 9	&	Road 23/Exit 10	62.7	245
I-26	I-95	&	US-15	62.5	246
I-26	US-15	&	SC-453	62.3	247
I-95	US-15/US-301/Exit 97	&	SC-6/Exit 98	61.8	248
I-95	SC-6/Exit 98	&	US-15/US-301/Exit 102	61.3	249
I-26	US-221/Exit 28	&	Frontage Rd 35/Exit 35	58.9	250
I-95	US-76/W Palmetto St/Exit 157	&	I-20/Exit 160	58.2	251
I-385	SC-49/Exit 5	&	US-221/Exit 9	57.1	252
I-95	US-15/US-301/Exit 102	&	Buff Blvd/Exit 108	56.0	253
I-26	Frontage Rd 35/Exit 35	&	SC-146/Exit 38	55.8	254
I-95	Center Rd/Exit 153	&	US-76/W Palmetto St/Exit 157	55.8	255
I-20	US-401/Exit 131	&	SC-340/Exit 137	55.8	256
I-385	SC-308/Exit 2	&	SC-49/Exit 5	55.7	257
I-95	I-26/Exit 86	&	US-176/Old Hwy/Exit 90	54.4	258
I-26	SC-146/Exit 38	&	SC-92/Exit 41	54.3	259
I-95	SC-403/Cale Yarborough Hwy/Exit 150	&	Center Rd/Exit 153	54.0	260
I-95	US-301/Exit 115	&	SC-261/Paxville Hwy/Exit 119	53.5	261
I-95	US-15/Bass Dr/Exit 93	&	US-15/US-301/Exit 97	53.0	262
I-385	I-26	&	SC-308/Exit 2	52.8	263
I-95	SC-261/Paxville Hwy/Exit 119	&	US-521/Exit 122	52.7	264
I-95	US-176/Old Hwy/Exit 90	&	US-15/Bass Dr/Exit 93	52.6	265
I-20	US-15/Exit 116	&	SC-341/Exit 120	52.5	266
I-20	SC-341/Exit 120	&	SC-22/Exit 123	52.5	267
I-95	Buff Blvd/Exit 108	&	US-301/Exit 115	52.4	268
I-20	SC-22/Exit 123	&	US-401/Exit 131	51.5	269
I-95	SC-341/Lynches River Rd/Exit 146	&	SC-403/Cale Yarborough Hwy/Exit 150	51.3	270

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE SEGMENTS RANKING

Interstate	Segment Between			Two-Way Density Index	Segment Rank
I-26	SC-92/Exit 41	&	SC-49/Exit 44	51.2	271
I-95	SC-53/Narrow Paved Rd/Exit 141	&	SC-341/Lynches River Rd/Exit 146	50.5	272
I-95	US-378/Myrtle Beach Hwy/Exit 135	&	SC-53/Narrow Paved Rd/Exit 141	50.0	273
I-185	SC-20/Exit 2	&	Henrydale Ave/Mills Ave	49.7	274
I-26	SC-49/Exit 44	&	I-385	49.3	275
I-95	US-521/Exit 122	&	SC-527/Black River Rd/Exit 132	48.7	276
I-95	SC-527/Black River Rd/Exit 132	&	US-378/Myrtle Beach Hwy/Exit 135	48.5	277
I-185	I-85/US-29	&	US-25/White Horse Rd/Exit 1	48.3	278
I-185	US-25/White Horse Rd/Exit 1	&	SC-20/Exit 2	48.2	279
I-520	GA State Line	&	US-1/US-278/Jefferson Davis Hwy	45.0	280
I-185	I-385/Neely Ferry Rd/Exit 1A	&	SC-417	19.8	281
I-185	SC-417	&	I-385/Exit 1B	19.4	282
I-185	I-385/Exit 1B	&	Fork Shoals Rd/Exit 4	18.6	283
I-185	SC-20/Piedmont Hwy/Exit 10	&	SC-153/Exit 12	17.6	284
I-185	Fork Shoals Rd/Exit 4	&	US-25/Augusta Rd/Exit 7	15.8	285
I-185	US-25/Augusta Rd/Exit 7	&	SC-20/Piedmont Hwy/Exit 10	15.4	286
I-185	SC-153/Exit 12	&	I-85/US-29	9.0	287

INRIX CONGESTION ANALYSIS
ALL SC INTERSTATE CORRIDORS RANKED

Corridor Rank	Interstate	Corridor Between			Approximate Length (mi)	Location	Urban/Rural	Average Corridor Density Index
1	I-526	US-17/Savannah Hwy	&	US-52/Rivers Ave	8	Charleston	Urban	189.6
2	I-85	US-29/Exit 34	&	I-26/Exit 70	36	Greenville	Urban	180.6
3	I-26	Columbia Ave/Exit 91	&	US-21/US-176/Exit 119	28	Columbia	Urban	168.9
4	I-526	US-52/Rivers Ave	&	SC-703/Ben Sawyer Bl/Coleman Bl	12	Charleston	Urban	151.8
5	I-20	SC-204/Exit 51	&	White Pond Rd/Exit 87	36	Columbia	Urban	151.5
6	I-85	I-26/Exit 70	&	SC-110/Exit 83	13	Spartanburg	Urban	142.9
7	I-85	SC-110/Exit 83	&	US-29/Exit 106	23	North of Spartanburg	Rural	137.3
8	I-26	Jedburg Rd	&	US 17	27	Charleston	Urban	132.3
9	I-77	I-26/Exit 1	&	SC-34/Exit 34	33	Columbia	Urban	130.2
10	I-385	Fairview St/Exit 24	&	End of Freeway	18	Greenville	Urban	124.0
11	I-26	US-176/Exit 15	&	US-221/Exit 28	13	Spartanburg	Urban	118.1
12	I-85	GA State Line	&	US-29/Exit 34	34	South of Greenville	Urban	117.5
13	I-77	SC-901/Exit 73	&	US-21/Carowinds Blvd/Exit 90	23	Rock Hill	Urban	115.1
14	I-20	GA State Line	&	SC-144/Exit 11	11	Augusta	Rural	110.6
15	I-26	US-21/US-176/Exit 119	&	I-95	50	b/w Columbia & Charleston	Rural	106.3
16	I-77	SC-34/Exit 34	&	SC-901/Exit 73	39	b/w Columbia & Rock Hill	Rural	103.5
17	I-126	I-26	&	Huger St	3	Columbia	Urban	101.7
18	I-585	US-221/Exit 25	&	I-85 Bus/Exit 23	2	Spartanburg	Urban	85.4
19	I-95	GA State Line	&	I-26/Exit 86	86	South of I-26	Rural	79.9
20	I-26	US-221/Exit 28	&	Columbia Ave/Exit 91	63	b/w Columbia & Spartanburg	Rural	75.5
21	I-95	I-20/Exit 160	&	US-301/Exit 1	34	North of I-20	Urban/Rural	75.2
22	I-20	SC-144/Exit 11	&	SC-204/Exit 51	40	b/w Augusta & Columbia	Rural	74.4
23	I-385	I-26	&	Fairview St/Exit 24	24	South of Greenville	Rural	73.8
24	I-26	NC State Line	&	US-176/Exit 15	15	West of Spartanburg	Rural	70.5
25	I-26	I-95	&	Jedburg Rd	25	b/w Columbia & Charleston	Rural	67.7
26	I-20	White Pond Rd/Exit 87	&	I-95/Exit 141	54	b/w Columbia & Florence	Urban/Rural	66.7
27	I-95	I-26/Exit 86	&	I-20/Exit 160	74	b/w I-26 & I-20	Urban/Rural	53.8
28	I-520	GA State Line	&	US-1/US-278/Jefferson Davis Hwy	1	Augusta	Urban	45.0
29	I-185	I-385/Neely Ferry Rd/Exit 1A	&	Henrydale Ave/Mills Ave	16	Greenville	Rural	26.2

APPENDIX D:
ENVIRONMENTAL SCREENING

Under the provisions of MAP-21 as codified in 23 U.S.C § 150(b), the federal government has established seven (7) national goals for the federal-aid highway program. One of those goals is "Environmental Sustainability", which requires the enhancement of the transportation system "while protecting and enhancing the natural environment". At the state level, under Section 57-1-370(B)(8) as revised by the passage of Act 114 in 2007, South Carolina has established a set of criteria to be used for project identification and prioritization of transportation projects to be included in the Statewide Transportation Improvement Program (STIP) and receive federal funding.

The criteria set forth by Act 114 impact transportation projects identified by not only COGs and MPOs within the state but the SCDOT as well. For COGs and MPOs, this set of criteria includes the requirement for an assessment of environmental impact for new facility, widening, and intersection projects. For SCDOT, the revisions to Sections 57-1-370 and 57-1-460 under Act 114 required SCDOT to revise regulations for the project selection process for bridge replacement, Interstate rehabilitation, non-Interstate road resurfacing, safety, Interstate mainline capacity, and other forms of Interstate projects. Transportation projects identified by the SCDOT that must include an assessment of environmental impact include those for bridge replacement and Interstate and interchange facility capacity and upgrades in addition to those projects identified for COGs and MPOs.

In order for projects to be identified, prioritized, and funded on the Interstate system, a baseline of potential environmental impacts must be established. The environmental impact assessment determines the potential impacts to cultural, natural, and social resources in association with a particular transportation project and of those areas, which may be impacted by implementation of the said project. SCDOT conducted an environmental impact assessment for the use of establishing a baseline impact analysis for the Interstate Plan. Further discussion below describes the methodology and results of the environmental assessment.

Methodology

The environmental assessment conducted to establish the potential baseline of environmental impacts was completed for each Interstate segment of each Interstate route. This assessment reviewed four resource areas to determine impacts to cultural, natural, and social resources for Interstate segments. Those four resource areas included: (1) wetlands, (2) streams, (3) threatened and endangered species, and (4) cultural resources.

SCDOT established a scoring system to rank each resource area. Wetlands and cultural resources were scored by the amount of acres, streams by the amount of associated miles, and threatened and endangered species by the amount of species identified in the area. Each resource area received a score between 0 to 2, with 0 indicating low to no observations of the identified resources within the area of an Interstate segment and 2 indicating significant amount of observations. After assessment of each area, the scores were averaged to develop a total resource ranking for the Interstate segments.

The results of the scoring for each of the four resource areas provided an average ranking score as determined by the SCDOT. In order to illustrate the results, a GIS classification method called "natural breaks" was used to arrange the average ranking scores into a three-class ranking system. This three-

class ranking is displayed as Low, Medium, and High Impact. Interstate segments ranked Low will have little to no impact to environmental resources in relation to the weak presence of these resources around a particular segment. However, Interstate segments ranked High will have significant impacts due to the strong presence of environmental resources within the area of the segment. Percentages were calculated by summing the length of Interstate segments assessed with a specific ranking (Low, Medium, and High) and dividing by the total length of Interstate segments for each Interstate route.

Analysis Results

Figure D1 illustrates the environmental impact along the Interstates. **Table D1** displays the results of the average ranking scores for each Interstate to provide a general illustration how Interstate projects may impact the identified resources. Overall, the majority of the Interstate segments are ranked Low with only approximately 4 percent of Interstate segments ranked as having a High impact on environmental conditions.

Table D1: Enivronmental Impact along the Interstates

Interstate	Length (mi)	Environmental Impact Ranking (by Length)		
		Low	**Medium**	**High**
I-20	143.0	45%	52%	3%
I-26	232.1	74%	26%	0%
I-77	92.9	80%	11%	9%
I-85	108.6	90%	6%	4%
I-95	169.2	53%	42%	5%
I-126	3.7	0%	50%	50%
I-185	16.4	88%	12%	0%
I-385	43.2	84%	16%	0%
I-520	8.0	20%	18%	62%
I-526	19.6	44%	26%	30%
I-585	2.3	1%	99%	0%
Overall	**838.8**	**67%**	**29%**	**4%**

I-85 has the highest percentage of segments ranked as having Low impacts and I-520 has the highest percentage of segments ranked as having High impacts. I-77 has the most Interstate miles ranked as having a High impact with approximately 8.3 miles in the Columbia area, which has also been identified as a major congested Interstate corridor. Though I-520 contains the highest percentage of having a High impact ranking, the individual Interstate segments are some of the lowest in the congestion ranking.

Figure D1: Environmental Impact along the Interstates