Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

SOUTH CAROLINA STRATEGIC CORRIDORS PLAN

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1. INTRODUCTION

As a part of the 2040 South Carolina Multimodal Transportation Plan (2040 MTP), the existing Statewide Strategic Corridor Network Plan was updated. This updated plan focuses on maximizing South Carolina's limited funding resources, maintaining the State's position in the global marketplace and efficiently moving both people and goods.

The purpose of the Statewide Strategic Corridor Network is to provide a connected, continuous network that serves the traveling public and movement of freight. The benefit for having the Statewide Strategic Corridor Network is to develop a focused strategic system which will provide the needed connectivity to allow South Carolina to maintain and enhance its economic vitality.

The first step in the Statewide Strategic Corridor Network plan was to update the goals, objectives, and performance measures based on the work completed in the 2040 MTP. The identification of what the system is designed to accomplish is critical in the further development of implementation processes, procedures, corridor identification and ultimately the development of needs. The 2040 MTP vision, goals, objectives, and performance measures were coordinated and consistent with the overall strategic goals of SCDOT and were developed in conjunction with SCDOT management, staff and transportation partners and stakeholders.

As a part of the 2040 MTP, a system of roadways identified as Statewide Strategic Corridor Network has been updated to support the movement of people and goods throughout South Carolina. The methodology employed to develop these corridors updates the existing Statewide Strategic Corridor Network developed in the 2030 MTP.

2. VISION, GOALS, OBJECTIVES & PERFORMANCE MEASURES

This chapter summarizes the vision and goals as well as the objectives and performance measures that guided and directed the development of the Strategic Corridor Plan and the overall 2040 South Carolina Multimodal Transportation Plan.

2.1 Vision

The development of 2040 South Carolina Multimodal Transportation Plan began with a Baseline Understanding task to examine the strategic direction that is currently guiding South Carolina Department of Transportation (SCDOT). As a part of this task, SCDOT's current plans were analyzed, input from stakeholders was reviewed, workshops with SCDOT executives were conducted, and the draft SCDOT Strategic Plan was analyzed. These activities provided the information needed for the development of the 2040 Multimodal Transportation Plan's vision and goals. Concurrent to this analysis, the MAP-21[1] performance goal language and supporting documentation was reviewed and analyzed to identify areas of consistency and inconsistency with the SCDOT plan analysis. The plan analysis and the MAP-21 comparison were critical inputs used to develop the 2040 Multimodal Transportation Plan goals.

The following vision for the 2040 Multimodal Transportation Plan was adopted by the Executive Team:

> ***Safe, reliable surface transportation and infrastructure that effectively supports a healthy economy for South Carolina.***

2.2 Goals

Upon adoption of the vision, a set of goals were developed to help achieve the vision. The Baseline Understanding task provided a strong foundation for the development of the 2040 Multimodal Transportation Plan goals. The over-arching principle in developing the goals was that they should not be just a trend on the past, but should reflect the new challenges the state is facing. The goals should also articulate SCDOT's support for a more multimodal transportation system as well as communicate SCDOT's responsibility of managing and maintaining the current state transportation system.

Using the information gathered during the baseline understanding task, a set of 2040 Multimodal Transportation Plan goals were developed. These preliminary goal statements were then compared to the 2030 Multimodal Transportation Plan goals and the national goal areas included in MAP-21; adjustments in both goal categories and content were made based on this initial cross-referencing.

[1] Federal legislation: Moving Ahead for Progress in the 21st Century (July 6, 2012).

The goals identified for 2040 Multimodal Transportation Plan are:

- **Mobility and System Reliability –** Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.
  - Improved mobility and reliable travel times on South Carolina's transportation system are vital to the state's economic competitiveness and quality of life. National MAP-21 legislation makes highway system performance a national goal and requires states to report on system performance. SCDOT uses a combination of capital improvements and operations strategies to accommodate demand for travel. Data on congestion is rapidly becoming more sophisticated, but estimating needs based on this data and linking investment strategies to congestion outcomes remains a challenge.
- **Safety and Security –** 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.
  - Safe travel conditions are essential to South Carolina's health, quality of life and economic prosperity. SCDOT partners with other safety on the state's transportation system. SCDOT maintains extensive data on safety; however, even state-of-the-art planning practices often cannot connect investment scenarios with safety outcomes.
- **Infrastructure Condition –** Maintain surface transportation infrastructure assets in a state of good repair.
  - Preserving South Carolina's transportation infrastructure is a primary element of SCDOT's mission. This goal promotes public sector fiscal health by minimizing life-cycle infrastructure costs, while helping keep users' direct transportation costs low. Maintaining highway assets in a state of good repair is one of the national MAP-21 goals and requires states and transit agencies to report on asset conditions. SCDOT maintains fairly extensive data and analytical capabilities associated with monitoring and predicting infrastructure condition.
- **Economic and Community Vitality –** Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina's economic competitiveness in global markets.
  - Transportation infrastructure is vital to the economic prosperity of South Carolina. Good road, rail, transit and air connections across the state help businesses get goods and services to markets and workers get to jobs. Communities often cite desire for economic growth as a reason for seeking additional transportation improvements. In addition, public officials frequently justify transportation spending on a project's economic merits. State-of-the-art planning practices, however, offer limited potential for connecting investment scenarios with travel choices outcomes.
- **Environment –** Partner to sustain South Carolina's natural and cultural resources by avoiding, minimizing and mitigating the impacts of state transportation improvements.

  - Strengthening environment stewardship is consistent with SCDOT current environmental policies and procedures. MAP-21 includes an Environmental Sustainability goal which requires states "to enhance the performance of the transportation system while protecting and enhancing the environment." The environmental goal is inherent at the project level, with consideration of statewide mitigation activities that have the greatest opportunity to restore and maintain environmental functions potentially affected by the projects and programs included in the Statewide Multimodal Transportation Plan.

- **Equity –** 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.
  Transportation is essential to support individual and community quality of life. As a public agency SCDOT has a public stewardship responsibility that requires it to evaluate needs and priorities in a way that recognizes the diversity of the state's geographic regions and traveling public. There are no quantitative measures identified to evaluate the Equity goal.

Table 2-1 shows how the goals identified for 2040 Multimodal Transportation Plan compare to the MAP-21 national goals.

Table 2-1: 2040 Multimodal Transportation Plan Goals Compared to MAP-21 National Goals

2040 MULTIMODAL TRANSPORTATION PLAN GOALS	MAP-21 National Goals					
	Congestion Reduction	System Reliability	Safety	Infrastructure Condition	Freight and Economic Vitality	Environmental Sustainability
Mobility and System Reliability - Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.	✓	✓			✓	
Safety and Security - 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 - Maintain surface transportation infrastructure assets in a state of good repair				✓		
Economic and Community Vitality - Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina's economic competitiveness in global markets.					✓	
Environment - Partner to sustain South Carolina's natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.						✓
Equity - 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.						

2.3 Objectives and Performance Measures

Objectives and performance measures are the foundation for tying the more conceptual elements of a long range plan, Vision and Goals, to program and project implementation. Objectives for the 2040 Multimodal Transportation Plan 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. The objectives and performance measures for each goal of the 2040 Multimodal Transportation Plan are described in **Table 2-2** through **Table 2-5**.

Table 2-2: Objectives for Mobility and System Reliability Goal

Objective	Performance Measures
Reduce the number of system miles at unacceptable congestion levels	Annual hours of delay on the NHS and state Strategic Corridor Network
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

Table 2-3: Objectives for Safety Goal

Objective	Performance Measures
Reduce highway fatalities and serious injuries.	Number or rate of fatalities and serious injuries (MAP-21 measure)
Reduce bicycle and pedestrian and other vulnerable roadway users' fatalities and serious injuries.	Number or rate of bike/pedestrian fatalities and serious injuries
Reduce roadway departure related fatality and serious injury crashes.	Number of roadway departure crashes involving fatality or serious injury
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	# of crashes at intersections involving fatality or serious injury
Reduce fatal and serious injury crashes involving commercial motor vehicle	% of commercial motor vehicle crashes involving fatality or serious injury

Table 2-4: Objectives for Infrastructure Condition Goal

Objective	Performance Measures
Maintain or improve the current state of good repair for the NHS.	Number of miles of interstate and NHS system rated at "good" or higher condition[3]
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 % of miles rated as "good".	% of miles moving from "fair" to "very poor" condition % of miles rated "good" condition
Improve the condition of the state highway system bridges	Percent of deficient bridge deck area (MAP-21 requirement)

[3] *MAP-21 and the South Carolina Strategic Plan both include a pavement condition goal. For consistency with this plan and MAP-21 requirements the pavement condition for this plan is divided into two tiers --- one for the NHS and one for all other roads. In keeping with MAP-21 the objective for the NHS system reflects maintaining or improving current condition while the objective for the remainder of the system is consistent with the Strategic Plan approach of "managing deterioration".*

Table 2-5: Objectives for Economic and Community Vitality Goal

Objective	Performance Measures
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

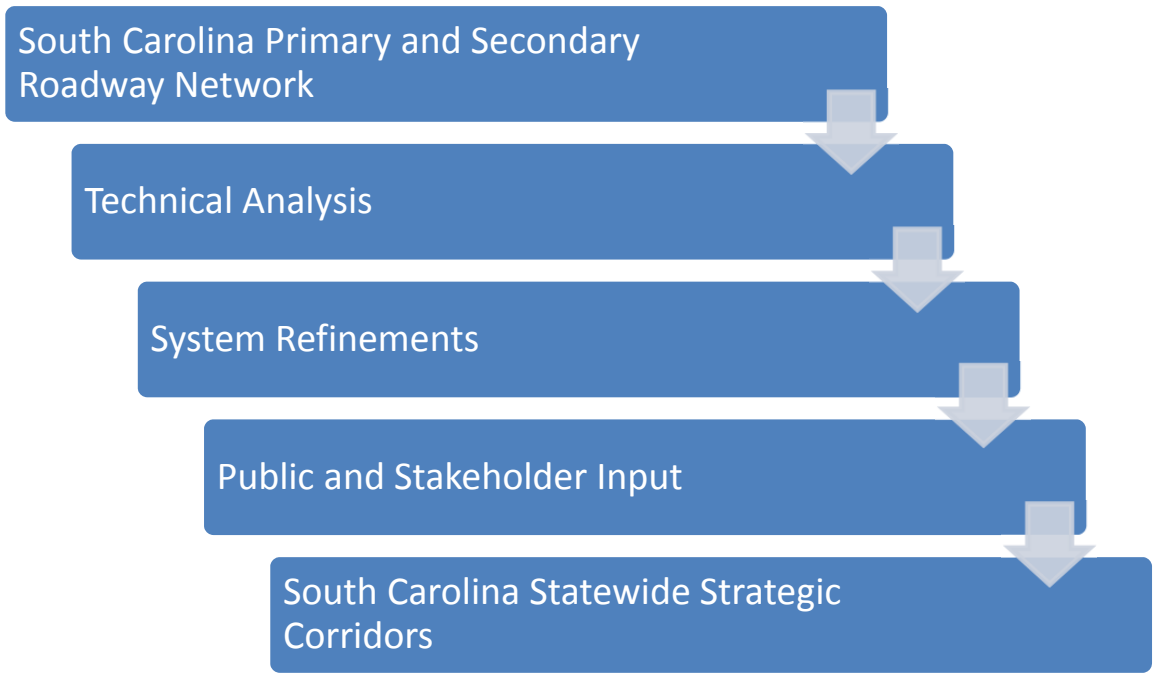
3. STRATEGIC CORRIDOR NETWORK UPDATE PROCESS

As a part of the 2040 MTP, a system of roadways identified as Statewide Strategic Corridor Network was updated. The methodology employed to develop these corridors updates the existing Statewide Strategic Corridors Network developed in the 2030 MTP. The Statewide Strategic Corridor Network enhances the economic vitality of the state by providing safe, timely, and efficient movement of goods and people. The corridors tie the state together by connecting people with jobs, distributors with manufacturers, shoppers with retailers and tourists with recreational opportunities.

3.1 Methodology

The methodology used to develop the Statewide Strategic Corridor Network is illustrated in **Figure 3-1**. The process consisted of three principal components: technical analysis, system refinements, and public and stakeholder input. These components are described in detail below.

Figure 3-1: Methodology to develop Statewide Strategic Corridors



3.2 Technical Analysis

The purpose of the technical evaluation was to provide an objective, quantitative, and repeatable process for developing the Strategic Corridor Network. A tiered system approach was adopted to update the Strategic Corridor Network. Additionally, it was determined that interstate routes would

not be included in the technical analysis as they are part of the national transportation system and only the primary and secondary roadway network would be analyzed.

The technical evaluation of the South Carolina primary and secondary roadway network was conducted using a two-step process. In the first step, the roadway network was assessed using a set of evaluation criteria established in association with SCDOT staff. In the second step, a set of baseline criteria were established and roadways were categorized into three tiers using the baseline criteria and the rankings developed in the first step.

3.2.1 Step 1: Assessing the Roadways

South Carolina primary and secondary roadway network was evaluated and ranked using a set of eleven (11) criteria grouped broadly into two groups: Intrastate Mobility Criteria and Economic and Community Vitality/Equity Criteria. These evaluation criteria were identified early in the study process and discussed with the SCDOT staff. These criteria were developed within the framework of the identified goals and guiding principles of the 2040 MTP and adhered to the following three guidelines:

- The criteria were developed to be appropriate to the study in terms of coverage, complexity, and public concern.
- The criteria are capable of being measured (quantitatively or qualitatively) with current technology, process limitations, and resources available.
- The evaluation process would result in producing objective and fair analyses and conclusions.

For each of the criteria, the roadways were categorized on a three scale rating – Low (1), Medium (2) and High (3). The thresholds for determining the three scale ratings for each of the criteria are summarized in **Table 3-1** and explained below. After assessing the roadway network for each criterion, a cumulative score for the roadway network was developed by adding the individual values of each criterion. This cumulative scoring is utilized in the second step and is explained in the subsequent section.

The following sections describe sources of the data for each criterion described in Table 3-1 and how the high, medium and low categories were determined.

Annual Average Daily Traffic (AADT): 2011 Annual Average Daily Traffic (AADT) was provided by SCDOT for each roadway within the primary and secondary network. Based on a review of statewide travel patterns, highest scoring is attributed to routes with over 10,000 AADT, medium scoring is provided for routes with AADT between 7,500 and 9,999, and low scoring to those routes with AADT between 5,000 and 7,499. This minimum AADT was established based on previous network evaluation processes for the state and represents areas with the greatest total traffic movements across the state.

Table 3-1: Criteria for Assessing South Carolina Roadway Network

Scoring Criteria	High	Medium	Low
Intrastate Mobility Criteria (Multimodal):			
Annual Average Daily Traffic (AADT)	Greater than 10,000	7,500 – 10,000	5,000 – 7,500
Truck Annual Average Daily Traffic (AADT)	Truck percentage >= 10%	Truck percentage between 8 and 10%	Truck percentage less than 8% but facilities carrying greater than 1,000 AADT Truck Traffic
Statewide and Regional Connectivity	Route directly connects with other states	Route directly connects at least two (2) regions	Directly connects one or more regions
Parallel reliever to major interstate travel	Provides a viable parallel option to an interstate connecting one region to another	Partial reliever within at least one region	Connects to identified parallel routes
Multimodal Connectivity	Connects four or more modal networks	Connects three or more modes	Connects two or more modes
Economic and Community Vitality/Equity Criteria:			
Total Population (2010 Census)	Route located within top ten (10) counties in state in terms of population total	Route located within top twenty (20) counties in state in terms of population total	Route directly connects to top twenty (20) counties in state in terms of population total
Population Growth Projections to 2040	Route located within top ten (10) growing counties in state	Route located within top twenty (20) growing counties in state	Route directly connects to top twenty (20) growing counties in state
Urbanized Area Classification	Census designated Urban Areas	Census designated Urbanized Clusters	Census designated Rural areas
Employment Origin and Destination Data	Routes connect to top twenty five (25) census tracts where workers live and where workers work	Routes connect to top fifty (50) census tracts where workers live and where workers work	Within top twenty (20) counties where workers live and work
Connectivity with Major Employment Hubs	Directly connects to top twenty five (25) employment hubs	Directly Connects to top fifty (50) employment hubs	Provides connectivity to corridors that directly connect to top fifty (50) employment hubs
Tourism Impacts	Total Accommodations Tax Collections >= 10% of state total	Total Accommodations Tax Collections between 5 and 10% of state total	Total Accommodations Tax Collections between 1 and 5% of state totals

Truck Annual Average Daily Traffic (AADT): 2011 truck AADT percentages for each roadway within the primary and secondary network were provided by SCDOT. This criterion measures the amount of truck traffic traveling along particular routes within the statewide network. Those routes operating at or above the statewide average of approximately 8 percent truck AADT and less than 10 percent truck AADT was provided a medium score. The routes with a truck AADT percentage of more than 10 were given a high score. In addition, a lower score is provided to routes that do not meet the statewide average truck AADT percentage, but which carry above truck AADT of 1,000. This limit is based on previous South Carolina corridor development and a review of existing total truck AADT on the statewide network minimums and maximums.

Statewide and Regional Connectivity: Regional and statewide connectivity are important factors in establishing an interconnected network throughout the state. Routes connecting directly with other states are given highest scorings based on their ability to improve interstate connections and offer

viable alternatives to congested interstate corridors. In addition, those routes connecting multiple regions within the state are given medium scorings due to their ability to improve mobility within and throughout the state. Minimum criteria to be eligible for meeting statewide and regional connectivity needs require consideration to routes that connect to at least one other region within the statewide network. These connectivity scores assist in providing the greatest emphasis on routes that facilitate high capacity through movements within and outside of the state.

Parallel Reliever Potential: Given the substantial amount of rural and urban clusters within the state, local travel within and connecting to adjacent regions are often accomplished by utilizing the interstate network rather than other roadway networks. This can often result in premature degradation of the interstate roadway and increased capacity and maintenance costs to the state. Providing reliable parallel facilities to meet local and regional travel demands are therefore important to maintaining and enhancing the interstate and statewide mobility. Scoring was established to provide the highest scoring for potential parallel relievers to the interstate that could serve to better connect multiple regions and medium scores to those routes that provide parallel routes within one region or more. Additional, but lower scoring is provided to account for routes connecting to these identified potential relievers which could be used to enhance parallel reliever potential within and throughout regions.

Multimodal Connectivity: Multimodal connectivity is recognized as a way to enhance the efficiency of statewide and interregional travel by providing greater options for moving people and goods in an intermodal network. These routes are important to the state in terms of their ability to impact modal shifts for both people and freight movements. Multimodal criteria considered includes route connectivity to adjacent interstates, ports, airports, freight rail, passenger rail, interregional transit, and the statewide bicycle network. Greatest rankings for these criteria are given to corridors with the greatest number of connections to other modes. At a minimum, to qualify as a statewide strategic corridor, the corridor must provide connectivity between at least two modes.

Population Totals and Population Growth to 2040: One measure of equity in the statewide strategic corridor identification process is to provide the greatest mobility for the greatest number of people. As such, two separate population criteria have been provided. Population totals in counties with the largest number of people, based on 2010 Census data, is one factor to consider and has been scored based on how many people are served. In addition, population growth is equally important in understanding the top growing areas regardless of actual size of the population. These areas are expected to place increasing demands on statewide transportation resources over the 2040 horizon, and represent most recent population projection data provided by SCDOT. Connections to these routes that serve major population clusters and growing areas are also important to provide a complete network to serve people now and into the future, and are therefore attributed a smaller portion of scoring for these criteria.

Census Urbanized Area Classifications: Another measure of equity in serving the greatest number of people in the state are designated urban and rural boundaries. These are established by the U.S. Census Bureau every ten (10) years, with the most recent designations in 2010. Rankings of high, medium, and low rankings have been assigned to account for areas designated by the Census as

urbanized areas of 50,000 or more people, urban clusters consisting of at least 2,500 people but less than 50,000, and rural areas that encompass all population, housing and territory outside of an urban area. These boundaries are established without regard to local or regional boundaries and are instead based on urban density and growth patterns. Highest scores are provided to urban areas and urban clusters; however, rural areas have also been identified in this scoring system due to the large population within the state that is located in designated rural areas.

Employment Impacts: Providing greater connectivity to employment hubs in the state and areas where concentrations of workers live and work not only provides a way to measure and evaluate mobility, but is also an indicator for establishing strategic corridors that serve to improve the economic vitality of the state. Major employment hubs, measured in terms of total employment in 2012, were provided by the Department of Commerce. In addition, 2011 U.S. Census Longitudinal Employee-Household Dynamics (LEHD) data is used to evaluate locations with the greatest concentrations of employment in the state as well as the greatest concentrations of places where workers live. Scoring was attributed to routes directly connecting to the largest employers in the state or to routes connecting these direct routes, as well as to routes connecting to the greatest concentrations of worker origins and destinations.

Tourism Impacts: Tourism is a major source for economic development in the state. Developing a safe, connected and easily accessible transportation network is important for maintaining and enhancing economic development opportunities for tourism within the state. Ultimately, these transportation investments equate to a greater return on investment for the state in that they translate directly into the state's tax base. Total accommodations tax collections for 2011 for counties within the state obtained from SCDOT were used to score routes within concentrated tourism counties. The greatest number of points is attributed to routes within counties that contribute the greatest amount in these accommodations taxes.

3.2.2 Step 2: Develop Tiered Corridors

In the second step, corridor baseline criteria which represent factors that are expected to provide the greatest benefit to statewide and national goals of safety, security and supporting interstate mobility were established. These criteria along with the ranking developed from step 1 were used to establish a three-tiered corridor system for the state. The baseline criteria included the following routes and connectors:

- Non-Interstate Designated National Highway System Route
- Designated South Carolina Strategic Freight Network
- Designated STRAHNET (Military) or STRAHNET Connector
- Designated Statewide Evacuation Route
- Federally Approved Intermodal Connector

A three-tiered Statewide Strategic Corridor Network was developed as a part of the 2040 MTP. The South Carolina primary and secondary roadway network is classified into three tiers using the following conditions:

- **Tier 1:** The Tier 1 Corridors include roadways that meet any of the baseline criteria AND receive a high cumulative score for the evaluation criteria in step 1.
- **Tier 2:** The Tier 2 Corridors include roadways that meet any of the baseline criteria AND receive a medium cumulative score for the evaluation criteria in step 1.
- **Tier 3:** The Tier 3 Corridors include roadways that meet any of the baseline criteria AND receive a low cumulative score for the evaluation criteria in step 1. In addition, the Tier 3 corridors also include roadways that do not meet any of the baseline criteria AND receive a high cumulative score for the evaluation criteria in step 1.

The clustering of the roadways into the three tiers was achieved through a Geographic Information System (GIS) feature called "natural breaks." The natural breaks function divided the segments into three groups by minimizing the variance in each of the groups. The technical analysis forms a solid basis from which refinements were made based on a number of supplementary factors and public and stakeholder input.

3.3 System Refinements and Stakeholder Input

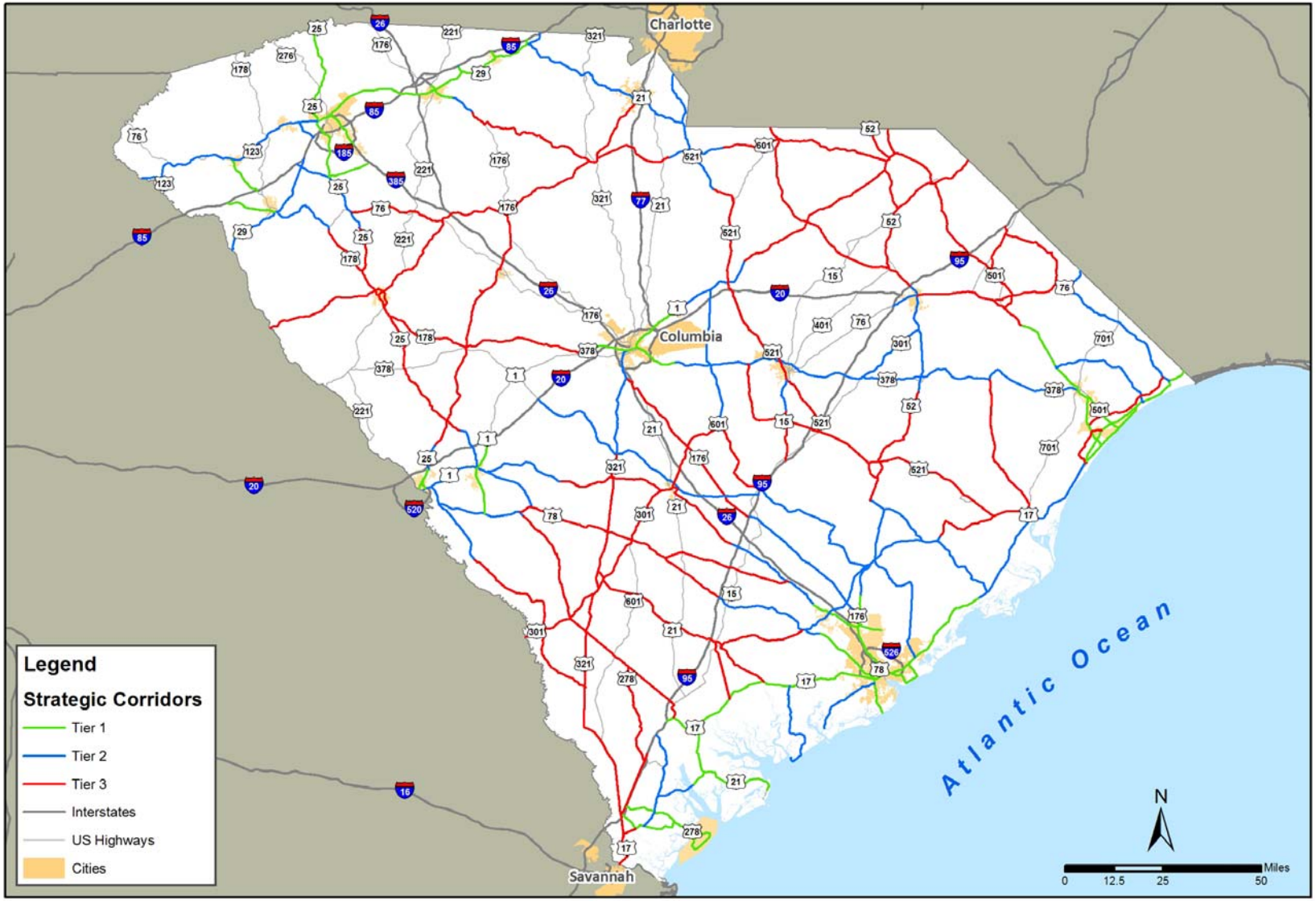
The technical analysis identified high-activity highway segments; however, these individual segments required refinement into longer corridors. This was accomplished through an iterative process so as to ensure that the Statewide Strategic Corridor Network connects to an existing National or State Highway or terminate at the state border.

Public and stakeholder input were solicited on the Statewide Strategic Corridor Network during a series of meetings to be held in April 2013. The comments received from the representatives of Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) was addressed and a final version of the Statewide Strategic Corridor was developed as shown in **Figure 3-2**. The Statewide Strategic Corridor Network comprises of 3,329 centerline miles. **Table 3-2** summarizes the mileage and vehicle miles traveled for each of the Council of Governments (COG) in South Carolina.

Table 3-2: Summary of Strategic Corridor Network

COG Region	2010	
	VMT	Centerline Miles
Appalachian	6,469,898	285.58
Berkeley-Dorchester-Charleston	7,232,228	414.03
Catawba	3,434,324	216.95
Central Midlands	2,829,970	171.89
Low Country	5,159,552	379.10
Lower Savannah	3,965,522	581.87
Pee Dee	4,454,770	429.98
Rock Hill-Fort Mill Area Trans	-	-
Santee-Lynches	2,046,318	198.23
Upper Savannah	2,366,920	273.18
Waccamaw	9,830,298	378.31
Strategic Corridor Network	**47,789,801**	**3,329.11**

Figure 3-2: South Carolina Statewide Strategic Corridor Network



4. MULTIMODAL NEEDS IDENTIFIED BY MPOS AND COGS

This chapter identifies the multimodal needs on the Statewide Strategic Corridor Network.

4.1 Methodology

After the Statewide Strategic Corridor Network was updated, a methodology for identifying the multimodal needs on the corridors was developed. The following topics formed the basis for identifying the multimodal needs.

- **Review of MPO/COG Plans:** MPO/COG plans along the Statewide Strategic Corridors were reviewed to identify improvements that have already been identified to address corridor needs.
- **Corridor Delay and Deficiencies:** Corridor delay and deficiencies was identified using INRIX vehicle probe data.
- **Level of Service (LOS):** LOS for rural and urban sections is an output of the statewide travel demand model.
- **Multimodal Criteria:** Multimodal criteria detailing areas where shoulders, corridors with existing or planned public transit routes and other criteria to help capture other modes.

4.2 MPO/COG Needs

Local MPOs and COGs provided transportation needs and associated costs along the Statewide Strategic Corridor network within their jurisdictions. The transportation needs identified include intersection improvements, roadway widening, alternative transportation improvements, and other forms of enhancement projects. The transportation needs were used to develop the following map series (**Figure 4-1** through **Figure 4-9)**, presented statewide and by COG area. **Table 4-1** through **Table 4-8** provide a detailed list of the transportation needs identified by the MPOs and COGs on the Statewide Strategic Corridor Network, with needs organized by COG area.

Figure 4-1: Statewide Multimodal Needs on the Strategic Highway Network

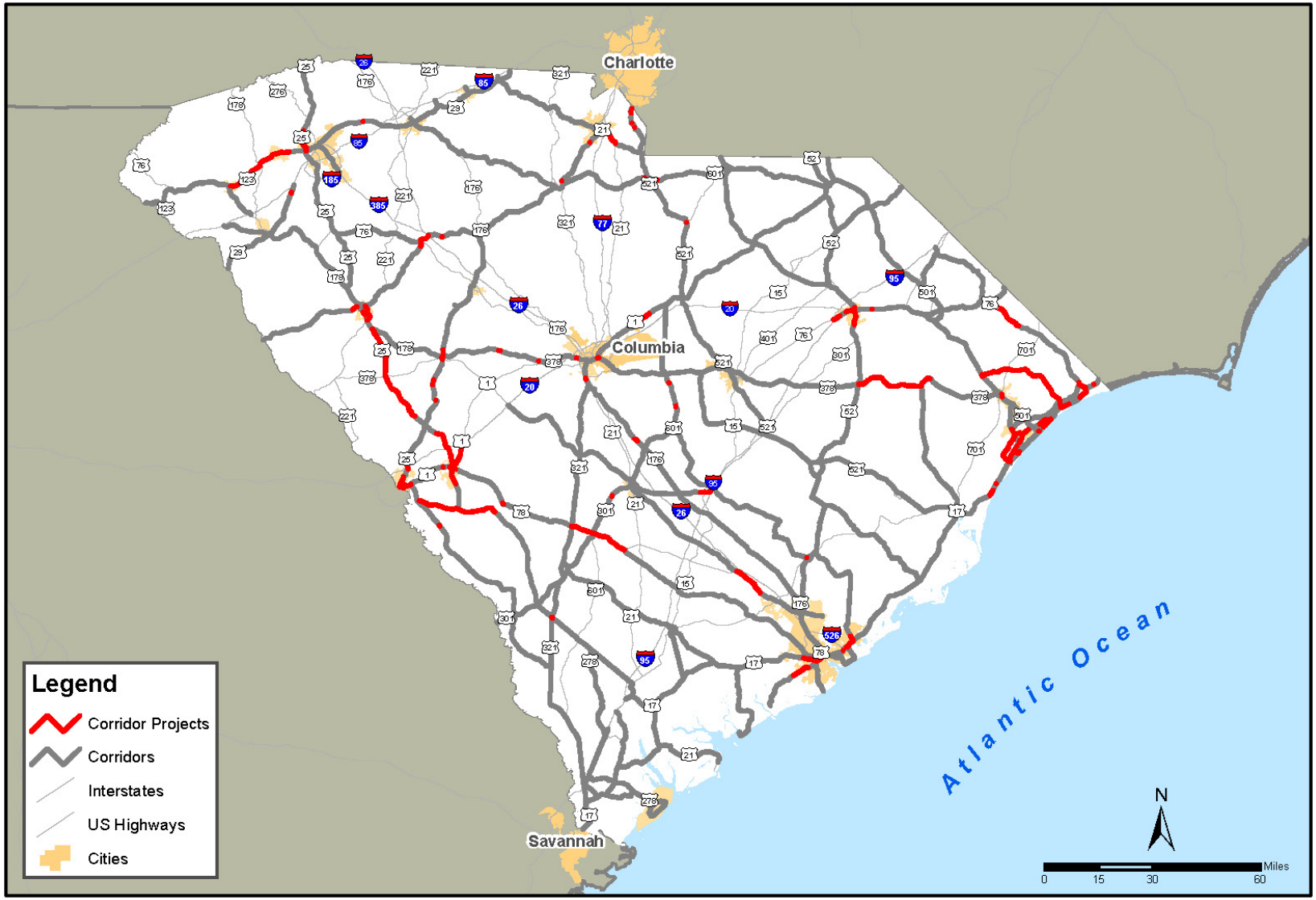


Table 4-1: Needs Identification: Berkeley-Dorchester-Charleston Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 17 ALT (Phase III)	US 17 ALT	Widen to 5 lanes	S-9 (Cypress Garden Rd) to Near SC 6 in Moncks Corner)	$39,190,000
US 78	US 78	Resurfacing (Part 1) / Shoulder Widening (Part 2)	US 178 to West of Old Orangeburg Rd (S-18-22)	$24,103,000
US 78 @ SC 27	US 78	Intersection Improvement	US 78 and SC 27	$2,150,000
US 17A @ SC 6	US 17A and SC 6	Intersection Improvement	US 17A and SC 6	$1,000,000
US 78 @ Four Hole Swamp	US 78	Bridge Replacement and Rehab	US 78 and Four Hole Swamp	$4,550,000
US 17 (US Highway 17N)	US 17N	Widening	SC 517 (Isle of Palms Con) to near Darrell Creek	$79,500,000
US 78 (W 5th North St)	US 78	Widening	W Richardson Ave (S 65) to Campbell Thicket Rd (S-630)	Not submitted
SC 700 (Maybank Highway with pitchfork collectors)	SC 700	Widening	Stono River Bridge to Bohicket Rd (S 20)	$45,600,000
US 17 (Johnny Dodds Blvd)	US 17	Widening / Interchange Improvements	Ravenel Bridge to I 526 (Mark Clark Expy)	Not submitted
I 526/Hungry Neck Blvd	I-526	Interchange Improvements	I 526/Hungry Neck Blvd	Not submitted
Paul Cantrell/Glenn McConnell Pkwy at Mark Clark	Paul Cantrell/Glenn McConnell Pkwy	Widening / Interchange Improvements	North of Magwood Rd to Orleans Rd (S - 1373)	Not submitted
I 26/Jedburg Rd	I-26	Interchange Improvements	I 26/Jedburg Rd	Not submitted
S 662 (Old Fort Dr)	S-662	New Alignment	Existing to Ladson Rd (S 76)	Not submitted
West Ashley Circle at Bees Ferry/ Glenn McConnell	West Ashley Circle	New Alignment	West Ashley Circle at Bees Ferry/Glenn McConnell	Not submitted
US 52/ US 176	US 52 and US 176	Intersection Improvements	Intersection of US 176 and US 52	$40,000,000
SC 41	SC 41	Not submitted	US 17 to Joe Rouse Rd	$18,000,000
Commuter Rail Service	Not submitted	Rail Project on existing rail	Summerville to Downtown Charleston	$40,000,000
US 78	US 78	Capacity improvement	Deerwood Rd (S-10-1226) to Ladson Rd (S-10-76)	$25,000,000
US 78	US 78	Not submitted	Jedburg Rd to W Richardson Ave	$5,000,000
US 17 / Septima Clark Parkway	US 17	Not submitted	End of I-26 to Ashley River Bridge	$12,500,000
US 78	US 78	Not submitted	Berlin Myers to CHATS Boundary	$20,000,000

Figure 4-2: Multimodal Needs for Berkeley-Dorchester-Charleston COG

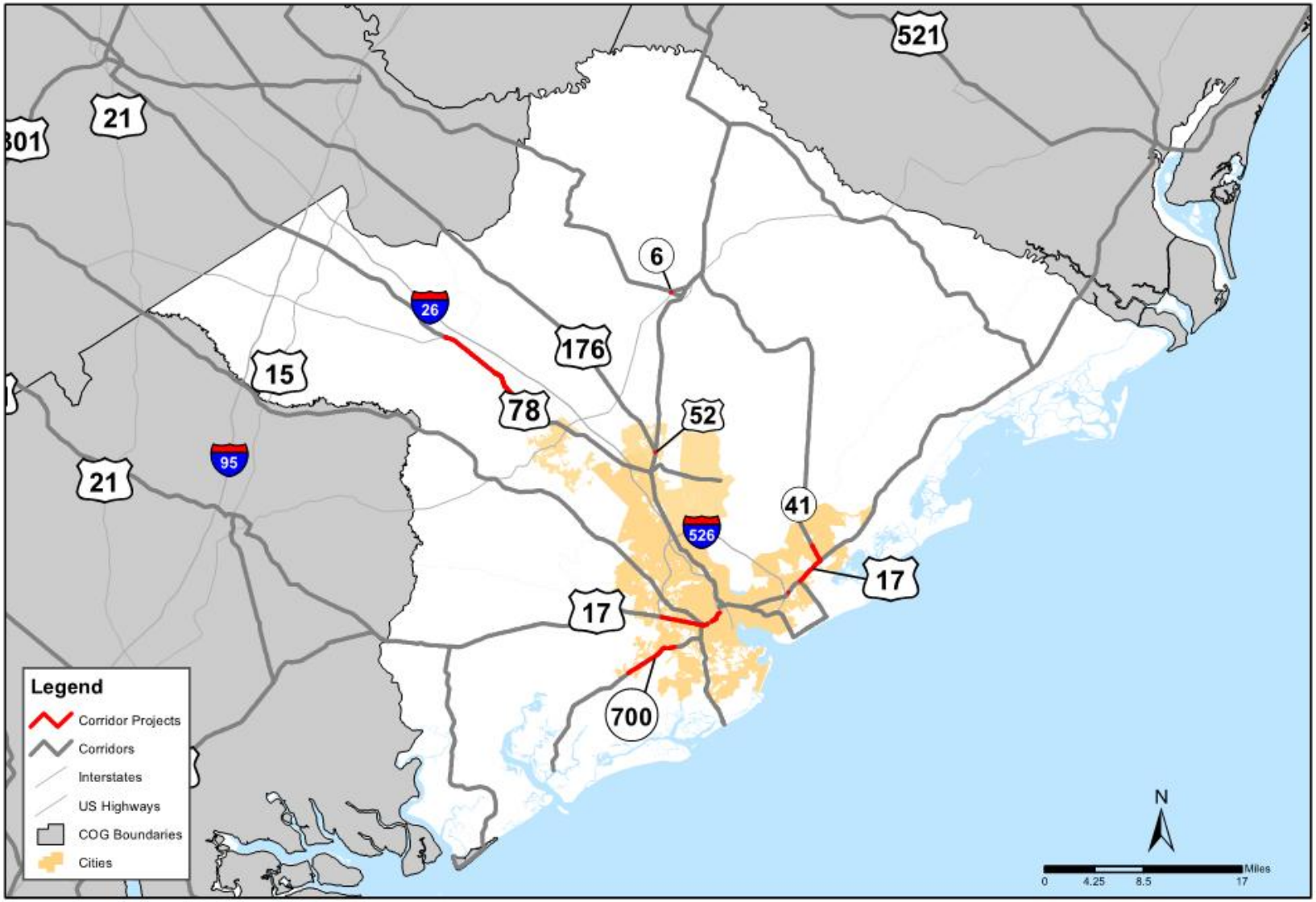


Table 4-2: Needs Identification: Catawba Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
SC 9 West & Crenshaw Parkway	SC 9	Intersection Improvement / Construct east bound and west bound offset left turn lanes to provide improved traffic flow on SC 9 at the I-77 west interchange. Existing left turn lane will be removed.	SC 9 West and Crenshaw Parkway	$200-250,000
SC 9 East & Commerce Drive	SC 9	Intersection Improvement / Construct east bound offset left turn lane to provide improved traffic flow on SC 9 at the I-77 east interchange	SC 9 East and Commerce Drive	$200-250,000
SC 72/121 & SC 97, S-12-275	SC 72	Intersection Improvement / Construct west bound left turn lane on SC 72 and left turn lane on McCandless Rd to SC 72	SC 72/121 and SC 97, S-12-275	$300-360,000
SC 9/ S-29-68 (Gillsbrook Road)	SC 9 and S-29-68	Intersection Improvement / Improving the intersection to provide improved turn movement for commercial and university related traffic	SC 9 and S-29-68 (Gillsbrook Road)	$500-750,000
US 521 Business / US 601	US 521 Bus. and US 601	Intersection Improvement / Improve the intersection of US 521 and US 601 to provide improved turn movement for trucks and other traffic	US 521 Business and US 601	$300-360,000
SC 9 / S-29-70 (Old Dixie Road)	SC 9 and S-29-70	Intersection Improvement / Improve the intersection of SC 9/S-29-70 to provide improved turn movement for buses and school related traffic	SC 9 and S-29-70 (Old Dixie Road)	$300-360,000
SC 522/Buford School	SC 522	Safety Improvement / Improve the intersection of SC 522 and the entrance to Buford Schools to provide improved traffic movement along SC 522 with acceleration/deceleration lanes and pedestrian crossing control	SC 522 and Buford High and Middle School	$300-360,000
S-29-67 (Hubbard Drive)	S-29-67	Safety Improvement / Traffic Calming / Utilize SCDOT approved traffic calming techniques to make USC-Lancaster area safer for students	S-29-67 (Hubbard Drive)	$50-60,000
US 521 /Andrew Jackson School	US 521	Safety Improvement / Improve traffic movement along US 521 using acceleration/deceleration lanes	US 521 and Andrew Jackson School	$300-360,000
SC 9 & SC 49	SC 9 and SC 49	Intersection Improvement / Correct the alignment of the intersection for improved traffic movement	SC 9 and SC 49	$500-600,000
SC 215 (Beltline) and SC 49 Connector	SC 215 and SC 49	Intersection Improvement / Correct the alignment of the intersection for improved traffic movement	SC 215 (Beltline) and SC 49 Connector	$300-360,000
SC 49 & S-44-194 (Industrial Park Drive)	SC 49 and S-44-194	Intersection Improvement / Improve the intersection of SC 49 & S-44-194 to provide improved traffic movement along SC 49 using acceleration/deceleration lanes.	SC 49 and S-44-194 (Industrial Park Drive)	$300-360,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 176 & SC 215	US 176 and SC 215	Intersection Improvement / Improve the intersection of US 176 & SC 215 to provide improved traffic movement using acceleration/deceleration lanes and improved signalization	US 176 and SC 215	$300-360,000
SC 161 & US 321	SC 161 and US 321	Intersection Improvement / Realign the legs of the intersection to reduce the number of points of conflict through creating a modified T intersection or roundabout	SC 161 and US 321	$2,325,000
S-172 (Old Limestone Road) & SC 49/S-156 (Shiloh Road)	S-172 and SC 49/S-156	Intersection Improvement / Improve sight distance at the intersection of Shiloh Road and Highway 49, potentially through a reduction of the speed limit on Highway 49 and clearing of vegetation within the right-of-way on Highway 49. If a traffic study of	S-172 (Old Limestone Road) and SC 49/S-156 (Shiloh Road)	$550,000
SC 160 (Phase II)	SC 160	Not submitted	Not submitted	$13,300,000
SC 49	SC 49	Resurfacing	Not submitted	Not submitted
I-77 / US 21 / SC Interchange Area	US 21	This project involves ramp and turning movement improvements leading onto US 21	Exit 77 Ramp along US 21 to Paddock Pkwy	$2,000,000
BUS RAPID TRANSIT (LPA ROUTE) / US 21	US 21	US 21 has been identified as the locally preferred alternative for the eventual incorporation of a rapid transit operation	Downtown Rock Hill to the LYNX Light Rail Station in Pineville, NC	$515,000,000
US 21 at Dorchester Road	US 21	This project involves the recommended incorporation of a left turn lane onto Dorchester Road	US 21 and Dorchester Road	Not submitted
SC 160 East into Lancaster County	SC 160	This project will involve completion of the remaining 5-laning work on SC 160 between York and Lancaster counties	Rosemont / McMillan Intersection in Lancaster County to Springfield Pkwy in York County	$15,000,000
SC 160 West of I-77	SC 160	This project will involve consideration of a new loop from the I-77; realignment with Market Street, as well as other supporting access management improvements along the corridor up to Pleasant Road	1-77 to Pleasant Road	$15,000,000
SC 160 at Steele / Banks St / Doby's Bridge Road	SC 160	This project would involve upgrading the intersection to improve capacity and safety concerns	Banks Street and Dobys Bridge Road	Not submitted
SC 160 / Hensley Road	SC 160	This project will involve the incorporation of turn lanes	SC 160 and Hensley Road	Not submitted
SC 160 / Munn Road to Market Street	SC 160	This project involves the recommendation for a connection for Fort Mill trails with Baxter Village trails and SC 160 sidewalk network	Munn Road to Market Street	Not submitted
SC 160 / Barberville Road to Harrisburg Road	SC 160	This project would involve sidewalks and bike lanes	SC 160 from Barberville Road to Harrisburg Road	Not submitted
SC 161 / Interchange Area Improvements	SC 161	This project involves the consideration / incorporation of a diverging diamond structure	Exit 82C where Celanese Road (SC 161) and Cherry Road (US 21) intersect on the approach to I-77	$15,000,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
SC 161 / Intersection Improvements	SC 161	This project will involve the incorporation of additional storage capacity and turn lanes	Celanese Road and India Hook Road	Not submitted
SC 901 / Herlong Avenue to Wade Hampton Road	SC901	This project would involve extension of area sidewalk improvements	SC 901 from Herlong Avenue to Wade Hampton Road	Not submitted
US 521 / Sandra Lane	US 521	This project would involve adjusting /upgrading the intersection to accommodate the likely conversion from residential to commercial given area growth pressures	US 521 and Sandra Lane	Not submitted
US 521 / Marvin Road / Blackhorse Run Road	US 521	This project would involve consideration of closing the crossover at Blackhorse Run Road & US 521	US 521 and Blackhorse Run Road	Not submitted
US 521 / River Road	US 521	This project would involve the addition of right turn lane onto us 521	US 521 and River Road Intersection	Not submitted
US 521 / Jim Wilson Road	US 521	This project involves consideration of turn lanes, addition of median as well as widening of Jim Wilson Road	US 521 and Jim Wilson Intersection	Not submitted
SC 5 (US 21 to Lancaster County Line)	SC 5	Recommendation to 3 lane this roadway	SC 5 (US 21 to Lancaster County Line)	Not submitted
Rambo Road / SC 72	SC 72	This project is an intersection re-alignment	Rambo Road and SC 72	Not submitted
SC 321 / Barrett Road to Flat Stone Drive	SC 321	This project would involve the incorporation of sidewalks	SC 321 from Barrett Road to Flat Stone Drive	Not submitted

Figure 4-3: Multimodal Needs for Catawba COG

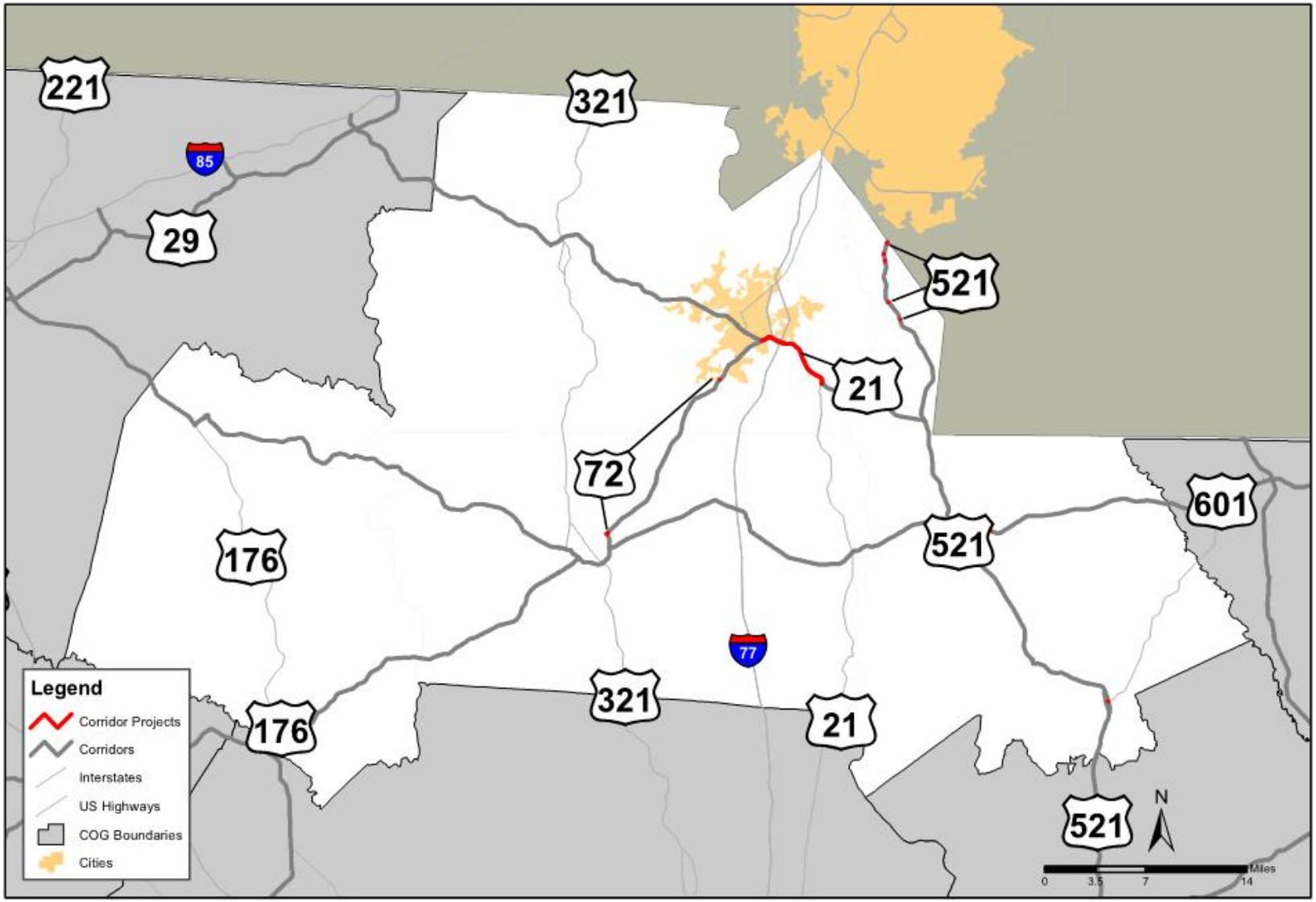


Table 4-3: Needs Identification: Central Midlands Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
Sunset Blvd US 378 @ Fairlane Dr S-1209	US 378 and S-1209	Intersection Improvement / Provide right turn lane on Fairlane Rd and signal modification	Sunset Blvd US 378 and Fairlane Dr S-1209	Not submitted
Gervais St US 1 @ Millwood Ave US 76/378	US 1 and US 76/378	Intersection Improvement	Gervais St US 1 and Millwood Ave US 76/378	Not submitted
Gervais St US 1 @ Harden St S-10	US 1 and S-10	Intersection Improvement	Gervais St US 1 and Harden St S-10	Not submitted
Garners Ferry Rd US 76/378 @ Woodlands Rd S-1100	US 76/378 and S-1100	Intersection Improvement / Dedicated right turn lane on Old Woodlands Rd	Garners Ferry Rd US 76/378 and Woodlands Rd S-1100	Not submitted
Garners Ferry Rd US 76/378 @ Hazelwood Rd S-88	US 76/378 and S-88	Intersection Improvement / Acceleration lane / Left turn acceleration lane	Garners Ferry Rd US 76/378 and Hazelwood Rd S-88	Not submitted
Columbia Ave US 378 @ Old Chapin Rd S-52-W Main St US 1	US 378 and S-52-W	Intersection Improvement / Right turn lanes on Old Chapin at US 378	Columbia Ave US 378 and Old Chapin Rd S-52-W Main St US 1	Not submitted
Columbia Ave US 378 @ Park Rd S-127	US 378 and S-127	Intersection Improvement / Right turn lanes on Park Rd at US 378	Columbia Ave US 378 and Park Rd S-127	Not submitted
US 321 @ Recycle Center	US 321	Intersection Improvement / Left turn lane on US 321	US 321 at the Recycle Center	Not submitted
Columbia Ave US 378 @ Reed Ave S-638-W Butler St S-131	US 378 and S-638-W	Intersection Improvement / Improve turning radius / possible right turn lanes on Reed Ave at US 378	Columbia Ave US 378 and Reed Ave S-638-W Butler St S-131	Not submitted
Bluff Rd SC 48 @ Bluff Industrial Blvd	SC 48	Intersection Improvement / Left turn lane / traffic signal	Bluff Rd SC 48 and Bluff Industrial Blvd	Not submitted
Sunset Blvd US 378 @ Mineral Springs Rd S-106	US 378 and S-106	Intersection Improvement / New location	Sunset Blvd US 378 and Mineral Springs Rd S-106	Not submitted
US 378 @ St Peters Rd S-204-Charter Oak Rd S-204	US 378 and S-204	Intersection Improvement / Right turn lanes on Charter Oak Rd St Peter Rd	US 378 and St Peters Rd S-204-Charter Oak Rd S-204	Not submitted
Railroad Bridge over Assembly St SC 48 @ Whaley St	SC 48	Will eliminate 4 or 5 at grade crossing near USC	Assembly St SC 48 and Whaley St	Not submitted
Two Notch Rd US 1 Pontiac	US 1	Widening	Steven Campbell Road S-28-407 to Spears Creek Church Road S-53	$17,208,719
Jefferson Davis Hwy US 1	US 1	Widening	Steven Campbell Road S-28-407 to Sessions Road S-28-47	$16,225,072
Clemson Rd S-52	S-52	Widening	Quality Court to Sparkeberry Crossing	$23,214,333

Project Name	Facility Name	Project Description	Project Termini	Project Cost
Jefferson Davis Hwy US 1 East	US 1	Widening	Sessions Road S-28-47 to Watts Hill Road S-28-757	$14,644,167
McCords Ferry Rd US 601 @Van Boklen Rd SC 263	US 601 and SC 263	Intersection Improvement	McCords Ferry Rd US 601 and Van Boklen Rd SC 263	Not submitted
McCords Ferry Rd US 601 @Bluff Rd SC 48	US 601 and SC 48	Intersection Improvement	McCords Ferry Rd US 601 and Bluff Rd SC 48	Not submitted

Figure 4-4: Multimodal Needs for Central Midlands COG

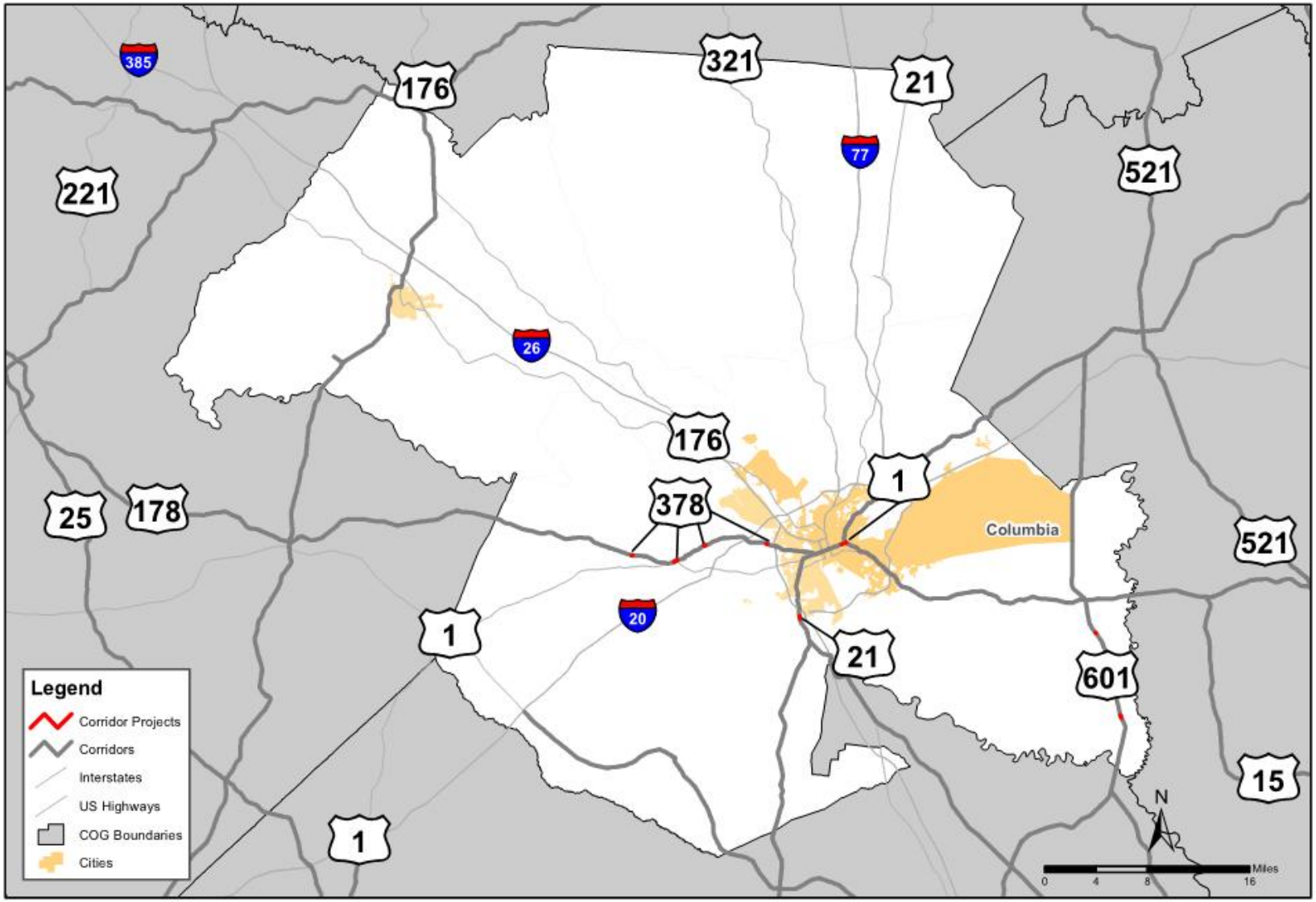


Table 4-4: Needs Identification: Lower Savannah Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
Whiskey Road (SC 19)	SC 19	Buffered Bike Lane through road widening / Length 2.82 miles	Kings Grant Drive to Powderhouse Rd	$1,002,792
Richland Avenue (US 1, US 78)	US 1/78	Bike Lane through lane narrowing / Length 1.65 miles	Vaucluse Drive to Beaufort Street, NE	$29,700
Silver Bluff Road (SC 302)	SC 302	Bike Lane through lane narrowing / Length 1.19 miles	Pine Log Road to Indian Creek Trail	$21,420
Whiskey Road (SC 19)	SC 19	Bike Lane through lane narrowing / Length 1.52 miles	Boardman Road to Kings Grant Drive	$27,360
Atomic Road (SC 125)	SC 125	Bike Lane through lane narrowing / Length 0.3 miles	E. Buena Vista Avenue to Martintown Road	$5,400
Georgia Avenue (US 25)	US 25	Bike Lane / Length 2.99 miles	13th Street Bridge to Knox Avenue	$114,816
Edgefield Hwy (SC 19)	SC 19	Bike Lane / Length 6.06 miles	Hampton Avenue to Shiloh Heights Road	$323,704
Atomic Road (SC 125)	SC 125	Paved Shoulder / Length 11.47 miles	Martintown Road to ARTS Boundary	$385,392
Charleston Highway (US 78)	US 78	Paved Shoulder / Length 3.19 miles	Old Wagener Road to Montmorenci Road	$107,184
Jefferson Davis Hwy (US 1, US 78)	US 1/78	Paved Shoulder / Length 12.26 miles	Hitchcock Parkway to SC/GA State Line	$411,936
Richland Avenue (US 78)	US 78	Paved Shoulder / Length 1.27 miles	Beaufort Street, NE to Old Wagener Road	$42,672
Edgefield Hwy (SC 19)	SC 19	Paved Shoulder / Length 9.17 miles	Shiloh Heights Road to Aiken County Line	$308,112
Silver Bluff Road (SC 302)	SC 302	Paved Shoulder / Length 12.13 miles	Indian Creek Trail to Atomic Road	$407,568
US 1	US 1	Paved Shoulder / Length 24.35 miles	Abbeville Ave to Aiken County Line	$818,160
US 1	US 1	Paved Shoulder / Length 9.68 miles	Old Aiken Road to Augusta Road	$325,248
US 1	US 1	Paved Shoulder / Length 6.8 miles	Rutland Drive to ARTS Boundary	$228,480
Wagener Road (SC 302)	SC 302	Paved Shoulder / Length 5.07 miles	Richland Ave, East to Montmorenci Road	$170,352
Whiskey Road (SC 19)	SC 19	Paved Shoulder / Length 4.33 miles	Powderhouse Road to ARTS Boundary	$145,488
Williston Road (US 278)	US 278	Paved Shoulder / Length 5.97 miles	Sand Bar Ferry Road to ARTS Boundary	$200,592
Edgefield Road (US 25)	US 25	Paved Shoulder / Length 4.17 miles	Ascauga Lake Road to Aiken County Line	$140,112
Jefferson Davis Hwy (US 1, US 78)	US 1/78	Greenway	Martintown Road to Revco Road	$1,934,400
Silver Bluff Road Corridor Improvements (SC 302)	SC 302	Operational improvements and third lane added for turn lanes, center lane, and median, as well as signal improvements.	S-1849 (Indian Creek Trail) to S-81 (Richardson's Lake Road)	$4,528,000
Atomic Road/ East Buena Vista	S-125	Corridor Improvements and Widening	Not submitted	$6,250,000
Hitchcock Parkway (SC 118) - Phase 1	SC 118	Widen Hitchcock Parkway (SC 118) from 2 to 4 lanes between Huntsman Drive to SC 302 (Silver Bluff Road), with full landscaped median and turn lanes as needed and multiuse path along the entire project limits.	SC 302 to Huntsman Drive	$19,200,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 25 (Edgefield Road) and Walnut Lane intersection improvements	US 25	Improve Edgefield Road (US 25) from four to six lanes with center turn lanes (7th lane) between Sweetwater Boulevard to past Walnut Lane	US 25 (Edgefield Road) and Walnut Lane	$4,600,000
Aiken-Augusta Highway (US 1)	US 1	Widen Aiken-Augusta Highway (US 1) with improved median between Savannah River to I-520 (Palmetto Pkwy), including Martintown Road interchange improvements.	Savannah River to I-520 (Palmetto Pkwy)	$9,575,540
Edgefield Highway (SC 19)	SC 19	Widen Edgefield Highway (SC 19) from 2 to 4 lanes between SC 118 (University Pkwy) and S-153 Shiloh Church Road, with full landscaped median and turn lanes as needed. Add median between University and Hampton	Hampton Avenue to S-153 Shiloh Church Road	$30,901,440
Georgia/Knox Avenue (US 25) and Five Notch/ Bradleyville Road (S-45)	US 25 and S-45	Georgia Avenue - add turning lanes and realign. Close one curb cut.	US 25 (Georgia/Knox Avenue) and S-45 (Five Notch/ Bradleyville Road)	$1,712,867
Richland Avenue West (US 1/US 78) and University Parkway (S-2131)	US 1/78 and S-2131	Lengthen and add dual left turn lanes east bound on Richland Ave. Rewarrant signal.	US 1/US 78 (Richland Avenue West) and S-2131 (University Parkway)	$811,997
Silver Bluff Road (SC 302) and Hitchcock Parkway (SC 118)	SC 302 and SC 118	Bicycle and pedestrian crossing safety median, signal functions reassesses and add turn lanes	SC 302 (Silver Bluff Road) and SC 118 (Hitchcock Parkway)	$1,477,466
I-20 and US 25 (Edgefield Road) Park and Ride in Aiken County (Exit 5)	I- 20 and US 25	Construct Park and Ride facility	I-20 and US 25 (Edgefield Road)	$1,240,000
Hitchcock Parkway (SC 118)- Phase 2	SC 118	Widening to 4 Lanes	Huntsman Drive to US 1	$22,113,000
Rudy Mason Parkway (SC 118)	SC 118	Road widening to two lanes to four lanes, with full landscaped median and turn lanes as needed.	S-912 (North of Willow Run Rd) to S-783 (North of Old Wagener Road)	$11,340,000
Atomic Road (SC 125)	SC-125	Widen to 4 through lanes, with full landscaped median and turn lanes as needed. Project include multiuse path along portions of the study limits.	S-197 (Old Edgefield Road) to US 1 (Jefferson Davis Highway)	$14,354,301
Knox Avenue (US 25) and Martintown Road (SC 230)	US 25 and SC 230	Realign intersection and pedestrian improvements	US 25 (Knox Avenue) and SC 230 (Martintown Road)	$2,408,642
York Street/Columbia Hwy (US 1) and Rutland Ave and Aldrich (SC 118)	US 1 and SC 118	The two intersections are separated by 440 ft. Operational and signal improvements.	US 1 (York Street/Columbia Hwy) and SC 118 (Rutland Ave and Aldrich)	$677,376
Pine Log Road (SC 302) and Collier Street	SC 302	Realign and add double left turn lanes from westbound Pine Log to Collier and adjust signals.	SC 302 (Pine Log Road) and Collier Street	$1,212,898

Project Name	Facility Name	Project Description	Project Termini	Project Cost
SC 4 (Salley Rd) at SC 302 (Wagener Rd)	SC 4 and SC 302	Intersection Improvements / Recent improvements made, may require signal (Kitchings Mill)	SC 4 (Salley Rd) and SC 302 (Wagener Rd)	$500,000
SC 125 (Atomic Rd) and State Hwy 62 (N Silverton St)	SC 125 and State Hwy 62	Intersection Improvements / Skewed intersection, low traffic on S-62 (Jackson)	SC 125 (Atomic Rd) and State Hwy 62 (N Silverton St)	$750,000
SC 125 (W Railroad Ave) and Bluff Rd (S-03-22)	SC 125 and S-03-22	Intersection Improvements / Alignment OK, may need radii improvements (Allendale)	SC 125 (W Railroad Ave) and Bluff Rd (S-03 22)	$1,500,000
SC 125 (Augusta Hwy) and SC 3 (River Rd)	SC 125 and SC 3	Intersection Improvements / Alignment OK, moderate AADT (E of Martin)	SC 125 (Augusta Hwy) and SC 3 (River Rd)	$750,000
US 278 (Barnwell Rd) and Bluff Rd (S-03-22)	US 278 and S-03-22	Intersection Improvements / Skewed intersection, moderate AADT (N of Allendale)	US 278 (Barnwell Rd) and Bluff Rd (S-03 22)	$500,000
US 278 (Allendale-Fairfax Hwy) and US 321 (Hampton Ave)	US 278 and US 321	Intersection Improvements / Skewed intersection, R/R crossing, traffic, multiple. Intersections in close proximity (Fairfax)	US 278 (Allendale-Fairfax Hwy) and US 321 (Hampton Ave)	$2,000,000
US 278 (Williston Rd) and SC 781 (Tinker Creek Rd)	US 278 and SC 781	Intersection Improvements / Sight distance bad, in curve of US route, realignment of main line? (W of Williston)	US 278 (Williston Rd) and SC 781 (Tinker Creek Rd)	$1,500,000
US 278 and SC 300	US 278 and SC 300	Intersection Improvements / Badly skewed, sight distance bad, high AADT (S of Barnwell)	US 278 and SC 300	$1,500,000
US 278 (Barnwell Rd)	US 278	6-ft bike lane/paved shoulder / Length 6.02 miles	Jennings Rd to Barnwell/Allendale Co line	$3,600,000
US 78 (Dorange Rd)	US 78	4-ft bike lane/paved shoulder / Length 1.94 miles	Freedom Rd to Sub Rd	$1,200,000
US 78 and SC 781	US 78 and SC 781	Redesign intersection	US 78 and SC 781	$1,300,000
US 78 / US 321	US 78 and US 321	Reconfigure intersection	US 78 and US 321	$2,000,000
US 78 Phase I and II	US 78	Corridor Improvements	US 78 (within Bamberg County)	$5,400,000
US 78 at Calhoun St	US 78	Reconfigure intersection	US 78 and Calhoun St	$1,000,000
US 78 at SC 39	US 78 and SC 39	Redesign intersection	US 78 and SC 39	$1,050,000
US 176 at SC 6	US 176 and SC 6	Redesign intersections East and West	US 176 and SC 6	$1,600,000
US 301 Extension	US 301	New construction extends US 301 from I-95 to SC 6	I-95 to SC 6	$9,800,000
US 301 at SC 33	US 301 and SC 33	Geometric improvements	US 301 and SC 33	$1,000,000

Figure 4-5: Multimodal Needs for Lower Savannah COG

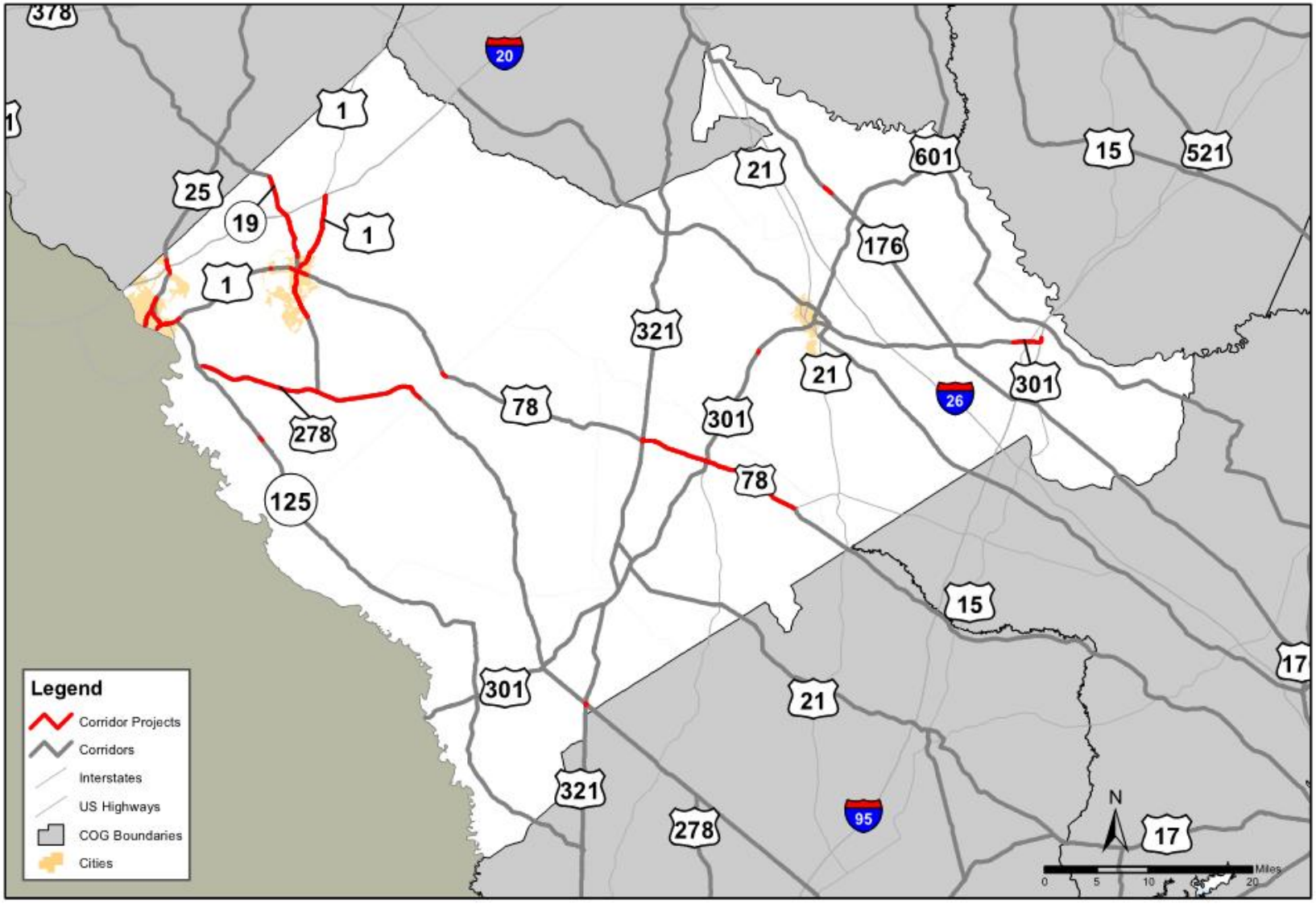


Table 4-5: Needs Identification: Pee Dee Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 76 W. Palmetto St.	US 76	Capital Sales Tax Widening	I-95/Meadors Rd. to E. Smith Street	$28,425,621
US 378 E. Myrtle Beach Hwy.	US 378	Capital Sales Tax Widening	US 52 near Lake City to SC 41 in Kingsburg	$136,364,420
US 52 Irby Street	US 52	Access Management	W. Lucas (US 52) to Alligator Rd (S 107)	$9,163,000
US 76 Palmetto Street	US 76	Access Management	Second Loop Rd. (S-51) to Freedom Blvd. (US 301)	$7,775,000

Figure 4-6: Multimodal Needs for Pee Dee COG

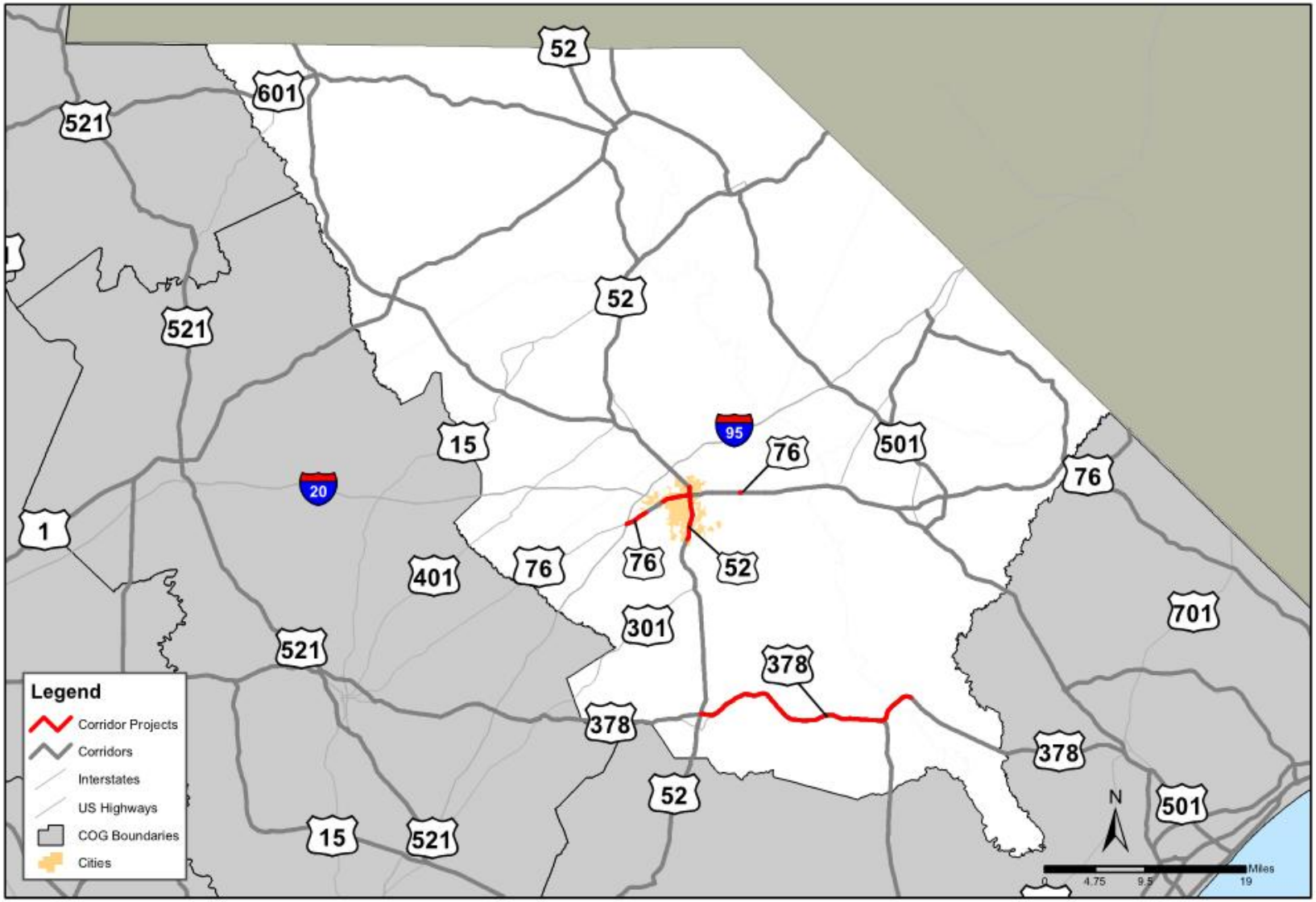


Table 4-6: Needs Identification: South Carolina Appalachian Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 29 / Suber	US 29	Intersection Improvements	US 29 and Suber	Not submitted
US 29 / Gap Creek Rd	US 29	Intersection Improvements	US 29 and Gap Creek Rd	Not submitted
US 25	US 25	Rehabilitation	White Horse Rd / Length 1.97 miles	Not submitted
US 123 (SC 135 to SC 93)	US 123	Widen to 6 lanes with raised median and turn lanes at intersections	SC 135 to SC 93	$100,000
US 123 (SC 93 to SC 8)	US 123	Widen to 6 lanes with median	SC 93 to SC 8	Not submitted
US 123 (SC 153 to SC 93)	US 123	Widen to 6 lanes, add 4' shoulder, sidewalks West of Prince Perry	SC 153 to SC 93	Not submitted
US 276	US 276	Road Diet 3 lanes, bike lanes, curb ramps	McElhaney to US 25	Not submitted
SC 14 (Five Forks Rd to Bethel Rd)	SC 14	Widen to 5 lanes, bike lanes, sidewalks and future greenway access	Five Forks Rd to Bethel Rd	$2,500,000
SC 14 (SC 418 to Quillen Dr)	SC 14	SC14/Main St Fountain Inn Road Diet to 3 lanes, bike lanes, curb ramps	SC 418 to Quillen Dr	Not submitted
SC 14 /Loma St	SC 14	Intersection Improvements	SC 14 and Loma St	Not submitted
SC 14/ Taylor	SC 14	Intersection Improvements	SC 14 and Taylor	Not submitted
SC 183 Intersection Improvements (ROW and C)	SC 183	Intersection Improvements	SC 183 and Alex Rd / SC 183 and Jim Hunt Rd / SC 183 and Jameson Rd	$4,260,000
SC 183 / Hunts Bridge / Sulphur Springs	SC 183	Intersection Improvements	SC 183 and Hunts Bridge / Sulphur Springs	Not submitted
SC 183 / Blue Flame	SC 183	Intersection Improvements	SC 183 and Blue Flame	Not submitted
SC 183 / Jones	SC 183	Intersection Improvements	SC 183 and Jones	Not submitted
SC 183 / Hamburg	SC 183	Intersection Improvements	SC 183 and Hamburg	Not submitted
SC 183 Widening	SC 183	Widen to 4 lanes with median	SC 135 to Groce Road	$45,300,000
SC 291	SC 291	Intersection Improvement	SC 291 and S-23-7	Not submitted
SC 20 Bridge over US 29	US 29	Bridge deficiency / Bridge currently has low clearance (13' 7") which can affect freight movement along this corridor	SC 20 Bridge over US 29	Not submitted
SC 8 Bridge over US 29	US 29	Bridge deficiency / Bridge currently has low clearance (13' 0") which can affect freight movement along this corridor	SC 8 Bridge over US 29	Not submitted

Figure 4-7: Multimodal Needs for South Carolina Appalachian COG

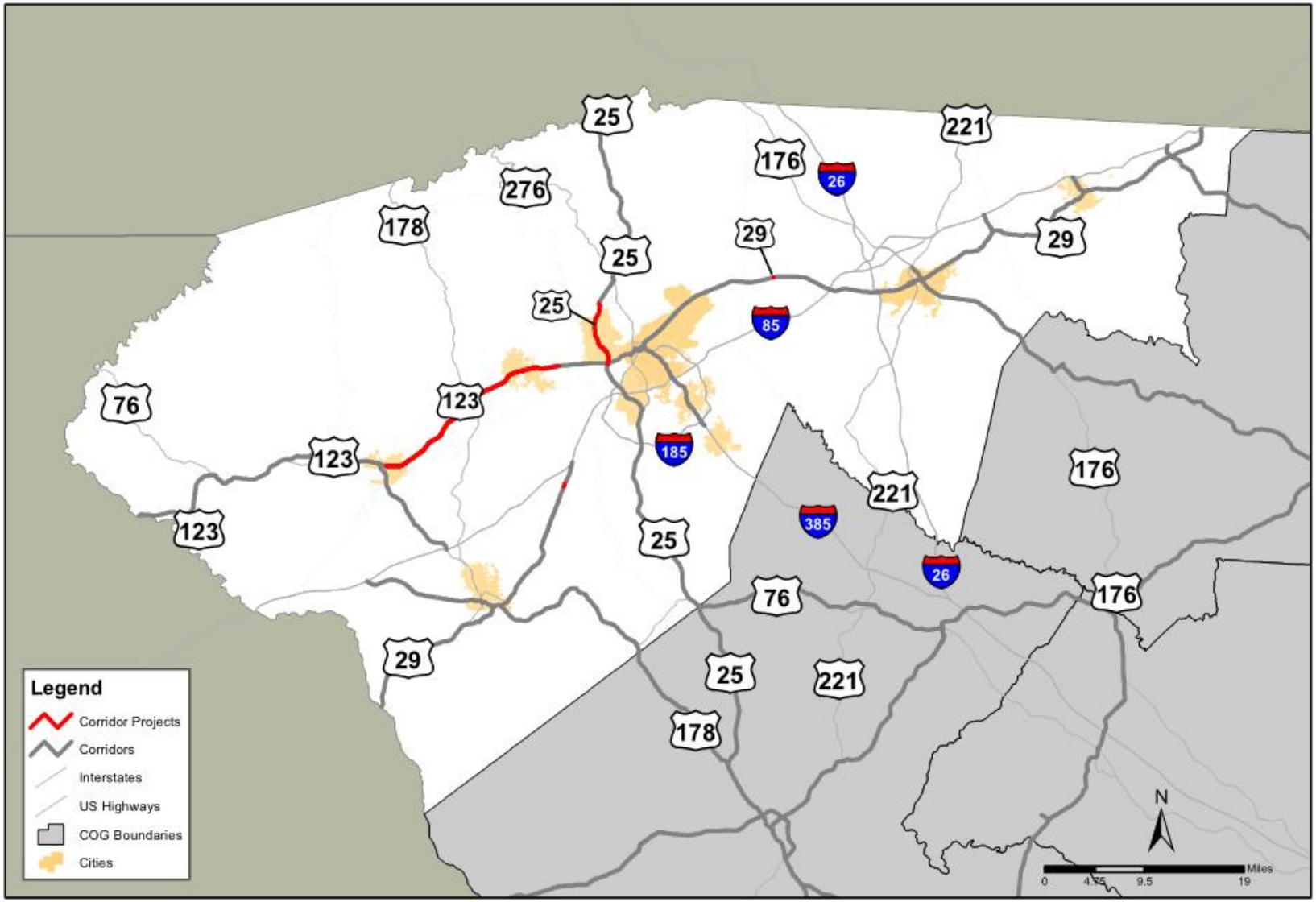


Table 4-7: Needs Identification: Upper Savannah Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 25 (S-429/ SC 19)	US 25	Widen to 4 lane divided	SC-429 to SC 19	$30,000,000
US 221	US 221	Widen to 5 lane from existing 5 lane section to existing 5 lane section	One mile section to be widened between existing 5 lane sections	$7,000,000
SC 56	SC 56	Widen to three lane	SC 72 to I-26	$20,000,000
US 25	US 25	Widen to four lane	S-10 to SC 19	$26,000,000
US 178	US 178	Widen to three lane	SC 121 to S-152	$4,000,000
SC 121	SC 121	Widen to three lane	S-140 to S-51	$8,000,000
US 178	US 178	Realign for 90-degree crossing and LT lanes	US 178 and S-37	$2,000,000
SC 121	SC 121	LT lanes on SC 121 and reconfigure	SC 121 and S-41 / S-104	$2,500,000
US 25	US 25	Remove passing-lane configuration and construct normal LT lane	US 25 and S-257	$2,000,000
SC 19	SC 19	LT lane on SC 19 at S-458 Intersection	SC 19 and S-458	$2,000,000
US 25	US 25	Widen to four lane from Edgefield to Greenwood / Length 28 miles	S-10 to US 178	$225,000,000
US 25	US 25	Driveway issues and potential TS	Bypass in K-Mart area	$3,000,000
US 25 /221	US 25 / 221	RT lane WB US 221	Bypass 221 and Reynolds Ave	$2,500,000
SC 72	SC 72	Widen for RT lane on WB SC 72 Bus.	SC 72 Bus. to S-108	$2,000,000
US 25 / 178	US 25 / 178	Radii improvements	US 25 / 178 Bus. to S-201 / 625	$1,500,000
US 221	US 221	Intersection and LT Lane	US 221 to SC 10	$2,000,000
US 25	US 25	LT lanes on Bypass	US 25 Bypass to S-101	$2,500,000
US 221 / SC 72	US 221 / SC 72	Radii Improvements and widen for LT and RT on S-99	US 221 / SC 72 to S-99	$2,000,000
US 25	US 25	Realign Carolina Ave as entrance to Genetic Park	S-212 to S-135	$15,000,000
US 178	US 178	Relocate Scotts Ferry for 90-degree X-intersection	US 178 to S-131	$3,000,000
US 25 / 178	US 25 / 178	Remove DY Median and apply LT Pocket	US 25 / 178 to S-40 / 50	$2,000,000
US 178	US 178	LT lane on NB US 178	US 178 to S-31	$2,000,000
US 178	US 178	Rebuild scissor to and remove bridge	US 178 to SC 246	$4,500,000
SC 56 / 72	SC 56 / 72	Reconfigure and LT lanes on Broad Street	SC 56 / 72 Bus. to S-162	$2,500,000
US 221	US 221	Widen slightly to accomplish 5-lane markings	US 76 to SC 49	$2,000,000
US 221	US 221	LT lanes on US 221 at SC 49	US 221 to SC 49	$2,500,000
US 76	US 76	Realign S-312 to at crest	US 76 to S-312	$2,500,000
SC 56	SC 56	Reconfigure Channelized	SC 56 to SC 66	$3,000,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
SC 72	SC 72	Relocate and elevate S-26	SC 72 to S-26	$3,000,000
US 76	US 76	LT lane on US 76 and Radii	SC 76 to SC 101 / S-54	$2,000,000
US 76	US 76	Widen US 76 for LT lanes and widen S-46 south approach/radii	US 76 to S-46	$3,000,000
SC 56	SC 56	Reconstruct channelized	SC 56 / 72 Bus. To SC 308	$2,000,000
SC 56	SC 56	Reconstruct channelized	SC 56 to S-50	$2,000,000
SC 121	SC 121	Intersection and LT Lane	SC 121 to S-37	$2,000,000
SC 121	SC 121	Intersection and LT Lane	SC 121 to S-21	$2,000,000
US 378	US 378	LT lanes on US 378	US 378 to S-40	$2,000,000
US 178	US 178	LT and RT lanes for intersection adjacent to King Academy	US 178 to S-87	$2,000,000

Figure 4-8: Multimodal Needs for Upper Savannah COG

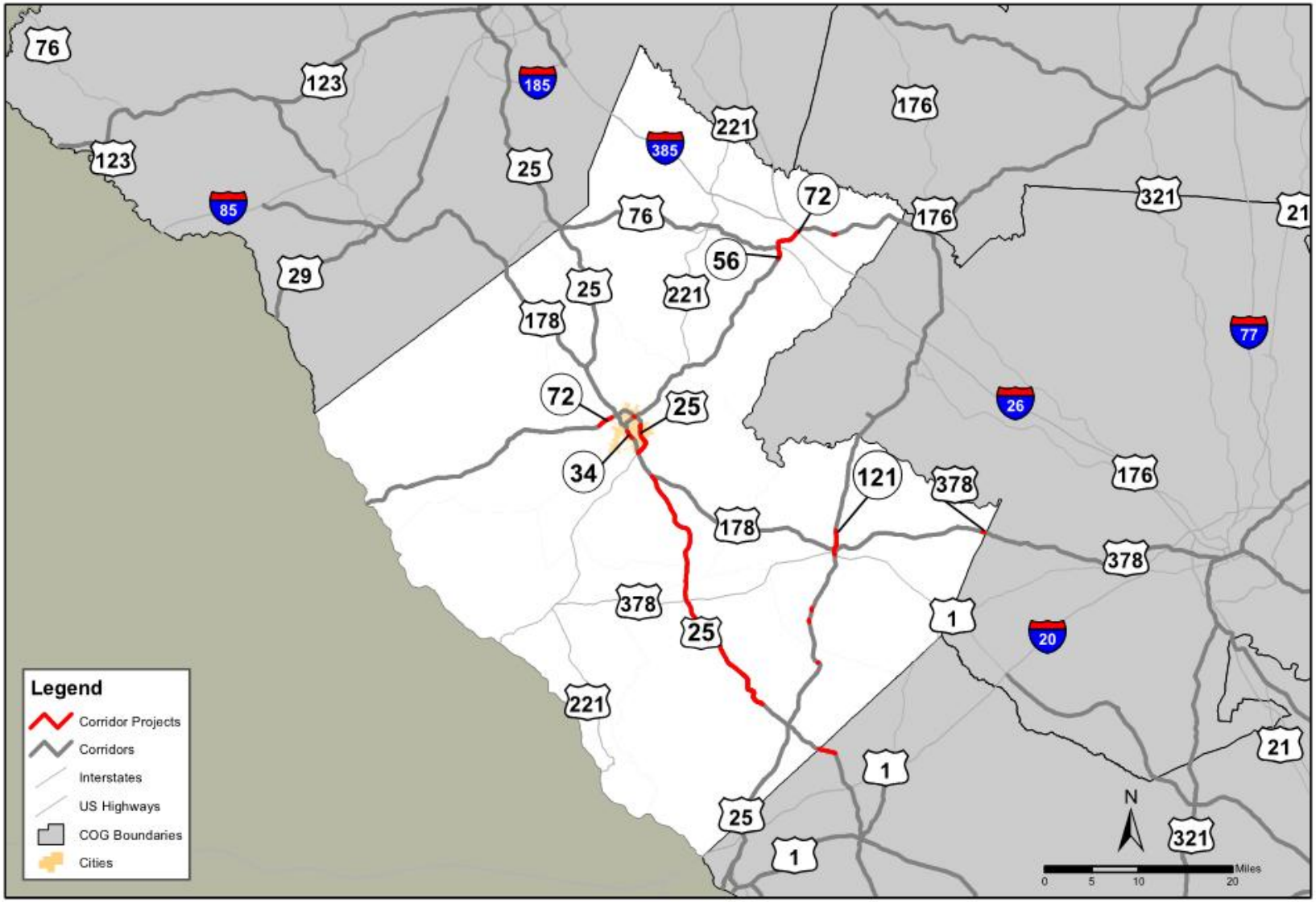


Table 4-8: Needs Identification: Waccamaw Council of Governments

Project Name	Facility Name	Project Description	Project Termini	Project Cost
Carolina Bays Pkwy - SC 9 to S-57	Carolina Bays Pkwy	Not submitted	SC 9 to S-57	$8,000,000
Carolina Bays Pkwy/Phase III - SC 544 to SC 707	Carolina Bays Pkwy	Not submitted	SC 544 to SC 707	$235,000,000
US 17 & GLENNS BAY RD-HORRY COUNTY RIDE	US 17 and Glenns Bay Rd	Not submitted	US 17 and Glenns Bay Rd-Horry County Ride	$76,000,000
SC 707 Enterprise to Co. Line - Horry County Ride	SC 707	Not submitted	SC 707 Enterprise TO County Line - Horry County Ride	$116,000,000
Backgate Interchange		Intersection Improvements	Backgate Interchange	$90,000,000
US 17 & Inlet Square Drive - Horry County	US 17	Intersection Improvements	US 17 and Inlet Square Drive	$2,300,000
US 17 Bypass & Glenns Bay Road - Horry County	US 17 Bypass	Intersection Improvements	US 17 Bypass and Glenns Bay Road	Not submitted
US 17 & Mineola Ave. - Horry County	US 17	Intersection Improvements	US 17 and Mineola Ave	$77,000
US 17 & Waverly Road - Georgetown County	US 17	Intersection Improvements	US 17 and Waverly Road	$21,000
US 17 & 48th Ave. South - North Myrtle Beach	US 17	Intersection Improvements	US 17 and 48th Ave South	$500,000
US 17 & 6th Ave. South - North Myrtle Beach	US 17	Intersection Improvements	US 17 and 6th Ave South	$720,000
US 17 Bypass & Indigo Club Dr. - Horry Co.	US 17 Bypass	Intersection Improvements	US 17 Bypass & Indigo Club Dr	$500,000
US 17 Bus. & Glenns Bay Road - Surfside Beach	US 17 Bus.	Intersection Improvements	US 17 Business Route and Glenns Bay Road	$500,000
US 17 & Willbrook - Georgetown County	US 17	Intersection Improvements	US 17 and Willbrook	$225,000
US 17 & US 701 (5 Points) - Georgetown	US 17 and US 701	Intersection Improvements	US 17 and US 701 (5 POINTS)	$550,000
US 501 (Church St) & US 378 (Wright Blvd) - Conway	US 501 and US 378	Intersection Improvements	US 501 (Church St) and US 378 (Wright Blvd)	$375,000
SC 9 RAMP to SC 90 - North Myrtle Beach	SC 9 and SC 90	Intersection Improvements	SC 9 Ramp to SC 90	$150,000
US 501 (Church St) & 16th Avenue - Conway	US 501	Intersection Improvements	US 501 (Church St) and 16th Avenue	$250,000
US 17 Near Flea Mkt/N Bnd Lt - North Myrtle Beach	US 17	Intersection Improvements	US 17 at Near Flea Market/North bound LT	$150,000

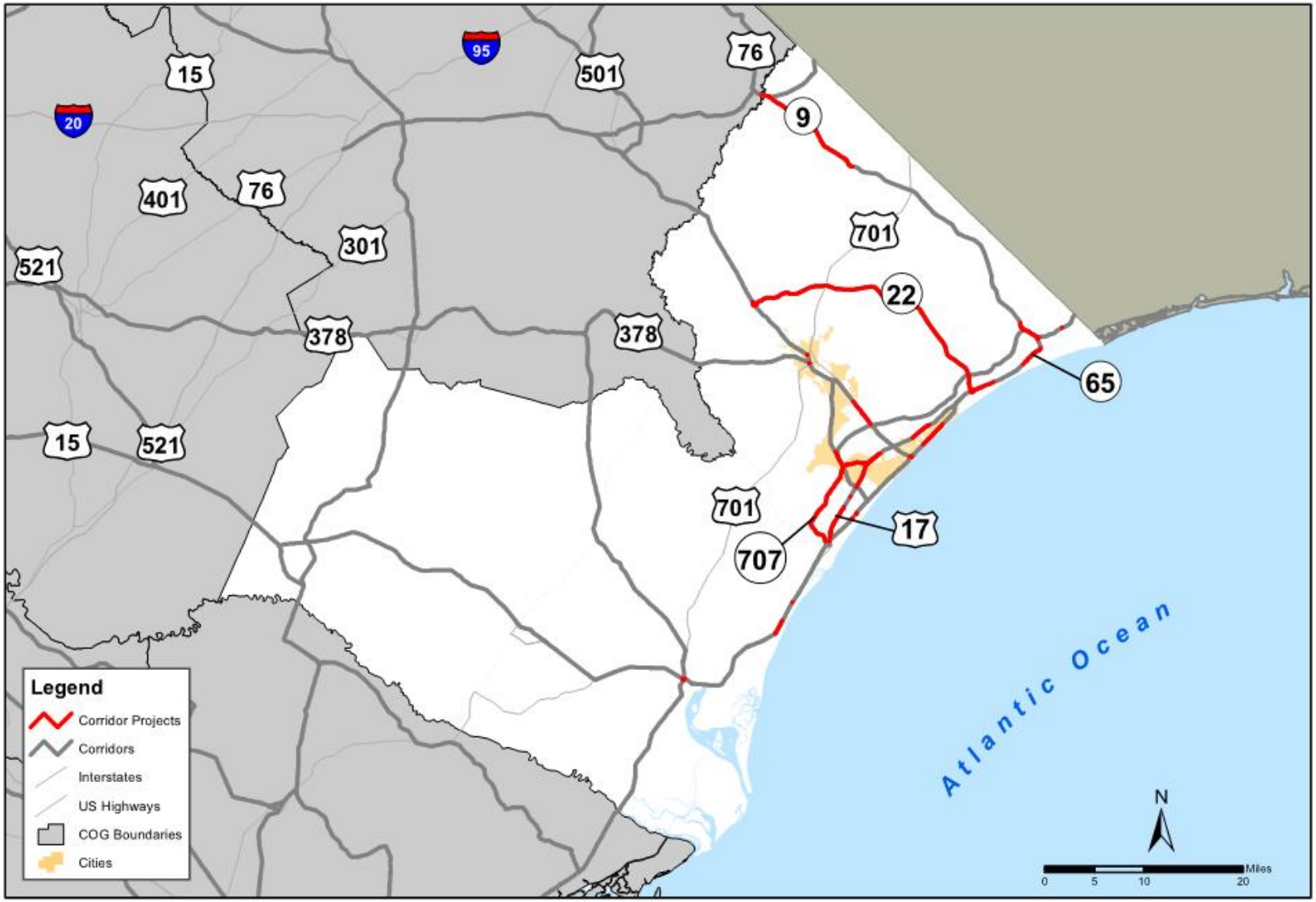
Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 17 & Litchfield Country Club Dr - Georgetown Co.	US 17	Intersection Improvements	US 17 & Litchfield Country Culb Dr	$764,000
US 17 & New Location (14th-16th Ave N)- Surfside Beach	US 17	Intersection Improvements	US 17 and new location (14th-16th Ave N)	$500,000
US 17 @ Flea Mkt/Lt Turn Nbd - North Myrtle Beach	US 17	Intersection Improvements	US 17 at Flea Market/LT TURN Northbound	$150,000
US 17 & SC 521 (Highmarket St) - Georgetown	US 17 and SC 521	Intersection Improvements	US 17 and SC 521 (Highmarket ST)	$500,000
US 17 & 46th South - North Myrtle Beach	US 17	Intersection Improvements	US 17 and 46th South	$650,000
US 17 @ Flea Mkt/Lt Turn Sbd - North Myrtle Beach	US 17	Intersection Improvements	US 17 at Flea Market /LT TURN Southbound	$150,000
US 501 & Broadway - Myrtle Beach	US 501	Intersection Improvements	US 501 and Broadway	$500,000
US 17 & Ocean Creek - North Myrtle Beach	US 17	Intersection Improvements	US 17 and Ocean Creek	$500,000
US 17 Business @ US 501 - Myrtle Beach	US 17 Bus.	Intersection Improvements	US 17 Business Route at US 501	$550,000
US 17 & 10th Avenue S. - Surfside Beach	US 17	Intersection Improvements	US 17 and 10th Avenue South	$500,000
US 17 & Deerfield Links Dr. - Horry County	US 17	Intersection Improvements	US 17 and Deerfield Links Dr	$250,000
US 17 & US 701 Intersection White Topping	US 17 and US 701	Intersection Improvements - Whitetopping	US 17 and US 701	$1,000,000
US 17: 2nd Ave North to Sea Mountain Hwy	US 17		2nd Ave North to Sea Mountain Hwy	$460,000
US 501 N. Widening - Factory Stores To Gardner Lacy	US 501	Widening	Factory Stores to Gardner Lacy	$4,900,000
US 17 & US 521 Drainage Project	US 17 and US 521	Drainage project	US 17 and US 521	$1,000,000
US 17 Median Consolidation - N. Causeway to MLK	US 17	Median Consolidation	N. Causeway to MLK	$3,750,000
Wayfinding	Not submitted	Not submitted	Not submitted	$2,500,000
SIGNAL SYSTEM TIMING	Not submitted	Not submitted	Not submitted	$600,000
US 501 S. Widening From Gardner Lacy to SC 31	US 501	Widening	Gardner Lacy to SC 31	$5,000,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 17 Bypass Widening From Shetland to Backgate	US 17 Bypass	Widening	Shetland to Backgate	$4,000,000
Surfside Frontage Roads	Not submitted	Not submitted	Not submitted	$2,500,000
US 17 Sidewalks (Briarcliffe to Kings) -- Horry County [RND 5]	US 17	Enhancement Projects - Sidewalks	Briarcliffe to Kings	$40,000
US 17 & Surfside Drive Landscaping -- Surfside Beach [RND 5]	US 17	Enhancement Projects - Landscaping	US 17 and Surfside Drive	$40,000
ECG Meeting Street Extension and Bike Lanes -- City of Georgetown [RND 5]	Not submitted	Enhancement Projects - Street extension and bike lanes	Not submitted	$628,000
Regional Wayfinding	Not submitted	Regional signage directing drivers to SC 31 and SC 22	Not submitted	$2,500,000
US 501 from Conway to Forestbrook Drive	US 501	US 501 widening to 6 lanes between SC 31 and Conway with Transit. Intersection Improvements at Factory Stores, Gardner Lacey, Singleton Ridge, CCU, and other signalized intersections.	Conway to Forestbrook Drive	$12,900,000
US 17 Business Median C (in Garden City)	US 17 Bus.	Close US 17 Business Median Breaks, modify intersections for U-turns, and coordinate signals in Garden City	US 17 Business Median C (in Garden City)	$1,000,000
US 17 Business Median B (in Surfside Beach)	US 17 Bus.	Close US 17 Business Median Breaks, modify intersections for U-turns, and coordinate signals in Surfside Beach	US 17 Business Median B (in Surfside Beach)	$2,000,000
US 17 Business Median A (between Myrtle Beach and Surfside Beach)	US 17 Bus.	Close Median Breaks, modify intersections for U-turns, and coordinate signals on US 17 Business between Myrtle Beach and Surfside Beach	US 17 Business Median A (between Myrtle Beach and Surfside Beach)	$2,000,000
Kings Highway C (31st N to 67th N)	Kings Hwy	Improve Kings Highway (31st N to 67th N), including pedestrian, bicycle and transit improvements	31st N to 67th N	$9,100,000
US 17 Bypass A (from Airport to 544)	US 17 Bypass	Widen US 17 Bypass to 6 lanes divided: Airport to Murrells Inlet	from Airport to 544 (Murrells Inlet)	$13,400,000
US 17 Bypass A (from 29 Ave N to Grissom Interchange).	US 17 Bypass	Widen US 17 Bypass to 6 lanes from 29th Avenue N. northwards to Grissom and interchange improvements.	29 Ave N to Grissom Interchange	$6,000,000
US 17 Bypass B (from SC 544 to Garden City)	US 17 Bypass	Widen US 17 Bypass to 6 lanes divided: Airport to Murrells Inlet	SC 544 to Garden City	$13,200,000
US 17 Business B (Surfside Beach)	US 17 Bus.	Install Additional Lanes on Bus 17/Eliminate Frontage Roads in Surfside Beach	US 17 Business B (Surfside Beach)	$6,400,000
US 17 Business C (in Garden City)	US 17 Bus.	Install Additional Lanes on Bus 17 in Garden City	US 17 Business C (in Garden City)	$6,000,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
SC 9 from S-26-57 to US 17 interchange	SC 9	Implement access management improvements along SC 9 from SC 57 to US 17 interchange in Horry County, including construction of plantable median with appropriate median opening spacing between intersections	S-26-57 to US 17 interchange	$2,000,000
US 521	US 521	New cross section for the portion of US 521 (Highmarket and St. James Streets) from N. Fraser Street to Church Street in the City of Georgetown	N. Fraser Street to Church Street	$2,500,000
US 17 Bypass C (from Garden City to Murrells Inlet)	US 17 Bypass	Widen US 17 Bypass to 6 lanes divided: Airport to Murrells Inlet	Airport to Murrells Inlet	$6,700,000
US 501 at Carolina Forest	US 501	New Interchange on US 501 at Carolina Forest Boulevard	US 501 at Carolina Forest Boulevard	$59,800,000
Medlin Parkway Extension	Not submitted	Medlin Parkway Extension: Realign western terminus at US 501 to continue straight to US 378	US 501 to continue straight to US 378	$5,200,000
US 501 / SC 544 / SC 90	US 501 / SC 544 / SC 90	US 501 / SC 544 / SC 90 Interchange improvements	US 501 / SC 544 / SC 90	$42,000,000
US 17 Bridges in North Myrtle Beach	US 17	Widen US 17 Bridges in North Myrtle Beach and Little River; Interchange and bridge improvements at SC 9, SC 90, and Sea Mountain Highway; and additional grade separation at SC 9.	US 17 Bridges in North Myrtle Beach and Little River	$21,000,000
I-73 (not in GSATS)	SC-22 / I-73	Upgrade SC-22 to become I-73	SC-22/I-73	$11,600,000
Augusta Plantation Extension	Not submitted	Extend Augusta Plantation to Carolina Forest Blvd., with an interchange at SC 31	See Project Description	$47,000,000
US 17 Business A (between Myrtle Beach and Surfside Beach)	US 17 Bus.	Install Additional Lanes on Bus 17/Eliminate Frontage Roads Between Myrtle Beach and Surfside	US 17 Business A (between Myrtle Beach and Surfside Beach)	$9,100,000
Carolina Bays Parkway Extension	Carolina Bays Pkwy	Extension of SC 31 (Carolina Bays Parkway) to US 17 in N. Carolina (Hwy 57 / NC1303 improvements)	SC 31 (Carolina Bays Parkway) to US 17 in N. Carolina	$95,200,000
SC 90 Extension from US 501 Business to US 501	SC 90	Extend SC 90 from US 501 Bus. to intersect US 501, east of Conway	US 501 Business Route to US 501	$6,000,000
US 17 from Murrells Inlet to Pawleys Island	US 17	Widen US 17 from Murrells Inlet to Pawleys Island (S. Causeway Rd)	Murrells Inlet to Pawleys Island (S. Causeway Rd)	$27,500,000
SELL to SC 31 Connector	SC 31 and SELL	Connection between southern termini of SC 31 to eastern termini of SELL to relieve SC 707	SC 31 to eastern termini of SELL	$153,500,000
Southern Evacuation Lifeline (SELL) in the GSATS area	SELL	The portion of the Southern Evacuation Lifeline (SELL) in the GSATS area between US 701 and US17	US 701 to US17	$304,000,000
Parallel road - west side of US 501	Not submitted	Parallel road on the west side of US 501 between West Perry Road and Singleton Ridge Road	West Perry Road to Singleton Ridge Road	$25,900,000
Andrews Bypass Phase 1	Andrews Bypass	Not submitted	Andrews Bypass	$8,542,000
Andrews Bypass Phase 2	Andrews Bypass	Not submitted	Andrews Bypass	$38,600,000

Project Name	Facility Name	Project Description	Project Termini	Project Cost
US 17A & Powell - Georgetown Co.	US 17A	Not submitted	US 17A and Powell	$815,000
SC 9 & SC 905 - Horry Co.	SC 9 and SC 905	Not submitted	SC 9 and SC 905	$650,000
SC 41/51 & Browns Ferry - Gtown/Wmb	SC 41/51	Not submitted	SC 41/51 and Browns Ferry	$750,000
County Line & S-16 - Andrews	S-16	Not submitted	County Line and S-16	$850,000
Longstreet & Main - Kingstree	Longstreet and Main	Not submitted	Longstreet and Main	$330,000
US 378 & S-134 - Horry Co.	US 378 and S-134	Not submitted	US 378 and S-134	$570,000
US 521	US 521	Widened to 4 lanes	Andrews to I-95	$275,000,000
US 378	US 378	Widened to 4 lanes	I-95 to Conway	$275,000,000
SC 9	SC 9	Widened to 4 lanes	Marion County to S-441 at Green Sea	$72,000,000

Figure 4-9: Multimodal Needs for Waccamaw COG



In general, the majority of transportation needs are located along US 123, US 17, US 25, US 78, and US 378. Transportation needs located along the identified corridors include intersection and widening improvements with some enhancement and alternative transportation designations. There were some new facility projects identified by the MPOs and COGs but these corridors are not part of the Statewide Strategic Corridor Network. By COG area, Lower Savannah and Waccamaw identified the largest amount of transportation needs on the Statewide Strategic Corridor Network. Overall, as displayed in **Table 4-9**, the combined costs for those transportation needs identified by the MPOs and COGs total to almost $4 billion. The COG areas needing the highest share include Catawba and Waccamaw.

Table 4-9: MPO and COG Transportation Needs Costs

COG	Project Costs*
Berkeley-Charleston-Dorchester	$356,593,000
Catawba	$582,965,000
Central Midlands	$71,292,291
Lower Savannah	$176,504,415
Pee Dee	$181,728,041
S.C. Appalachian	$52,160,000
Upper Savannah	$403,000,000
Waccamaw	$2,129,357,000
TOTAL	**$3,953,599,747**

**Please note that the costs represented in this table are those costs associated with the transportation needs as submitted by the MPOs and COGs within a specific COG area. Not all needs were submitted with associated costs.*

4.3 Strategic Corridor Congestion Analysis

This section describes the methodology used for analyzing the congestion on the Statewide Strategic Corridor Network and the results of the analysis.

4.3.1 Methodology

The 2010 Highway Capacity Manual (HCM) provides different methodologies for analyzing multi-lane and two-lane highways based upon the cross section and character of the roadway. For example, the Level of Service (LOS) criteria for multi-lane highways with two or more miles between traffic signals is based upon density, while criteria for two-lane highways with two or more miles between traffic signals is based upon average travel speed, percent time spent following (HCM Exhibit 15-3), or percent free-flow speed. Due to the varying nature of HCM methodologies relating to the identified Strategic Corridors, a single analysis metric was defined to provide a direct comparison between Strategic Corridors. The metric used in the analysis of the Strategic Corridors was "adjusted vehicle-hours lost per mile," and is defined as follows:

- Total vehicle-hours lost on the segment (for Strategic Corridor segments of less than one mile in length)

- Vehicle-hours lost on the segment divided by the segment length (for Strategic Corridor segments of one mile or greater)

Vehicle-hours lost (VHL) is defined as the total time lost by all drivers traveling a roadway segment between the hours of 7 AM and 7 PM on the average day, and is calculated by the following formula:

$$VHL = \left(\frac{Segment\ Length}{Average\ Speed\ 7AM\ to\ 7PM} - \frac{Segment\ Length}{Free\ Flow\ Speed}\right) x\ AADT\ x\ 0.8$$

The data utilized and calculations implemented to determine the vehicle-hours lost are discussed in detail below.

4.3.2 Data and Calculations

4.3.2.1 Probe Speed Data

The speed information on South Carolina's Strategic Corridors was obtained from historical probe speed data. Probe speed data sources collect speed information along roadway segments in South Carolina every few seconds from millions of anonymous GPS-enabled vehicles and mobile devices, as well as traditional road sensors, which provide SCDOT with accurate real-time and historical traffic speed information. For roadways where probe speed data was not available, a constant was determined for urban and rural segments representing the average hours lost.

The average speed variable for each Strategic Corridor segment was derived from the probe speed information averaged over all Tuesdays, Wednesdays, and Thursdays from September 2012 to September 2013 for the 12 study hours. The Free-Flow Speed (FFS) for each Strategic Corridor segment was derived from the maximum average speed on the segment over all Tuesdays, Wednesdays, and Thursdays from September 2012 to September 2013.

In addition to the speed data, the Strategic Corridor segment length, in miles, was derived from the probe speed data.

4.3.2.2 Average Annual Daily Traffic (AADT)

The AADT used in the VHL calculation was determined from the SCDOT count stations along the Strategic Corridors in 2012. For Strategic Corridor segments without SCDOT count stations, substitute traffic volume data was derived from adjacent count stations.

Because the time period being analyzed to determine VHL was between 7 AM and 7 PM, a factor of 0.8 was used to represent the percentage of AADT on the roadway segment between 7 AM and 7 PM.

4.3.2.3 Adjusted Vehicle-Hours Lost per Mile

An adjusted VHL per mile metric was used to compare and rank the respective levels of congestion for the individual Strategic Corridor segments. The raw VHL value was adjusted based upon segment length, as previously discussed, because some Strategic Corridor segments with extremely short lengths were artificially being represented as causing exceedingly high VHL per mile. Therefore, Strategic Corridors with a segment length of less than one mile were not analyzed on a per-mile basis.

4.3.3 Results

Using the above described methodology and the data sources, the congestion analysis for Strategic Corridor network was conducted. **Table 4-10** summarizes the top 20 congested Strategic Corridor Network segments. Detailed segment summaries for the entire Strategic Corridor Network are provided in **Appendix B**. **Figure 4-10** through Error! Reference source not found.**Figure 4-14** illustrate the top 100 congested Strategic Corridor segments. As can be observed from these figures, majority of the top congested Strategic Corridor segments are located in the vicinity of major cities such as Columbia, Charleston, Greenville/Spartanburg and Myrtle Beach.

Table 4-10: Top 20 Congested Strategic Corridor Segments

Road	Segment Between			Length	Adjusted VHL Per Mile	Rank	County
US 17A	US-78/5th North St/E 5th St N	&	I-26	1.55	295.8	1	Dorchester
US 501	US-501/SC-544	&	SC-31/Carolina Bays Pkwy	6.15	245.8	2	Horry
US 17	SC-171/Wesley Dr	&	W Oak Forest Dr	1.40	213.0	3	Charleston
US 17	W Oak Forest Dr	&	I-526 (Charleston)	2.09	201.6	4	Charleston
US 378	SC-6/N Lake Dr	&	US-1/Main St/Old Chapin Rd/Augusta Hwy	0.99	200.2	5	Lexington
US 378	Pineview Rd/Hallbrook Dr	&	I-77/Veterans Rd	2.20	189.5	6	Richland
US 378	I-77/Veterans Rd	&	US-76/SC-760/SC-16	1.78	186.2	7	Richland
US 378	Mineral Springs Rd	&	SC-6/N Lake Dr	1.65	172.1	8	Lexington
SC 171	SC-30/James Island Expy	&	Camp Rd	1.19	162.3	9	Charleston
US 17	I-526/Chuck Dawley Blvd	&	S Shelmore Blvd	1.71	159.2	10	Charleston
US 378	US-76/Bull St	&	US-321/US-21/US-176/Huger St	0.99	141.6	11	Lexington
US 1	Rabon Rd	&	I-77	0.97	140.5	12	Richland
US 123	Prince Perry Rd/Rock Springs Rd	&	SC-93/E Main St	0.91	139.4	13	Pickens
US 78	US-52/Rivers Ave	&	I-26 (Charleston) (West)	1.84	133.8	14	Charleston
US 17	SC-517/Isle of Palms Conn	&	I-526 (Mount Pleasant)	1.96	133.5	15	Charleston
SC 171	US-17/Savannah Hwy	&	SC-700/Country Club Dr/Maybank Hwy	1.06	133.2	16	Charleston
US 123	SC-93/E Main St	&	S B St/Brushy Creek Rd	1.15	131.0	17	Pickens
US 17	SC-41	&	Long Point Rd	1.34	129.9	18	Charleston
US 378	US-1/Gervais St/Millwood Ave	&	US-76/Bull St	0.94	129.5	19	Richland
US 17	Garden City Conn/Indigo Club Dr	&	SC-17 Bus	2.07	126.5	20	Horry

Figure 4-10: Top 100 Congested Strategic Corridor Segment Locations

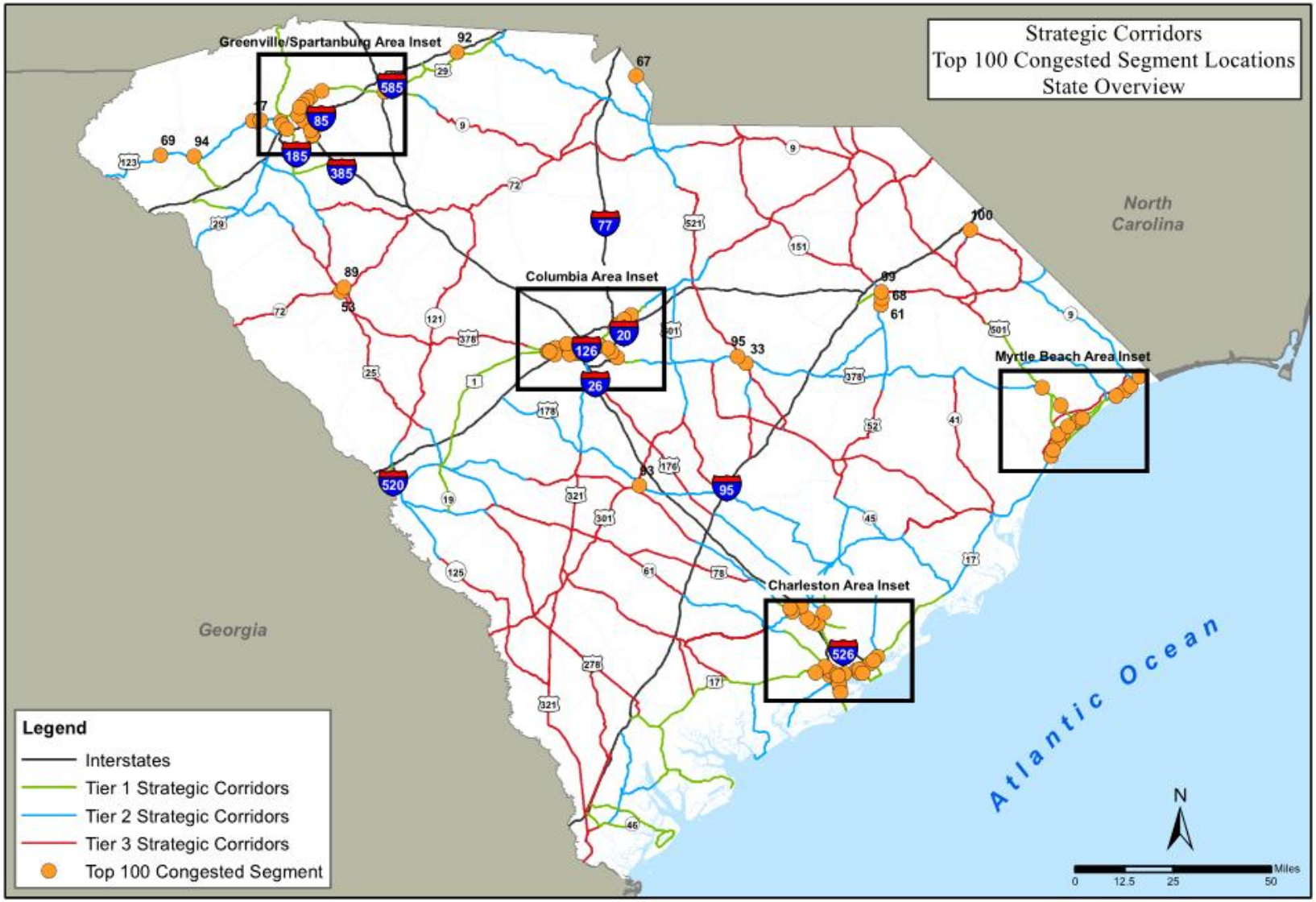


Figure 4-11: Top 100 Congested Strategic Corridor Segments – Charleston Area

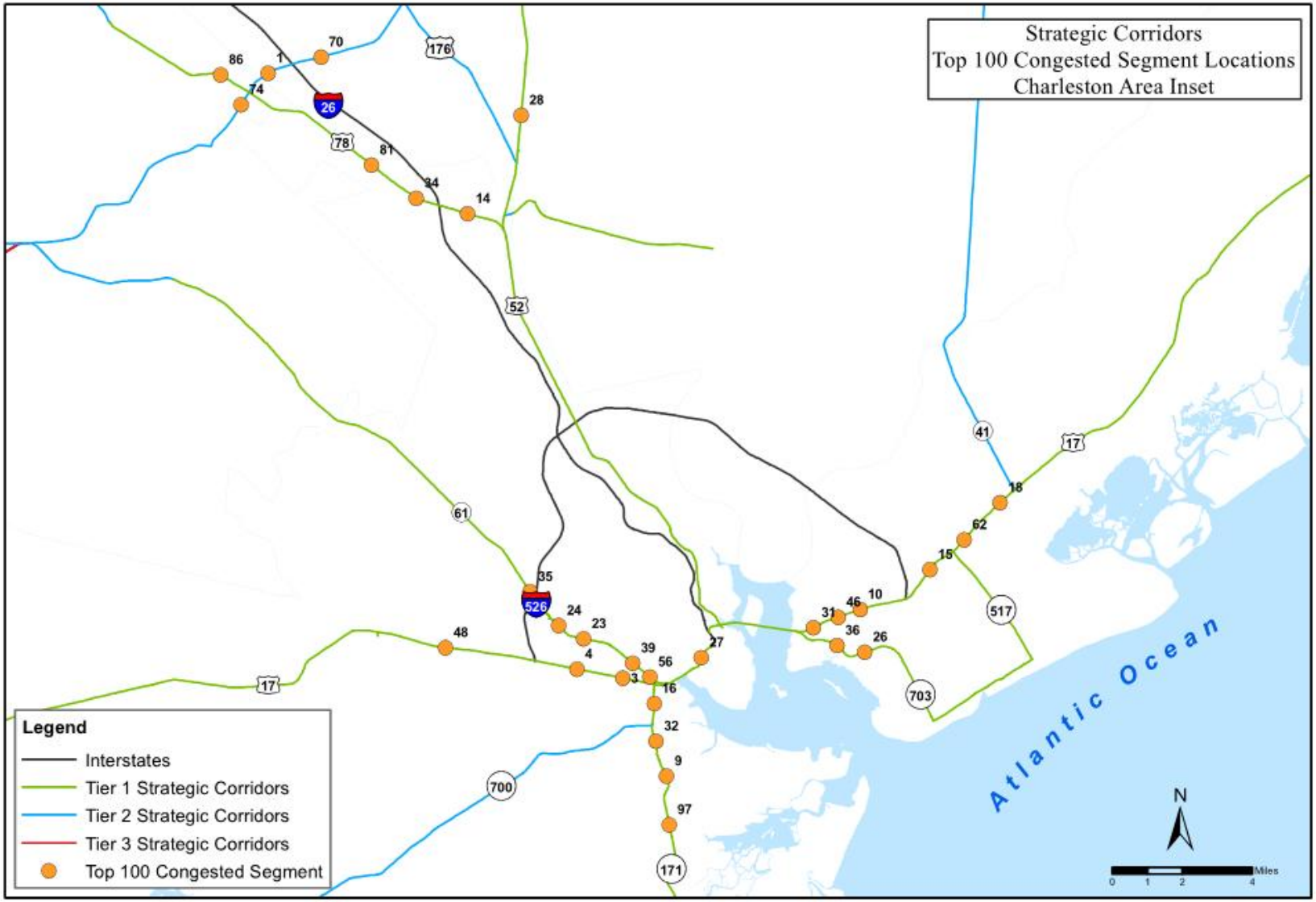


Figure 4-12: Top 100 Congested Strategic Corridor Segments – Columbia Area

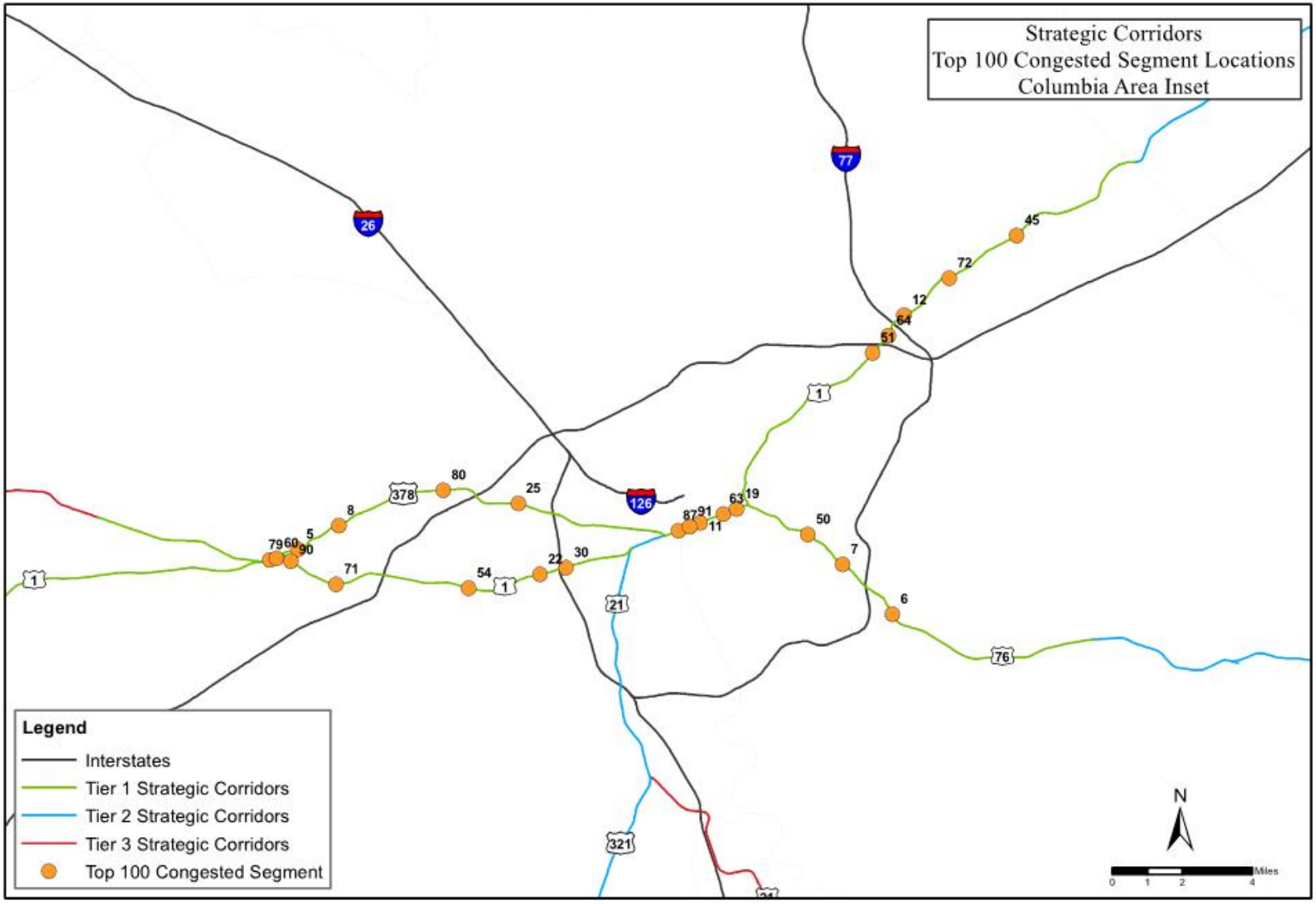


Figure 4-13: Top 100 Congested Strategic Corridor Segments – Greenville/Spartanburg Area

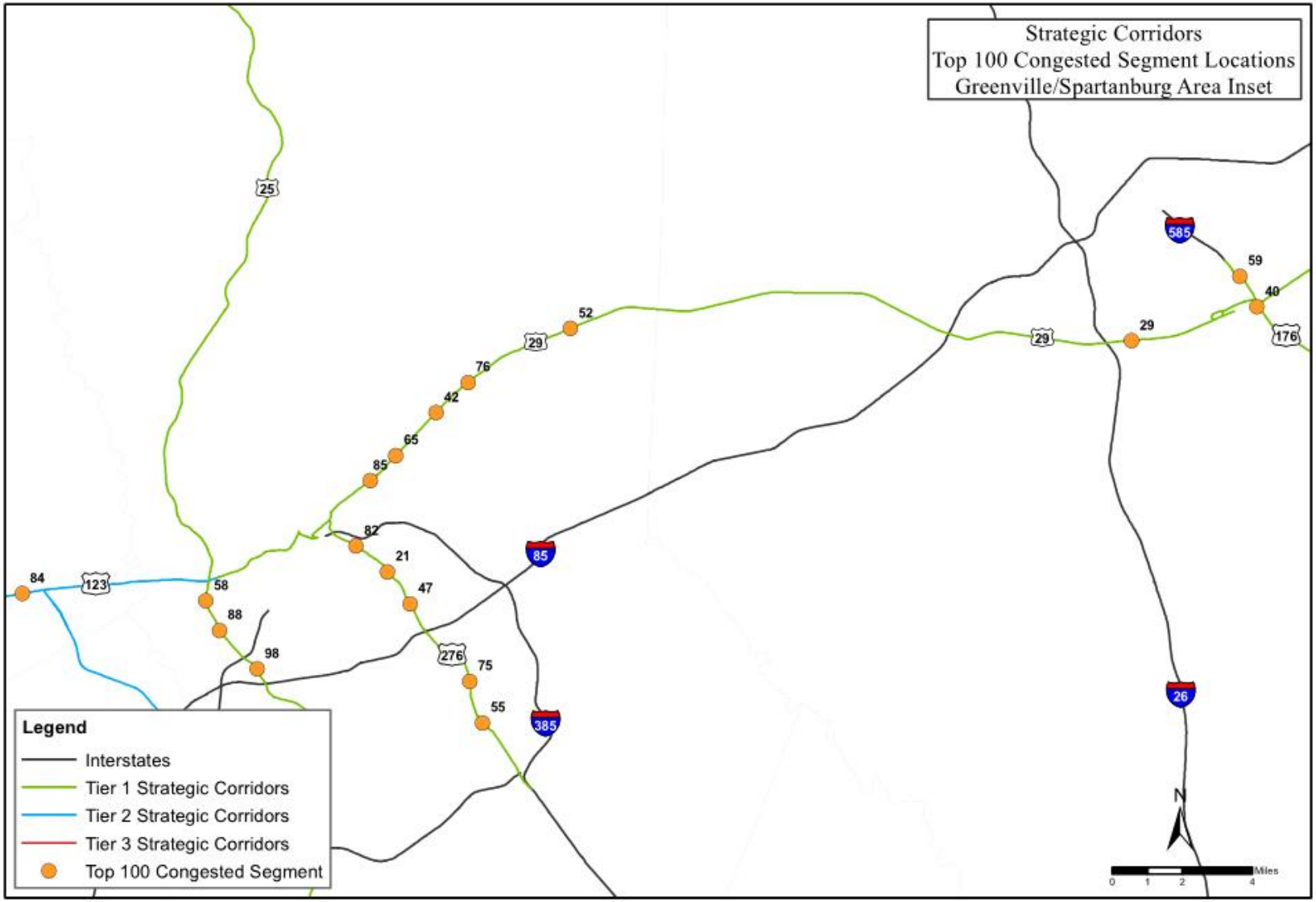
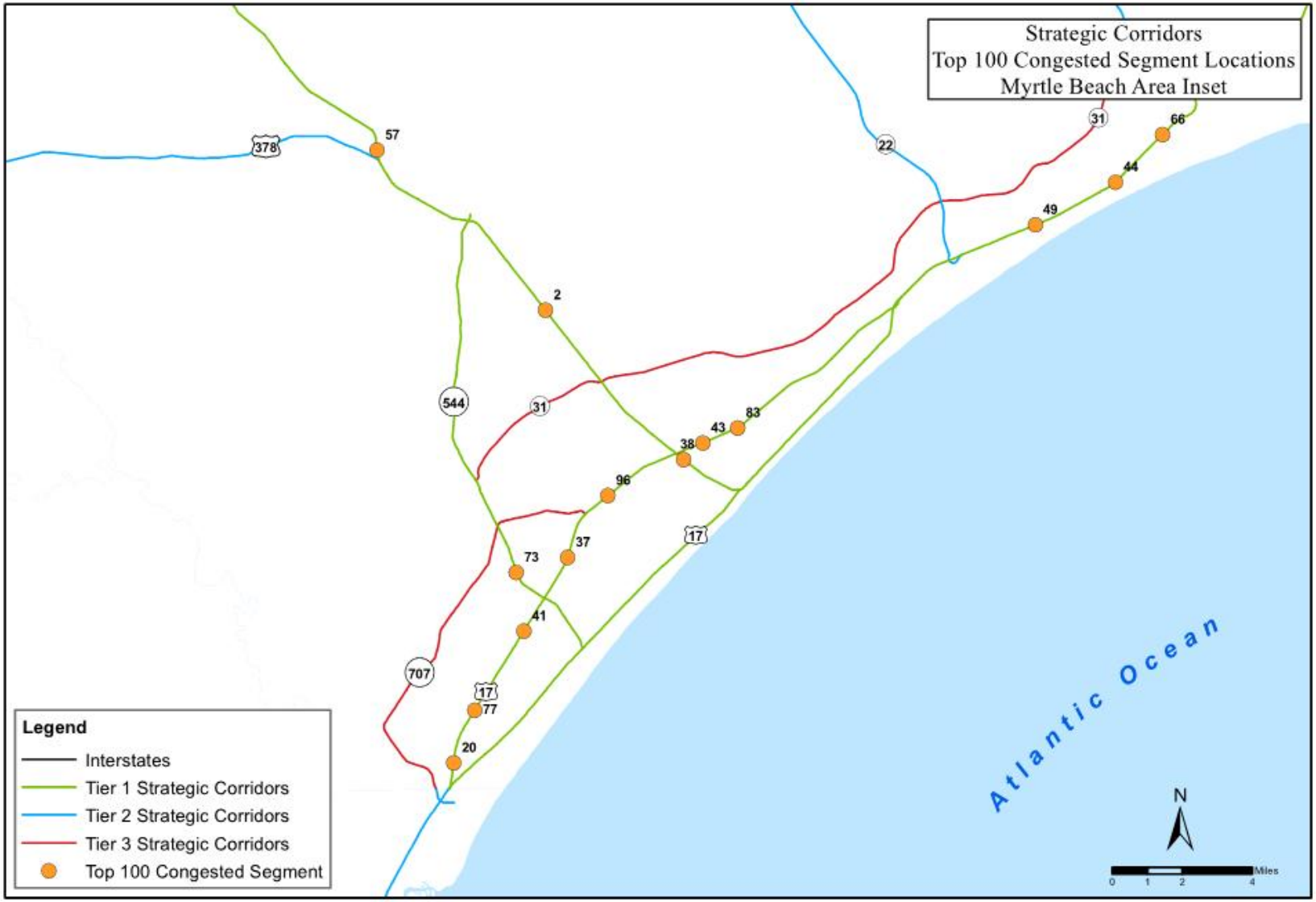


Figure 4-14: Top 100 Congested Strategic Corridor Segments – Myrtle Beach Area



4.4 Existing and Future Strategic Corridor Level of Service (LOS)

The South Carolina Statewide Travel Demand Model (SWM) was developed for the SCDOT as part of the 2040 MTP. The 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. The SWM also included a truck model. The model was constructed in July of 2014 in the TransCAD 6 modeling software with a customized and user friendly graphical user interface for managing, running, and producing output analysis of model scenarios.

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. The SC SWM provides information on traffic data by trip purpose including auto and truck vehicle types. The auto volumes can be further defined by urban and rural and by home-based work, home-based other, non-home-based, and external trips. The truck volumes can be further defined by local trucks, long distance trucks, and external trucks.

The outputs from the SC SWM were utilized to analyze the existing and future year Level of Service (LOS) on the Strategic Corridor Network. **Figure 4-15** and **Figure 4-16** summarize the existing and future year LOS on the network respectively. **Table 4-11** shows the centerline miles in each LOS classification. With no improvements to the Strategic Corridor Network, beyond those already considered committed, LOS will deteriorate with fewer lane miles (74 percent) having LOS A and B in 2040 than in 2010 (88 percent. **Figure 4-17** provides a composite view of the Strategic Corridor Network showing the current top 100 congested segments based on probe data, segments with a projected 2040 LOS of C or higher, and the locations of MPO and COG identified projects.

Table 4-11: Strategic Corridor Lane Miles with LOS Information

LOS	Existing Year 2010	Percent	Future Year 2040 E+C	Percent
A	2,463	70%	1,707	49%
B	643	18%	876	25%
C	316	9%	568	16%
D	55	2%	154	4%
E	26	1%	130	4%
F	19	0%	86	2%
TOTAL	**3,522**	**100%**	**3,522**	**100%**

Figure 4-15: Existing 2010 Conditions – Strategic Corridors

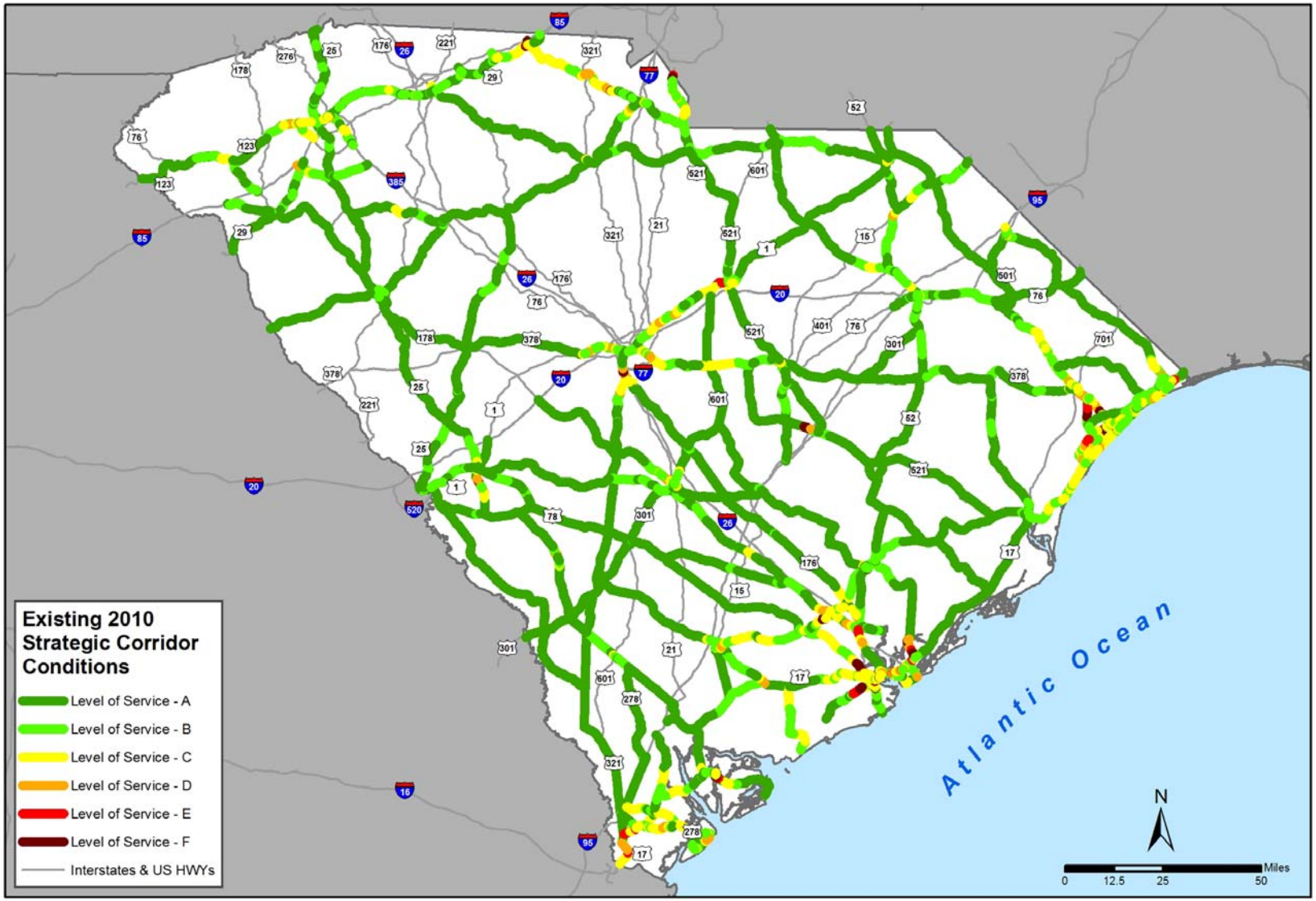


Figure 4-16: Future 2040 Conditions – Strategic Corridors

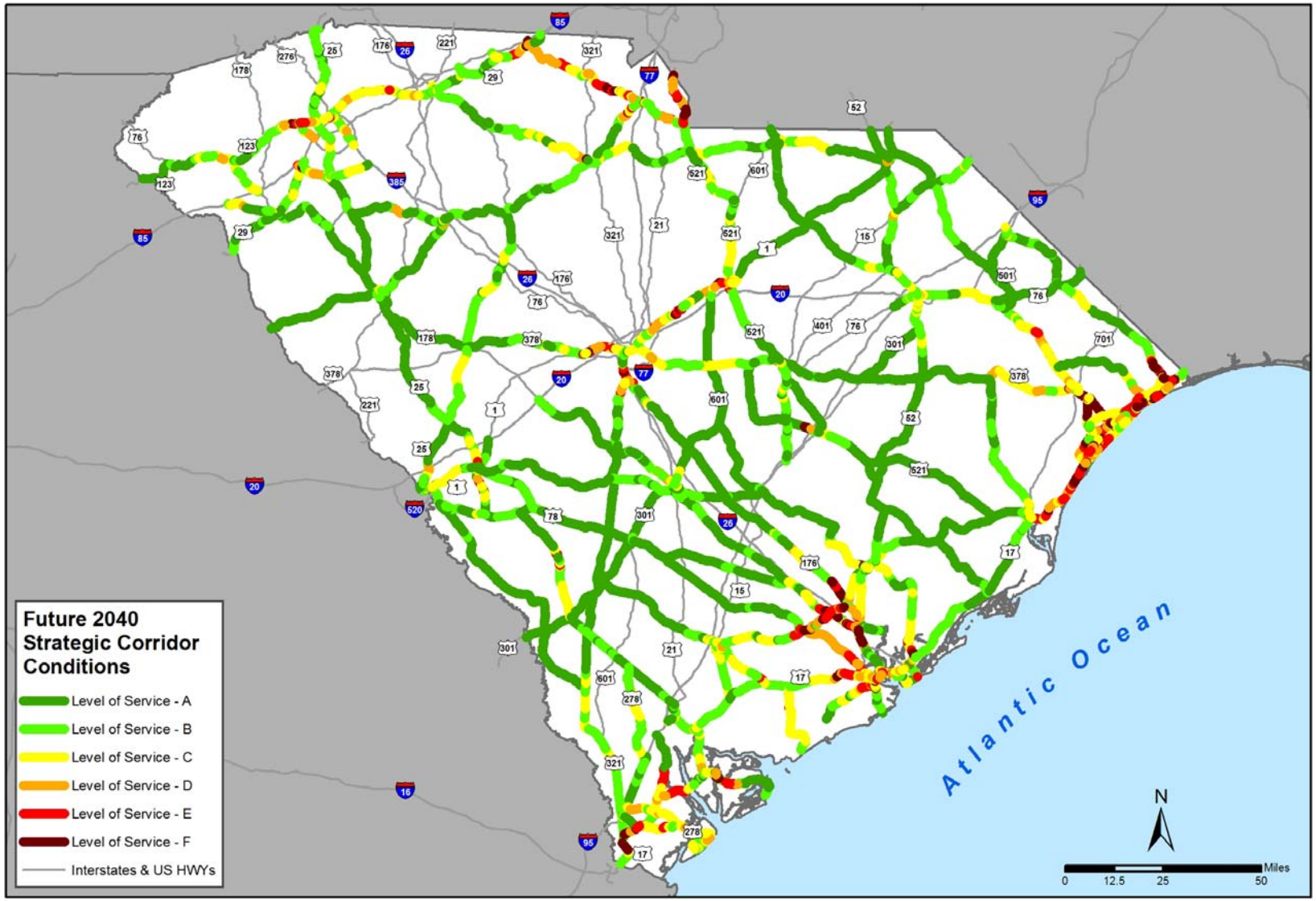
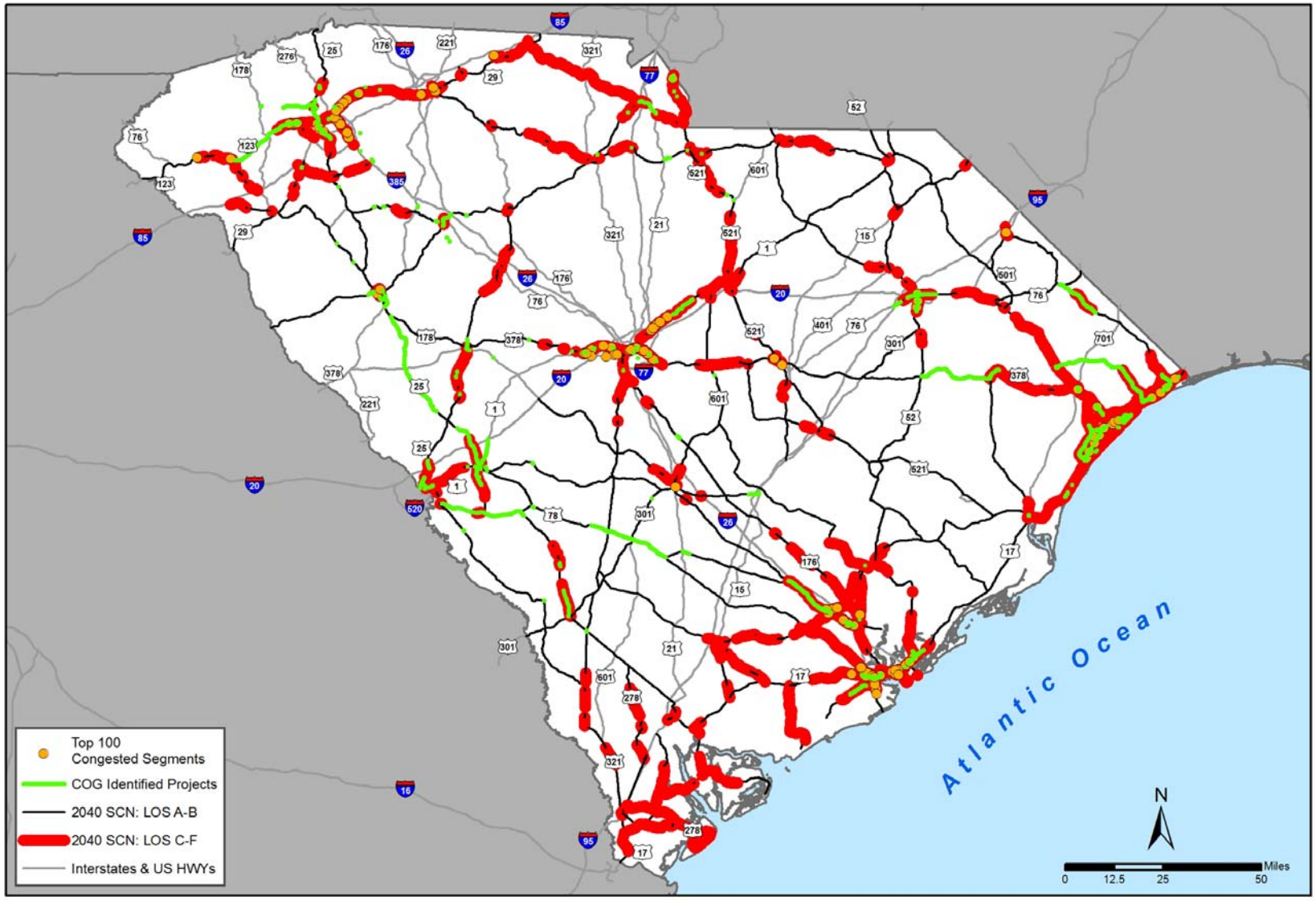


Figure 4-17: Current Congestion, 2040 V/C and Identified Projects – Strategic Corridors



4.5 Congestion Management Strategies

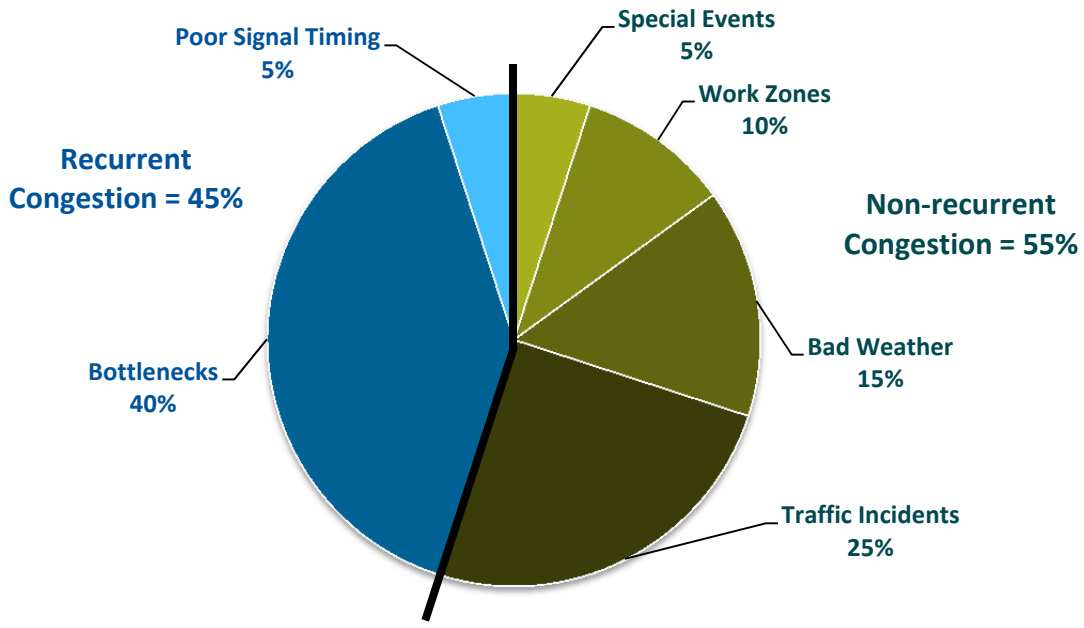
In addition to developing the Statewide Strategic Corridors Network, SCDOT recognizes the importance of identifying potential congestion management strategies currently being promoted or which can be implemented throughout the state especially on the Statewide Strategic Corridors Network.

The continued growth in travel along with limited funding for roadway expansion and improvement projects is exceeding South Carolina's ability to provide sufficient roadway capacity in critical areas. In addition, high construction costs, constrained right-of-way, and environmental factors are leading to context-sensitive solutions to mitigate the detrimental effects of congestion while optimizing the use of limited public funding.

> *"Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods."*
>
> *Federal Highway Administration, Congestion Management Process: A Guidebook, 2011*

According to Federal Highway Administration (FHWA), congestion management is a primary strategy agencies use to operate facilities. **Figure 4-18** illustrates a variety of factors, both recurring and nonrecurring, which cause congestion. Nationally, non-recurrent congestion totals 55 percent and includes traffic incidents, bad weather, work zones, and special events. Recurrent congestion totals 45 percent and includes bottlenecks, and poor signal timing.

Figure 4-18: Causes of Congestion in the United States



Source: FHWA, Office of Operations

FHWA has designated congestion mitigation as one of its "vital few" priorities and is targeting resources to develop and sustain regional partnerships to address all aspects of congestion. Various operational and management strategies and methods exist for mitigating congestion and its impact on roadway users. For example, to combat recurring congestion in the freeway environment, SCDOT undertakes freeway management and traffic operations through policies, strategies, and actions to enhance mobility. These strategies include roadway improvements such as widening and bottleneck removal, operational improvements, ramp management and control, and managed lanes. Mitigation techniques for nonrecurring congestion include management of incidents, work zones, road weather, and planned special events. All of these strategies center on promoting efficiency, streamlining the movement of people and goods, and "getting more out of facilities already in place."[2]

Example Projects

COG: Waccamaw

Location: SC 9 from S-26-57 to the US 17 Interchange

Description: Construct plantable median with appropriate median opening spacing between full movement signalized intersections and partial movement left turns

SCDOT, MPOs and COGs can use a "toolbox" of many congestion management strategies. Listed below are a few potential Congestion Management strategies that will help alleviate congestion on the Strategic Corridor network. These sample strategies have been organized into three categories including: Roadway Operational Improvements; Alternative Mode Support Strategies; and Demand Management Strategies. Each strategy includes a brief description.

4.5.1 Roadway Operational Improvements

These strategies focus on improving traffic operation by getting more out of South Carolina's current infrastructure rather than building new infrastructure. Many of these operations-based strategies are supported by the use of enhanced technologies or Intelligent Transportation Systems (ITS).

4.5.1.1 Access Management

Access management is the planning and coordination of the location, number, spacing, and design of access points such as driveways and street connections, medians and median openings, traffic signals, and intersections. It includes policies, design criteria, and facilities that minimize the number of driveways and intersecting roads accessing a main road.

Impact on Congestion — Access management results in fewer crashes, higher average vehicle speeds, and more vehicle throughput. In addition, access management strategies complement the needs of pedestrians and bicyclists, such as reducing the number of driveways across a sidewalk. In other situations, access management could have negative consequences for these modes by reducing the number of signalized crossings and increasing exposure to higher-speed traffic, so analysis is required to understand the impacts. Conventional access management strategies do nothing to encourage higher vehicle occupancy or to discourage peak-hour vehicle use. The ability to effectively manage

[2] "Congestion Mitigation." Federal Highway Administration Web site, http://ops.fhwa.dot.gov/congestionmitigation/congestionmitigation.cfm.

access on and off the Strategic Corridor network could increase roadway capacity, improve safety by reducing crashes, and decrease travel times.

4.5.1.2 Improving Traffic Signalization

Optimizing traffic signal timing can improve travel times along congested corridors. However, control systems vary in the extent which they adapt to current conditions and in the extent that they synchronize with a larger signalized network. For instance, signals may be pre-timed and isolated, pre-timed and synchronized, actuated by events such as the arrival of a vehicle, pedestrian, bus, or emergency vehicle. Signals may also be set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions. Traffic signalization or Transportation Systems Management (TSM) offers lower cost techniques and encourages coordination of transportation improvements, and represent another performance-driven approach for addressing congestion and safety issues.

Impact on Congestion — Good signal timing can greatly reduce delay at intersections, travel time, and stop time. However, more complex systems do not always produce better results. Systems with transit signal priority have reduced transit travel times although sometimes at the expense of other vehicles. Signals can also be used to better accommodate pedestrian and cyclists at intersections, but signal phasing that maximizes vehicle throughput may do so at the expense of these other modes. In general, signal phasing that reduces vehicle delay does nothing to discourage peak-hour vehicle use.

Example Projects

COG: Lower Savannah

Location: US 25 and S-45

Description: Addition of turn lanes and intersection realignment

4.5.1.3 One-Way Streets

Converting streets to one-way operations establishes or removes pairs of one-way streets in place of a standard two-way street. This could include modifying the one-way or two-way nature of side streets in order to impact traffic patterns on a mainline corridor. Systems of one-way streets facilitate signal synchronization and can reduce the need for disruptive right- and left-hand turns, thus enabling higher speeds and more capacity along arterials.

Impact on Congestion —While there are generally fewer crashes on one-way streets (including those involving pedestrians), seemingly due to simpler intersection designs, it is also possible that higher volumes of faster traffic make streets more dangerous for pedestrians and cyclists. In addition, one-way streets do nothing to encourage higher vehicle occupancy and to discourage peak-hour vehicle use.

Example Projects

COG: Waccamaw

Location: US 17

Description: Improved coordination of traffic signals within Garden City, Myrtle Beach and Surfside Beach

4.5.1.4 Geometric Improvements to Roads and Intersections

Such strategies include the addition or reconfiguration of turning lanes, lane widening, realignment of intersecting streets, and improved acceleration or deceleration lanes at interchange ramps. Removal of a physical constriction that delays travel, such as widening an underpass, providing lane continuity (i.e., replacing a two-lane bridge that connects pieces of four-lane roadway), or eliminating a sight barrier. Such strategies may be applied to highways, arterials, or local streets.

Impact on Congestion — These strategies are most able to make a difference for congestion caused by physical bottlenecks. Remedying these problem situations can help make the most of existing road capacity and improve overall traffic flow. However, geometric changes to promote vehicle flow on arterials and local streets can potentially have negative consequences for alternative modes competing for the same space. Furthermore, none of these sorts of strategies encourage higher vehicle occupancy nor discourage peak-hour vehicle use.

4.5.1.5 Advanced Parking Systems

Advanced parking systems help drivers find or reserve parking, automatically store cars within the facility, enable wireless and/or electronic payment, and/or convey real-time information regarding the status of a lot or metered space. Such systems are thought to decrease congestion both on local streets, by reducing the need to circle in search of parking, and within parking facilities, by helping motorists find and pay for parking more quickly. In some situations, real-time information about downstream parking sites can also help motorists make more informed mode-choice or route decisions.

Impact on Congestion — Traffic flow impacts in a downtown urban area with real-time parking availability signs include reduction in travel time, vehicle delay, and provide an intersection volume increase.

4.5.1.6 Dynamic Messaging

Traveler information systems, such as dynamic messaging uses changeable message signs to warn motorists of downstream queues, directs through-traffic to alternate lanes, provides travel time estimates, provides alternate route information, or provides information about special events, weather conditions, or other incidents. This particularly refers to messaging that is highly responsive to current conditions, such as using automated detection systems and remote surveillance. Such systems are thought to mitigate congestion by diverting traffic to alternate routes and by helping to prevent new incidents by diminishing speed differentials and collisions related to queuing or other temporary conditions.

Impact on Congestion — Dynamic messaging has been found to significantly reduce non-recurrent congestion, but users stress the need for dynamic messaging to be current and responsive to changing driving environments.

4.5.1.7 Incident Management Systems

Faster responses to traffic incidents are another operational strategy. Incident management systems are technical and procedural systems which assist in the efficient handling of incidents, such as emergency response, highway service patrol, highway advisory radio, and incident detection. In addition, identifying weather and road surface problems and rapidly targeting responses increases operations.

Impact on Congestion — Incident management systems have been shown to significantly reduce nonrecurring congestion, improving incident clearance time and reduce the rate of secondary crashes.

4.5.1.8 Special Events and Work-Zone Planning

Anticipating and addressing special events, including emergency evacuations, which cause surges in traffic is an important operational strategy. This area focuses on procedures and systems for managing the impact on traffic of construction projects, disasters, or irregular events drawing large crowds.

Impact on Congestion — Successful planning can significantly reduce nonrecurring congestion associated with special events.

4.5.2 Alternative Mode Support Strategies

Improving transit operations, improving access to transit, and expanding transit service can help reduce the number of vehicles on the road by making transit more attractive or accessible. These strategies may be closely linked to the other strategies. As with traffic operations, transit operations are often enhanced by ITS.

Example Projects

COG: Catawba

Location: LPA Route on US 21

Description: US 21 has been identified to be the locally preferred alternative for the eventual incorporation of a bus rapid transit operation

4.5.2.1 Public Education and Promotion

A lack of understanding of available transportation options has been identified as a major barrier to alternative mode use. Marketing and public education programs can help overcome that barrier, effectively making the use of those alternative modes more convenient.

Impact on Congestion — While the impact of mass marketing campaigns on ridership is inconclusive, targeted marketing to specific groups has proven more successful.

4.5.2.2 Interregional Transit and Commuter Services

A coordinated effort to provide transit and commuter service alternatives in communities, using existing or low cost resources, can be beneficial to the development of public transit statewide, and also can assist in efforts to relieve traffic congestion, improve air quality and assure energy conservation. For example, shuttle services are a subset of public transportation using vans, shuttles, or small buses to fill gaps in the transportation system, often serving very small or particular market segments. They may follow either fixed or variable routes, and may operate either according to a fixed schedule or only by demand, including demand-response paratransit, circulator shuttles, night shuttles on college campuses, airport shuttles, and business-specific.

Impact on Congestion – While commuter services, such as shuttle services, are likely to have a negligible impact on overall congestion these services may enable some motorists to replace or shorten vehicle trips. This strategy may complement other strategies and work together towards reducing VMT and vehicle usage. In addition, shuttle users themselves may encounter less congestion delay if shuttle vehicles are able to utilize HOV facilities, bus only lanes, or signal preemption along their routes.

4.5.2.3 Ridesharing Programs

These programs facilitate carpool formation, including ride-matching services, group taxi services and vanpool programs. While ride-matching usually implies the use of passenger-owned vehicles,

vanpooling may utilize van fleets owned by an implementing agency or private company, differing from shuttle services in their reliance on passengers to act as volunteer drivers.

Impact on Congestion – Rideshare programs are most effective when combined with financial incentives such as parking cash-out or subsidies. Thus, although the impact of isolated rideshare programs on regional congestion may be negligible in most areas, such programs reduce VMT and complement other strategies designed to reduce peak-hour vehicle use. In addition rideshare participants may themselves experience less congestion delay if they are able to utilize HOV lanes and priority parking.

4.5.3 Demand Management Strategies

Travel Demand Management (TDM), nonautomotive travel modes, and land use management can all help to provide travelers with more options and reduce the number of vehicles or trips during congested periods on the Strategic Corridor network. These include strategies that substitute communication for travel, or encourage regional cooperation to change development patterns and/or reduce sprawl.

4.5.3.1 Traveler Information, Public Relations, and Marketing

Traveler information can be used to notify travelers of transportation options, to promote particular options, and to tailor options to traveler needs and preferences. All of these types of traveler information can be used to help travelers avoid congested conditions and to opt for alternatives which contribute less to congestion. Information may be disseminated to the public via broadcast media, written materials, signage, websites, hotlines, handheld devices, or in-vehicle devices. Marketing activities may additionally include surveys, user feedback, and market-based planning to better tailor transportation alternatives to users' needs and preferences.

Impact on Congestion — Information about traffic conditions and special events has been shown to influence travel choices and help users avoid and reduce congestion. Transit route, fare, and schedule information are essential aspects of mode choice decisions and their distribution may influence ridership.

4.5.3.2 Parking Management and Pricing

These are strategies which reduce the availability of free parking places, especially in locations served by congested routes. Parking management may be in the form of area-wide policies or may be specific to particular sites. Policies might include lowering the maximum or reducing the minimum number of spaces permitted per employee, household, or 1,000 square-feet of office space; increasing the share of spaces reserved for HOV vehicles; introducing or raising parking fees; providing cash-out options for employees not utilizing subsidized parking spaces; and expanding parking at transit stations and park-and-ride lots.

Impact on Congestion — Because parking is a necessary component of most vehicle use, parking management has been shown to have a dramatic effect on travel choices, increasing transit use and vehicle occupancy. However, such policies have generally not been implemented widely enough to document significant reductions in Vehicle Miles Traveled (VMT) or congestion.

4.5.3.3 Telecommuting Programs

Telecommuting programs enable employees to telecommute to substitute for physical travel to a worksite. Such programs may include employer policies enabling employees to work at home, or the establishment of telework centers to serve as alternate worksites for telecommuters, or regional campaigns to promote telecommuting, such as through education, technical assistance, and financial incentives such as tradable credits.

Impact on Congestion — Telecommuting has the potential to reduce peak-hour VMT substantially by doing away with the commute trip. However, few employees actually do telecommute, and among those that do, there is wide variation in how often and in what way, making VMT and congestion impacts variable and difficult to estimate. For instance, employees telecommuting only for part of the day would not reduce their VMT, but may shift one half of their commutes to an off-peak time, and therefore decreasing their contributions to congestion. In addition, there is evidence that telecommuting enables some employees to live farther from work, that employees working at home may increase other trip-making during the day, and that the growth in telecommunications in general has stimulated more and not less travel overall, all of which may undermine some of the benefits of telecommuting.

4.5.3.4 Flexible Work Schedules

Flexible work schedules allow flextime, a compressed work week, or staggered shifts that enable employees to reduce peak-hour trip-making.

Impact on Congestion — Commute VMT has been shown to diminish among employees on flexible work schedules. However, the overall Impact on congestion has been negligible, since such a small share of the work force uses flexible schedules. There may be more of an effect observed if more employees were able to adopt flexible schedules. Furthermore, those who do adopt flexible schedules are able to reduce their personal exposure to congestion.

5. CONCLUSIONS

The purpose of the Statewide Strategic Corridors Network (SSCN) is to develop a focused strategic system of roadways. After the interstate system, the SSCN represents the second most significant network of corridors that are critical to interregional mobility for the state. To enhance the future performance of the SSCN, the following strategies should be pursued:

- Work with stakeholders to advocate the importance of the SSCN to statewide mobility and economic competitiveness
- Coordinate with MPOs, COGs, and transit providers to integrate the SSCN into their transportation planning processes
- Update Act 114 ranking processes to determine statewide prioritization of needs on the SSCN
- As appropriate, develop Corridor Management Plans for deficient SSCN segments to identify specific strategies and improvements

5.1 Implementation

The Strategic Corridor Network is a critical component of the state's highway system and provides regional mobility to residents and tourists, as well as both small and large companies that do business and provide employment opportunities in South Carolina. Recently developed tools will allow SCDOT and their MPO and COG planning partners to better analyze and optimize future investments in these roadways.

The recently developed tools include:

- A comprehensive database of current speed information provided by probe vehicles for all roads in the Interstate and Strategic Corridor networks, 24-hours a day, seven days and week to identify congested locations, as well as the severity and duration of congestion.
- A Statewide Travel Demand Model (SWM) designed to project future traffic volumes, including truck volumes, and Level of Service (LOS) on the existing road network and on alternative networks with potential improvements and additions.
- A Prioritization Tool designed to meet the requirements of South Carolina's Act 114 legislation, which includes capabilities to rank segments of the Strategic Corridor Network with projected capacity needs using Act 114 criteria, namely Congestion, Safety, Truck Traffic, Environmental, Economic Development, Financial Viability, and Pavement Condition.

The overlaying of information from these new data sources with project locations identified by MPOs and COGs, as shown previously in Figure 4-17, is a preliminary example of the output from these tools that can guide and support future SCDOT planning efforts to implement needed improvements on the Strategic Corridor Network in a systematic, objective manner, consistent with the requirements of Act 114.

APPENDIX A: 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 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 Statewide Strategic Corridor Network, 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 Statewide Strategic Corridor Network. 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 tier of the Statewide Strategic Corridor Network. Roadway segments for each corridor were analyzed. This assessment reviewed multiple resource areas to determine impacts to cultural, natural, and social resources for those roadway segments located within the Statewide Strategic Corridors Network. Those resource areas include:

- Wetlands,
- Threatened and endangered species, and
- Cultural resources.

SCDOT established a scoring system to rank each resource area. Wetlands and cultural resources were scored by the amount of acres 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 a roadway segment and 2 indicating significant amount of observations. After assessment of each area, the scores are averaged to develop a total resource ranking for the roadway segments along the corridors and arrange them into a three-class ranking system.

This three-class ranking is displayed in **Figure A-1** as Low, Medium, and High. Roadway 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, roadway segments ranked High will have significant impacts due to the strong presence of environmental resources within the area of the segment. Percentages were calculated using the amount of roadway segment assessed with a specific ranking (Low, Medium, and High) divided by the total amount of roadway segments within a specific tier (Tier 1, Tier 2, and Tier 3). **Figure A-1** illustrates the environmental impact of the Statewide Strategic Corridor Network.

Table A-1 displays the results of the environmental analysis as organized by rank and tier to provide a general illustration of the corridors within each tier and how they may impact the identified resources. Overall, the majority of the roadway segments on Statewide Strategic Corridor Network are ranked Medium with approximately 16 percent of roadway segments ranked as High. Roadway segments ranked High are generally found in the coastal plain and inner coastal plain with a significant amount of water bodies such as around Lake Marion and Lynches River. Further inland shows a prominence in roadway segments being ranked Low and Medium.

Table A-1: Enivronmental Impact of Statewide Strategic Corridors

Tier	Environmental Impact Ranking		
	Low	Medium	High
1	29%	48%	23%
2	16%	64%	20%
3	13%	77%	10%
Overall	**17%**	**68%**	**15%**

Tier 1 corridors have the highest amount of roadway segments ranked Medium as shown in **Figure A-2**. Tier 1 roadways with High environmental impact are observed in the coastal region and near Charleston.

Figure A-1: Environmental Impact of Statewide Strategic Corridor Network

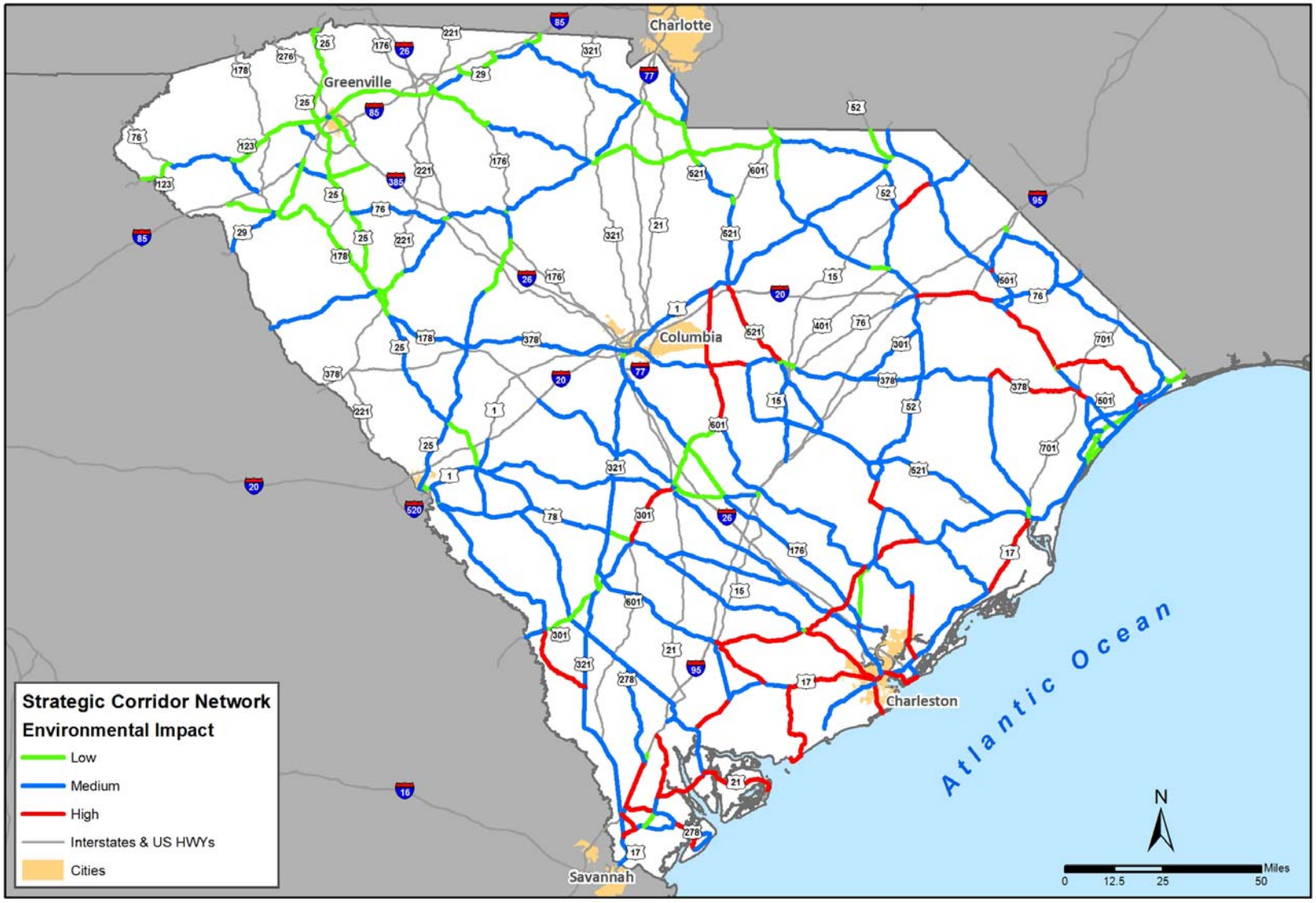
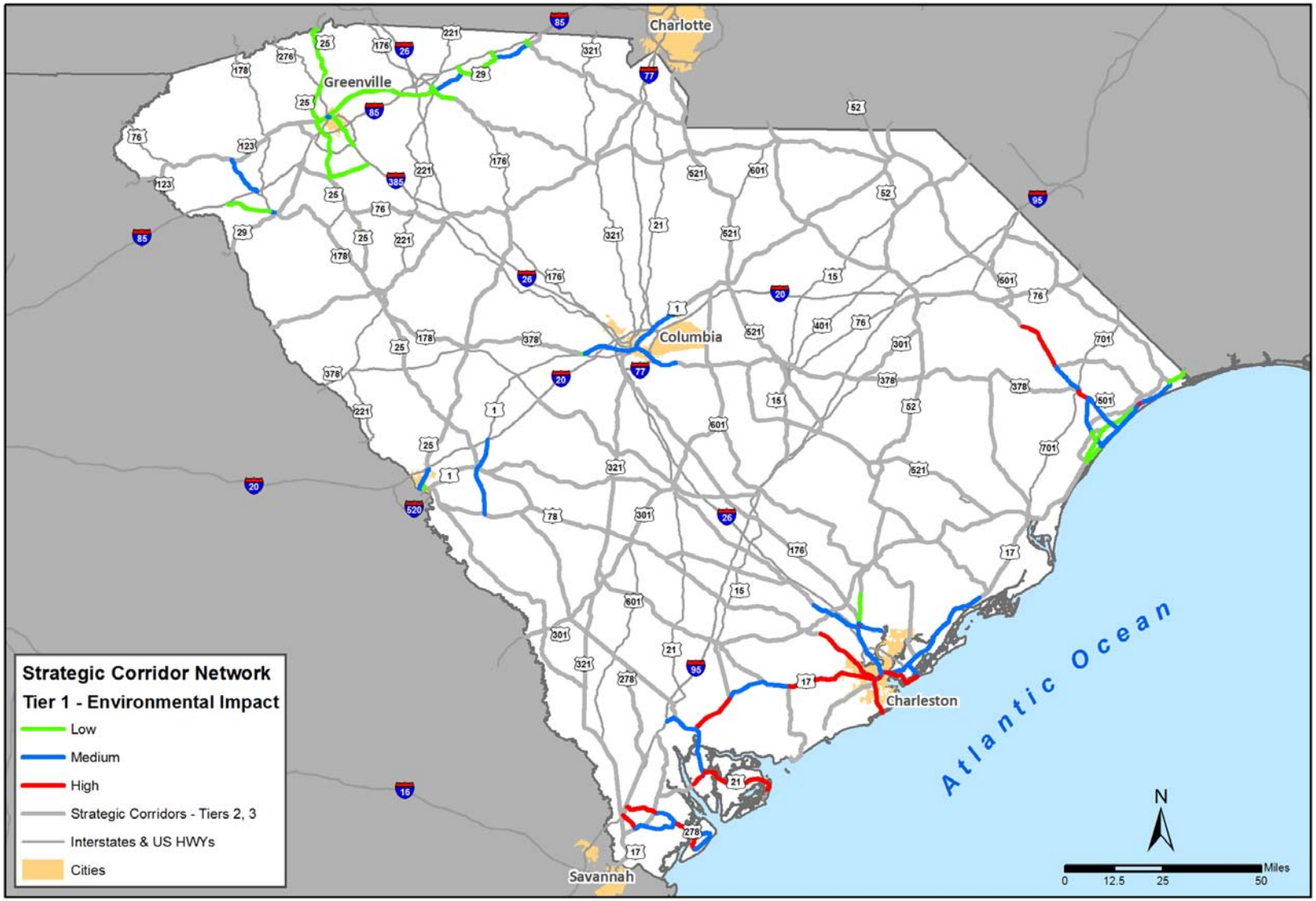


Figure A-2: Environmental Impact of Tier I Statewide Strategic Corridors



For corridors identified as Tier 2 in **Figure A-3**, the majority of the roadway segments are ranked Medium with the next highest concentration ranked Low. Those roadway segments ranked High are associated with areas with significant amounts of water bodies and wetlands, with some instances of high amounts of identified species and/or cultural resources.

Tier 3 corridors had the lowest amount of roadway segments ranked High as shown in **Figure A-4**. These Tier 3 corridors also have the largest amount of roadway segments ranked Medium. Tier 3 corridors are typically located more inland though areas of concern are typically water bodies and wetlands with some roadway segments have significant amounts of cultural resources impacts.

Figure A-3: Environmental Impact of Tier II Statewide Strategic Corridors

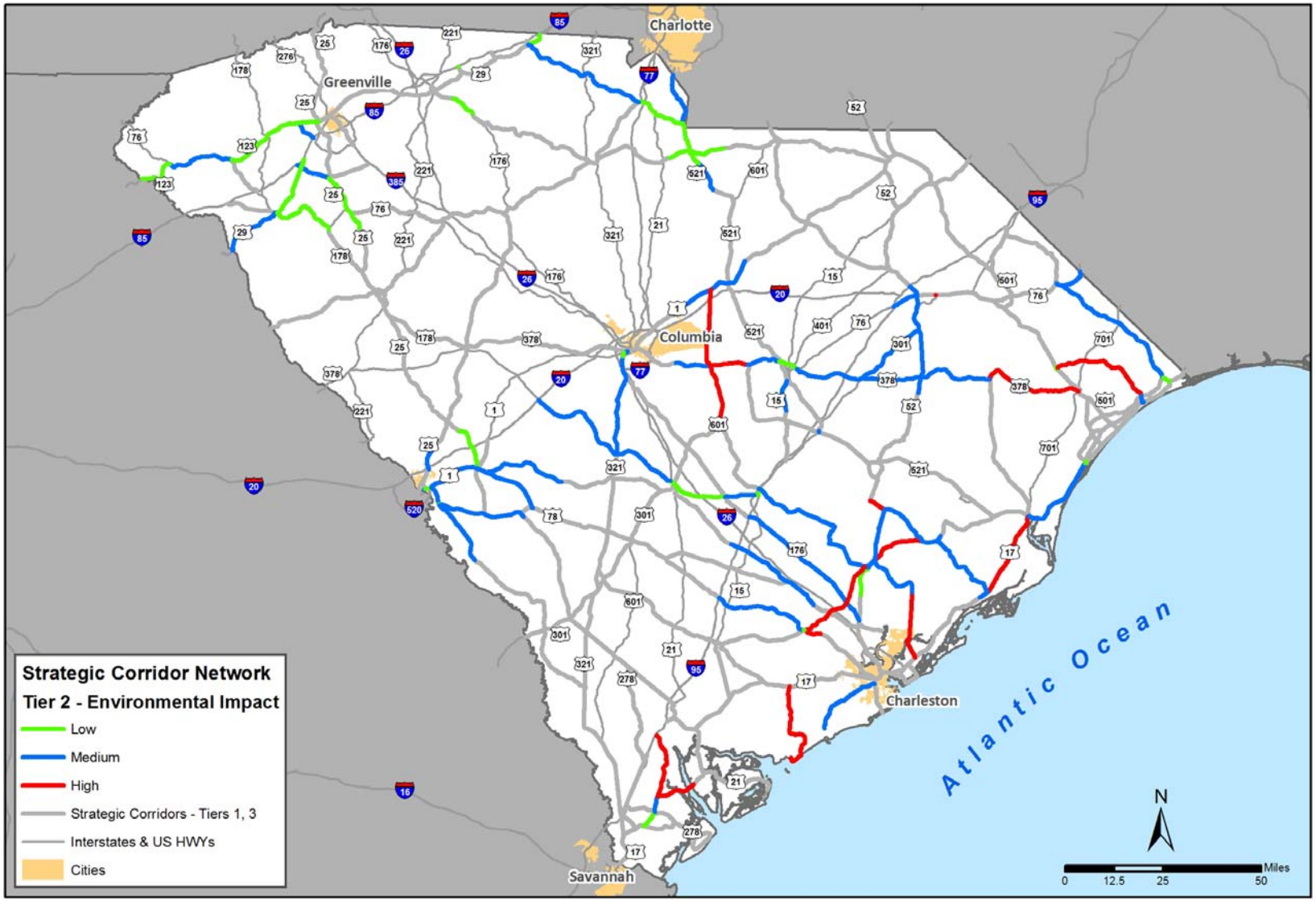
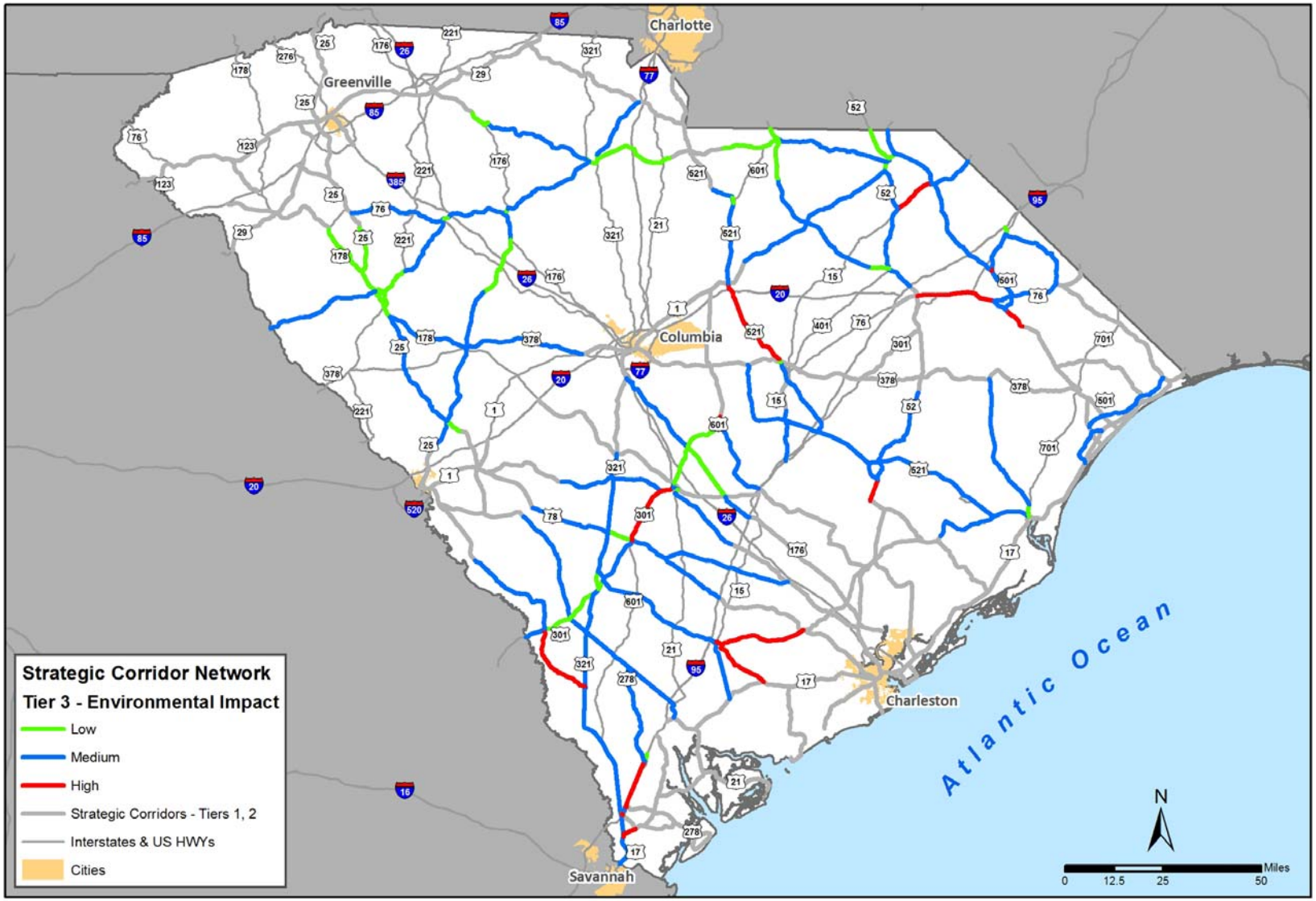


Figure A-4: Environmental Impact of Tier III Statewide Strategic Corridors



APPENDIX B: DETAILED RESULTS OF CONGESTION ANALYSIS ON STRATEGIC CORRIDORS

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 501	US-501/SC-544	&	SC-31/Carolina Bays Pkwy	6.15	245.8	1
US 17	SC-171/Wesley Dr	&	W Oak Forest Dr	1.40	213.0	2
US 17	W Oak Forest Dr	&	I-526 (Charleston)	2.09	201.6	3
US 378	SC-6/N Lake Dr	&	JS-1/Main St/Old Chapin Rd/Augusta Hwy	0.99	200.2	4
US 378	Pineview Rd/Hallbrook Dr	&	I-77/Veterans Rd	2.20	189.5	5
US 378	I-77/Veterans Rd	&	US-76/SC-760/SC-16	1.78	186.2	6
SC 291	Rutherford Rd	&	US-29/N Pleasantburg Dr	0.91	180.8	7
US 378	Mineral Springs Rd	&	SC-6/N Lake Dr	1.65	172.1	8
SC 171	SC-30/James Island Expy	&	Camp Rd	1.19	162.3	9
US 17	I-526/Chuck Dawley Blvd	&	S Shelmore Blvd	1.71	159.2	10
US 378	US-76/Bull St	&	US-321/US-21/US-176/Huger St	0.99	141.6	11
SC 291	I-385	&	US-276/Laurens Rd	1.09	141.0	12
US 1	Rabon Rd	&	I-77	0.97	140.5	13
US 123	Prince Perry Rd/Rock Springs Rd	&	SC-93/E Main St	0.91	139.4	14
SC 161	Mount Gallant Rd	&	I-77	1.01	134.3	15
US 78	US-52/Rivers Ave	&	I-26 (Charleston) (West)	1.84	133.8	16
US 17	SC-517/Isle of Palms Conn	&	I-526 (Mount Pleasant)	1.96	133.5	17
SC 171	US-17/Savannah Hwy	&	SC-700/Country Club Dr/Maybank Hwy	1.06	133.2	18
SC 291	E North St	&	I-385	0.55	131.6	19
US 123	SC-93/E Main St	&	S B St/Brushy Creek Rd	1.15	131.0	20
US 17	SC-41	&	Long Point Rd	1.34	129.9	21
US 378	US-1/Gervais St/Millwood Ave	&	US-76/Bull St	0.94	129.5	22
US 17	Garden City Conn/Indigo Club Dr	&	SC-17 Bus	2.07	126.5	23
US 276	SC-291/Pleasantburg Dr	&	Haywood Rd	1.06	124.7	24
US 76	US-178/Liberty Hwy	&	SC-28/Clemson Blvd/N Main St	1.24	124.4	25
US 1	I-26	&	Wattling Rd/Woodberry Rd	1.24	123.7	26
SC 61	Playground Rd	&	SC-7/Sam Rittenberg Blvd	0.96	122.0	27
SC 61	SC-7/Sam Rittenberg Blvd	&	Paul Cantrell Blvd	0.48	120.7	28
US 378	I-26	&	I-20	2.33	119.4	29
SC 703	I-526 Bus/SC-17 Bus/Chuck Dawley Blvd	&	Whilden St	1.08	118.8	30
US 17	I-26/US-52/Meeting St/King St	&	Lockwood Blvd	1.88	117.6	31
US 52	Old Mount Holly Rd	&	US-176/Redbank Rd/Saint James Ave	2.57	116.2	32
US 29	SC-124/E Camperdown Way	&	US-25 Bus/Augusta St	0.90	116.1	33
US 29	Powell Mill Rd	&	SC-295/Blackstock Rd	0.86	116.0	34
SC 291	SC-253/State Park Rd	&	Rutherford Rd	1.97	115.1	35
US 1	SC-12/Klapman Blvd	&	I-26	0.73	115.0	36
US 17	Mathis Ferry Rd	&	SC-703	0.68	113.0	37
SC 171	SC-700/Country Club Dr/Maybank Hwy	&	SC-30/James Island Expy	1.01	111.8	38
US 521	Miller Rd	&	US-378/US-76/Broad St	1.81	110.8	39
US 78	I-26 (Charleston) (West)	&	College Park Rd	1.79	108.2	40
SC 61	Paul Cantrell Blvd	&	Magwood Dr	1.28	108.0	41
SC 703	Whilden St	&	Houston Northcutt Blvd/Garland Rd	0.86	107.7	42
US 178	US-601/Magnolia St	&	US-21/Columbia Rd	1.09	105.5	43
US 17	SC-707/Socastee Blvd/Phillis Blvd	&	SC-544/Dick Pond Rd	2.67	105.0	44
US 501	US-17	&	Old Socastee Hwy/Robert M Grissom Pkwy	0.80	105.0	45
SC 61	SC-171/Wesley Dr	&	SC-171/Old Towne Rd/Saint Andrews Blvd	1.64	104.3	46
US 176	US-29/E St John St	&	E Henry St/Glendalyn Ave	0.37	104.1	47
US 17	SC-544/Dick Pond Rd	&	Glenns Bay Rd/Holmestown Rd	2.43	103.8	48
US 29	Rutherford Rd	&	Cherokee Dr/W Lee Rd	1.66	101.9	49
US 17	21st Ave	&	US-501	1.45	101.4	50
US 17	Main St	&	25th Ave	2.40	100.1	51
US 1	Clemson Rd	&	N Brickyard Rd	1.95	98.8	52
US 17	S Shelmore Blvd	&	Mathis Ferry Rd	0.79	97.5	53
US 276	SC-146/Woodruff Rd	&	Verdae Blvd/E Parkins Mill Rd	0.90	97.4	54
US 17	I-526 (Charleston)	&	Bees Ferry Rd	5.25	97.3	55
US 276	Old Buncombe Rd	&	SC-253/State Park Rd/Blue Ridge Dr	1.25	96.7	56
US 276	SC-253/State Park Rd/Blue Ridge Dr	&	Rutherford Rd/Shaw St	1.26	96.3	57
US 17	25th Ave	&	Conway Byp/Veterans Hwy/Sc 22	3.83	94.3	58
US 378	US-76/SC-760/SC-16	&	US-76/Devine St	1.11	93.5	59
US 1	I-20 (Columbia)	&	Parklane Rd/Decker Blvd	0.76	93.4	60
SC 160	I-77	&	SC-22/Pleasant Rd/Sutton Rd	0.53	92.8	61
SC 161	India Hook Rd	&	Mount Gallant Rd	1.24	91.9	62
US 21	SC-51	&	I-77	0.73	91.9	63

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 29	SC-101/W Poinsett St/Mount Vernon Rd	&	S Suber Rd	1.17	91.7	64
US 25	SC-10/Maxwell Ave	&	US-178 Bus/US-25 Bus/SC-72	1.81	91.4	65
US 1	Wattling Rd/Woodberry Rd	&	Kitti Wake Dr	2.57	91.0	66
SC 322	I-77	&	Mount Gallant Rd	1.19	90.6	67
US 276	Butler Rd	&	SC-417/S Main St	0.44	90.5	68
SC 171	SC-61/Ashley River Rd	&	SC-61/Saint Andrews Blvd	1.67	89.7	69
US 501	US-501/16th Ave/Pine St	&	US-701/Church St/4th Ave	1.21	89.7	70
SC 291	N Pleasantburg Dr/Edwards Rd	&	E North St	0.67	89.5	71
US 25	SC-81/Anderson Rd	&	US-123/Easley Bridge Rd	1.33	89.5	72
US 176	E Wood St	&	Isom St	0.41	87.3	73
US 1	US-378/Old Chapin Rd/Columbia Ave	&	US-378	0.67	87.2	74
US 52	SC-51/E Pamplico Hwy/2nd Loop Rd	&	Alligator Rd/E Howe Springs Rd	2.33	86.4	75
US 17	Long Point Rd	&	SC-517/Isle of Palms Conn	1.00	85.8	76
US 1	Harden St	&	US-76/Bull St	0.60	85.4	77
US 1	I-77	&	I-20 (Columbia)	0.72	85.2	78
US 29	Cherokee Dr/W Lee Rd	&	SC-291/Pine Knoll Dr	1.60	85.1	79
SC 291	Cleveland St	&	Mauldin Rd	1.31	83.2	80
US 17	SC-9/Sea Mountain Hwy	&	Main St	2.12	82.8	81
US 521	Marvin Rd (Fort Mill)	&	SC-160/Patterson Ln	0.49	82.6	82
US 52	W Cherokee Rd	&	SC-51/E Pamplico Hwy/2nd Loop Rd	1.22	82.6	83
US 123	SC-28/North 1st St/Blue Ridge Blvd	&	SC-S-37-402/Wells Hwy/Sheep Farm Rd	0.76	82.1	84
US 1	I-20 (Lexington)	&	SC-6/Lake Dr	2.53	79.4	85
SC 322	Mount Gallant Rd	&	US-21 Bus/SC-274/Oakland Ave	2.18	79.4	86
US 1	N Brickyard Rd	&	Rabon Rd	2.44	79.3	87
SC 544	**SC 707**	**&**	**US 17**	**2.55**	**79.3**	**88**
US 276	Forrester Dr/Knollwood Dr	&	Butler Rd	1.51	78.7	89
US 29	W Main St (Taylors)	&	Rutherford Rd	0.41	77.9	90
US 17	Glenns Bay Rd/Holmestown Rd	&	Garden City Conn/Indigo Club Dr	1.85	77.8	91
US 17	SC-179	&	SC-90/Fairway Dr	3.19	77.6	92
US 378	US-1/Main St/Old Chapin Rd/Augusta Hwy	&	US-1/Main St/Augusta Hwy/Gibson Rd	0.66	77.1	93
SC 291	US-276/Laurens Rd	&	E Faris Rd	1.18	74.6	94
US 378	I-20	&	Mineral Springs Rd	3.48	74.5	95
US 78	College Park Rd	&	Von Oshen Rd/Royle Rd	2.32	74.0	96
US 276	I-385	&	SC-291/Pleasantburg Dr	1.42	73.5	97
US 17	38th Ave/Arundel Rd	&	21st Ave	1.49	73.4	98
US 123	SC-153/Earle E Morris Jr Hwy	&	Prince Perry Rd/Rock Springs Rd	1.40	72.7	99
US 29	SC-291/N Pleasantburg Dr	&	Wade Hampton Blvd	1.72	71.5	100
US 78	US-17 Alt/N Main St	&	SC-165/W Richardson Ave	1.79	70.5	101
US 29	E North St	&	SC-124/E Camperdown Way	0.53	70.4	102
US 1	Assembly St	&	US-321/US-21/US-176/Huger St	0.59	69.7	103
US 25	Staunton Bridge Rd	&	SC-81/Anderson Rd	0.36	69.7	104
SC 72	US-178 Bus/US-25 Bus/Montague Ave	&	US-221/SC-72/Reynolds Ave	2.17	69.7	105
S-52	**I-77**	**&**	**S-1051 (Longtown Rd)**	**1.64**	**69.1**	**106**
US 1	SC-6/Lake Dr	&	US-378/Old Chapin Rd/Columbia Ave	0.67	68.8	107
US 1	US-76/Bull St	&	Assembly St	0.40	68.6	108
SC 160	SC-22/Pleasant Rd/Sutton Rd	&	SC-98/Gold Hill Rd	2.49	68.3	109
SC 11	US-29/SC-18/N Logan St	&	I-85 (Gaffney)	1.88	67.8	110
US 301	US-601/US-21 Bus/Magnolia St	&	US-178 Bus/Broughton St	0.56	67.3	111
US 123	US-76/SC-28/Anderson Hwy	&	SC-133/College Ave	0.45	65.5	112
US 378	US-378/US-76	&	SC-204/Loring Mill Rd	2.73	65.1	113
US 17	Harrelson Blvd	&	SC-707/Socastee Blvd/Phillis Blvd	2.07	64.8	114
SC 171	Camp Rd	&	Fort Johnson Rd/Grimball Rd	1.23	64.5	115
US 25	I-85	&	I-185 (Greenville)	0.97	64.2	116
SC 161	SC-274/Hands Mill Ext/Hands Mill Rd	&	SC-901/Heckle Blvd	1.29	64.1	117
S-1315	**US 17**	**&**	**SC 31**	**1.15**	**63.8**	**118**
US 52	Irby St/Lucas St	&	US-76/Palmetto St	0.77	63.5	119
S-52	**S-83 (Hard Scrabble Rd)**	**&**	**US 1**	**3.06**	**63.4**	**120**
US 501	SC-57 Byp/SC-9 Byp/Julia Ln	&	SC-57 Byp/SC-34/SC-9 Byp/E Main St	0.94	63.4	121
SC 183	US-123/US-25 Bus/S Academy St	&	US-276/US-25 Bus/Rutherford St	0.41	62.5	122
US 25	SC-253/W Blue Ridge Dr	&	Saluda Dam Rd	0.56	61.9	123
S-29	**S-250 (Howe Hall Rd)**	**&**	**S-136 (N Rhett Ave)**	**1.69**	**60.6**	**124**
SC 544	**S-955 (Wofford Rd)**	**&**	**SC 707**	**7.5**	**59.4**	**125**
US 501	Old Socastee Hwy/Robert M Grissom Pkwy	&	US-17 Bus/N Kings Hwy/George Cox St	1.32	59.3	126

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 278	:78/William Hilton Pkwy (Hilton Head Island) (V	&	SC-46/Bluffton Rd	7.69	59.0	127
US 17	Conway Byp/Veterans Hwy/Sc 22	&	US-17 Bus/N Kings Hwy	2.21	58.7	128
US 276	I-85	&	Forrester Dr/Knollwood Dr	1.55	58.5	129
US 20	**S-31 (W Evans St)**	**&**	**S-112 (N Ebenezer Rd)**	**2.11**	**58.1**	**130**
US 52	US-17 Alt	&	US-17 Alt/N Live Oak Dr	1.87	57.7	131
US 176	SC-296/E Daniel Morgan Ave/Linder St	&	US-29/E St John St	0.46	57.4	132
US 17	SC-17 Bus	&	US-17 Bus	3.42	57.3	133
US 76	US-52/US-301	&	S Edisto Dr	1.21	56.5	134
US 52	US-76/Palmetto St	&	W Cherokee Rd	0.69	56.4	135
US 17	US-501	&	Harrelson Blvd	1.04	56.4	136
US 29	Heywood Ave	&	US-176/N Pine St	0.60	56.2	137
SC 703	Houston Northcutt Blvd/Garland Rd	&	US-17 Bus/Ravenel Brg	0.72	56.0	138
SC 707	**S-616 (Dick Pond Rd)**	**&**	**US 17**	**2.42**	**56.0**	**139**
US 1	SC-34/Bishopville Hwy	&	US-601/US-521/Broad St	1.41	55.6	140
US 378	N 12th St/Seminole Dr	&	I-26	1.92	55.1	141
US 52	US-176/Redbank Rd/Saint James Ave	&	US-78/University Blvd	1.88	55.0	142
SC 19	US-78/US-1/Richland Ave	&	SC-302/Pine Log Rd	2.67	55.0	143
SC 61	Magwood Dr	&	Bees Ferry Rd	2.09	54.8	144
US 25	I-185 (Greenville)	&	Staunton Bridge Rd	0.85	54.0	145
US 76	S Main St	&	US-29/Gossett St/Shockley Ferry Rd	1.26	53.9	146
US 176	US-221/Whitney Rd	&	E Wood St	0.64	53.5	147
US 176	Isom St	&	SC-296/E Daniel Morgan Ave/Linder St	0.29	53.3	148
US 25	US-276/S Main St	&	State Park Rd	0.78	53.2	149
US 29	S Suber Rd	&	St Mark Rd	1.29	52.8	150
US 123	SC-124/Pendleton St	&	US-25/White Horse Rd	1.54	52.3	151
SC 302	Powderhouse Rd	&	SC-19/Whiskey Rd	1.09	52.2	152
US 385	**SC 183**	**&**	**S-924 (Williams St)**	**0.49**	**51.7**	**153**
SC 322	US-21 Bus/SC-274/Oakland Ave	&	SC-5/W Main St	0.84	50.6	154
S-29	**S-136 (N Rhett Ave)**	**&**	**S-503 (Bushy Park Rd)**	**3.75**	**50.2**	**155**
US 178	US-21/Columbia Rd	&	US-178/Broughton St	1.07	50.1	156
US 29	J Verne Smith Pkwy	&	SC-14/N Main St	2.59	50.0	157
US 1	SC-16/Beltline Blvd	&	SC-12/Forest Dr/Taylor St	1.78	50.0	158
SC 48	I-77	&	SC-16/Rosewood Dr	2.72	50.0	159
US 123	US-25 Bus/SC-183/Buncombe St	&	US-25 Bus/W Camperdown Way	0.61	49.9	160
US 21	I-77	&	US-21/Cherry Rd (US 21)	0.41	49.8	161
US 123	SC-133/College Ave	&	SC-93/Pendleton Rd	1.78	49.8	162
US 76	S Edisto Dr	&	S Cashua Dr	0.90	49.7	163
US 1	Fontaine Rd/Shakespeare Rd	&	SC-16/Beltline Blvd	1.68	49.4	164
US 176	E Henry St/Glendalyn Ave	&	Country Club Rd	1.90	49.0	165
SC 72	Calhoun Rd	&	US-178 Bus/US-25 Bus/Montague Ave	1.35	48.9	166
US 1	Kitti Wake Dr	&	I-20 (Lexington)	1.40	48.5	167
US 378	US-501/SC-544 Opas	&	US-501	3.23	48.4	168
US 378	US-76/Devine St	&	US-1/Gervais St/Millwood Ave	1.38	48.3	169
S-52	**S-1051 (Longtown Rd)**	**&**	**S-83 (Hard Scrabble Rd)**	**1.42**	**47.9**	**170**
US 521	US-76 Bus/SC-763/W Liberty St	&	Miller Rd	1.66	47.6	171
US 21	US-601/Magnolia St	&	US-178/Columbia Rd/Chestnut St	1.11	47.5	172
S-52	**US 1**	**&**	**I-20**	**3.07**	**47.0**	**173**
US 29	I-26	&	Blackstock Rd	0.46	46.9	174
US 29	St Mark Rd	&	W Main St (Taylors)	1.39	46.3	175
SC 5	Black St	&	SC-322/S Cherry Rd	1.34	46.2	176
SC 7	I-26	&	SC-171/Old Towne Rd	1.91	46.2	177
US 701	SC-51/Browns Ferry Rd	&	US-17/Church St/Exchange St	2.92	45.8	178
US 178	SC-33/Russell St	&	US-601/Magnolia St	0.84	45.6	179
US 25	Saluda Dam Rd	&	Lily St	0.87	45.6	180
SC 544	**US 501**	**&**	**S-955 (Wofford Rd)**	**1.6**	**45.6**	**181**
US 378	Lower Richland Blvd	&	Pineview Rd/Hallbrook Dr	3.19	45.6	182
SC 302	SC-19/Whiskey Rd	&	SC-118/Silver Bluff Rd/Hitchcock Pkwy	0.41	45.6	183
US 1	US-601/US-521/Broad St	&	Springdale Dr	2.24	45.5	184
US 601	US-21/US-178/Chestnut St	&	US-601/US-301/John C Calhoun Dr	1.17	45.5	185
SC 707	**Georgetown/Horry Line**	**&**	**S-616 (Dick Pond Rd)**	**9.42**	**45.4**	**186**
US 123	S B St/Brushy Creek Rd	&	SC-8/SC-135/S Pendleton St	0.81	45.1	187
SC 161	SC-274/Bryant Blvd/Ebenezer Rd	&	India Hook Rd	1.80	44.7	188
US 21	SC-170/Robert Smalls Pkwy	&	SC-280/Parris Island Gtwy	1.05	44.2	189

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
SC 61	SC-171/Old Towne Rd/Saint Andrews Blvd	&	Playground Rd	0.43	44.1	190
US 29	US-25 Bus/Augusta St	&	Guess St	0.43	44.1	191
SC 322	US-21/Sutton Rd/Spratt St	&	I-77	1.49	43.7	192
US 321	I-26	&	SC-S-32-73/Fish Hatchery Rd	0.38	43.4	193
US 25	E Cambridge Ave	&	US-221 (Greenwood) (North)	1.26	42.9	194
US 1	US-321/US-21/US-176/Huger St	&	US-378/Sunset Blvd	0.60	42.8	195
US 1	Vaucluse Rd/Waterloo St	&	SC-118/Robert M Bell Pkwy	2.78	42.6	196
US 378	US-321/US-21/US-176/Huger St	&	US-1/Meeting St/State St	0.60	42.1	197
US 601	US-1/US-521/SC-34/Broad St	&	Springdale Dr	2.24	41.5	198
SC 14	SC-417/NE Main St/Pelham Rd	&	SC-417/E Curtis St	1.47	41.4	199
S-1342	**US 52 (S-1342)**	**&**	**US 52 (S-1342)**	**0.68**	**41.4**	**200**
SC 118	**US 1**	**&**	**SC 87**	**4.84**	**41.2**	**201**
US 21	US-21	&	SC-51	0.74	40.6	202
US 321	SC-2/Frink St/Circle Dr	&	I-26	1.13	40.5	203
US 276	Verdae Blvd/E Parkins Mill Rd	&	I-85	0.44	40.3	204
US 25	US-25/Georgia Ave	&	I-20	3.42	40.1	205
US 76	Brown Rd/Salem Church Rd	&	US-178/Liberty Hwy	0.34	39.9	206
SC 160	US-521/Charlotte Hwy	&	S White St	5.27	39.8	207
S-404	**US 52**	**&**	**S-669 (Barre St)**	**0.82**	**39.7**	**208**
SC 183	US-29/N Church St	&	US-123/US-25 Bus/S Academy St	0.40	39.6	209
US 17	US-17 Bus/N Kings Hwy	&	67th Ave	2.30	39.5	210
US 29	Drayton Rd/Fernwood Glendale Rd	&	Heywood Ave	1.20	39.4	211
US 278	SC-46/Bluffton Rd	&	SC-170/Okatie Hwy	5.89	39.3	212
SC 72	US-76/Carolina Ave	&	SC-56/S Adair St/Jacobs Hwy	0.93	39.0	213
US 25	SC-230/E Martintown Rd	&	US-25/Georgia Ave	2.50	38.4	214
SC 291	E Faris Rd	&	Cleveland St	0.66	38.3	215
SC 14	SC-417/E Curtis St	&	Harrison Bridge Rd	2.66	37.9	216
US 52	US-17 Alt/N Live Oak Dr	&	Gaillard Rd	4.92	37.5	217
US 301	US-278/Barnwell Hwy/Pine St	&	US-278/SC-125	0.33	37.0	218
SC 14	Tandem Dr	&	I-85	1.64	37.0	219
US 521	SC-75/Waxhaw Hwy	&	Marvin Rd (Fort Mill)	6.96	36.8	220
SC 14	Roper Mountain Rd	&	SC-146/Woodruff Rd	0.68	36.5	221
US 25	Ninety Six Hwy	&	SC-10/Maxwell Ave	1.56	36.4	222
US 21	SC-122/N Dave Lyle Blvd	&	US-21 Bus/SC-5/E Main St	0.96	36.3	223
US 29	SC-57	&	Drayton Rd/Fernwood Glendale Rd	3.52	35.3	224
S-43	**US 78**	**&**	**Charleston/Berkeley Line**	**0.6**	**35.1**	**225**
US 321	SC-S-32-73/Fish Hatchery Rd	&	Pine Ridge Dr	1.33	35.0	226
US 29	Memorial Dr	&	SC-101/W Poinsett St/Mount Vernon Rd	1.13	34.7	227
US 52	I-95	&	Irby St/Lucas St	2.51	34.6	228
US 123	SC-S-37-402/Wells Hwy/Sheep Farm Rd	&	Richland Rd	0.94	34.6	229
US 25	Old Grove Rd	&	I-85	0.55	34.6	230
SC 5	US-21 Bus/Carmel Rd/S Anderson Rd	&	SC-72 Byp/SC-121/Albright Rd	0.96	34.5	231
US 29	SC-291/Pine Knoll Dr	&	SC-291/N Pleasantburg Dr	0.19	34.4	232
US 25	State Park Rd	&	US-25/N Poinsett Hwy	0.87	34.3	233
US 17	67th Ave	&	Robert M Grissom Pkwy	1.03	34.2	234
SC 703	Rifle Range Rd/McCants Dr	&	I-526 Bus/SC-17 Bus/Chuck Dawley Blvd	0.28	34.2	235
S-13	**S-283 (Dutton Ave)**	**&**	**S-58 (Virginia Ave)**	**2.21**	**34.1**	**236**
US 29	Guess St	&	Henrydale Ave	0.58	34.0	237
SC 763	US-15/Lafayette Dr	&	US-76 Bus/US-378 Bus/US-521	0.50	33.7	238
US 17	Robert M Grissom Pkwy	&	38th Ave/Arundel Rd	1.37	33.1	239
SC 56	US-76/Carolina Ave	&	SC-72/S Adair St/S Broad St	0.87	33.0	240
US 21	SC-280/Parris Island Gtwy	&	SC-116/Geiger Blvd/Laurel Bay Rd	1.41	32.9	241
SC 118	**SC 302**	**&**	**SC 19**	**3.69**	**32.7**	**242**
SC 161	SC-901/Heckle Blvd	&	SC-274/Bryant Blvd/Ebenezer Rd	1.47	32.7	243
SC 253	SC-291/N Pleasantburg Dr	&	US-276/US-25 Bus/Poinsett Hwy	0.15	32.5	244
SC 302	SC-78/Charleston Hwy	&	Powderhouse Rd	1.81	32.4	245
SC 160	S White St	&	US-21	1.13	32.4	246
US 301	US-178 Bus/Broughton St	&	US-601/SC-4/Stonewall Jackson Blvd	0.45	32.4	247
US 1	US-378/Gervais St/Millwood Ave	&	Harden St	0.35	32.2	248
US 321	US-21/Charleston Hwy	&	SC-302/Airport Blvd	0.50	31.8	249
US 1	Springdale Dr	&	SC-34/SC-S-28-38/Ward Rd/Ridgeway Rd	2.51	31.6	250
US 29	Blackstock Rd	&	Fairforest Clevedale Rd/Reeves St	1.72	31.4	251
US 1	US-378/Sunset Blvd	&	Charleston Hwy	1.04	31.2	252

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 17	Lockwood Blvd	&	Ashley River Mem Brg	0.36	31.2	253
SC 14	S Buncombe Rd	&	Suber Rd	0.80	31.2	254
US 1	Charleston Hwy	&	SC-12/Klapman Blvd	1.44	30.6	255
SC 160	US-21	&	I-77	0.64	30.6	256
US 601	Springdale Dr	&	SC-34/Ward Rd	2.51	30.6	257
US 76	S Cashua Dr	&	W David McLeod Blvd	0.32	30.4	258
SC 517	US-17	&	Rifle Range Rd	0.65	30.4	259
US 29	Astor St	&	SC-129/Locust St	0.92	30.3	260
US 276	US-29/Column St	&	I-385	0.41	30.3	261
US 1	Parklane Rd/Decker Blvd	&	Fontaine Rd/Shakespeare Rd	1.81	30.3	262
US 123	SC-93/Pendleton Rd	&	Wells Hwy	1.96	30.3	263
US 25	SC-124/Old Easley Hwy	&	SC-253/W Blue Ridge Dr	0.50	30.2	264
US 25	I-20	&	Sweetwater Rd	1.46	30.0	265
SC 9	US-17 (East)	&	SC-31/Carolina Bays Pkwy	1.76	29.9	266
US 29	Pine Ridge Rd	&	J Verne Smith Pkwy	2.11	29.6	267
SC 7	US-78/US-52/Rivers Ave	&	I-26	0.86	29.5	268
US 178	US-301/Five Chop Rd	&	SC-33/Russell St	1.10	29.4	269
US 17	SC-90/Fairway Dr	&	SC-9	0.72	29.4	270
US 278	SC-170/Okatie Hwy	&	SC-462	2.84	28.9	271
SC 160	SC-98/Gold Hill Rd	&	Caroland Dr	0.96	28.8	272
SC 170	US-21/Boundary St	&	SC-280/Parris Island Gtwy	1.70	28.8	273
US 378	US-501/Cox Ferry Rd	&	US-501/SC-544 Opas	0.33	28.8	274
US 52	US-52/S Governor Williams Hwy	&	I-95	4.91	28.4	275
US 29	SC-14/N Main St	&	Memorial Dr	0.61	28.4	276
SC 9	US-1/US-52	&	Midway Rd	5.34	28.3	277
US 1	US-278/SC-125/Atomic Rd	&	US-25/SC-121/Martintown Rd	1.65	28.3	278
US 25	US-178 Bus/US-25 Bus/SC-72	&	Northside Dr/Calhoun Rd	1.51	28.2	279
US 76	S Church St/S Barringer St	&	US-52/US-301	0.36	27.9	280
SC 5	SC-901/Heckle Blvd	&	Rawlinson Rd	1.65	27.8	281
SC 14	I-85	&	C St	1.03	27.6	282
US 21	SC-33/Russell St	&	US-601/Magnolia St	0.85	27.3	283
US 25	SC-S-23-27/Donaldson Rd/Conestee Rd	&	US-25 Bus/Augusta Rd/Pecan Ter	1.48	27.2	284
SC 30	Lockwood Dr	&	SC-61/Saint Andrews Blvd/Exit 1	0.65	27.1	285
US 1	SC-126/Belvedere Clearwater Rd	&	US-278/SC-125/Atomic Rd	1.71	27.1	286
SC 5	SC-72 Byp/SC-121/Albright Rd	&	Black St	1.36	27.0	287
US 25	SC-86/Sandy Springs Rd/Bessie Rd	&	I-185 (Piedmont)	1.90	26.9	288
US 123	N Main St	&	US-25 Bus/SC-183/Buncombe St	0.32	26.8	289
US 17	SC-61/Saint Andrews Blvd	&	SC-171/Wesley Dr	0.40	26.6	290
US 1	US-378	&	Pisgah Church Rd	2.76	26.6	291
US 52	US-378	&	US-378 Bus/SC-341/W Main St	1.24	26.4	292
SC 291	US-29/Wade Hampton Blvd/Pine Knoll Dr	&	N Pleasantburg Dr/Edwards Rd	0.13	26.4	293
US 276	Haywood Rd	&	SC-146/Woodruff Rd	0.19	26.0	294
US 52	US-17/Septima Clark Expy	&	Sheppard St	0.52	26.0	295
SC 6	Old SC-52	&	US-17 Alt/Live Oak Dr	1.01	26.0	296
US 76	I-85	&	SC-28/Liberty Hwy	1.74	26.0	297
S-404	**S-669 (Barre St)**	**&**	**SC 30**	**0.38**	**25.7**	**298**
US 278	US-601	&	SC-363/3rd St	0.74	25.6	299
US 25	Lily St	&	SC-183/Farrs Bridge Rd	1.56	25.5	300
SC 41	Halfway Creek Rd	&	N SC-17	6.21	25.4	301
SC 171	SC-7/Sam Rittenberg Blvd	&	SC-61/Ashley River Rd	1.53	25.4	302
US 21	US-21/Cherry Rd (US 21)	&	SC-122/N Dave Lyle Blvd	2.14	25.3	303
US 29	US-178/US-76/S Gossett St	&	SC-28/S Main St	1.70	25.1	304
US 76	SC-S-30-46/Charlottes Rd	&	SC-72/SC-56/Broad St	1.77	25.1	305
US 25	US-25 Bus/Augusta Rd/Pecan Ter	&	Old Grove Rd	1.82	24.9	306
US 278	SC-141	&	I-95	1.13	24.7	307
US 501	SC 22/Veterans Hwy	&	US-501/16th Ave/Pine St	7.62	24.5	308
US 52	US-401/Lamar Hwy	&	US-52/S Governor Williams Hwy	2.00	24.5	309
SC 161	I-77	&	US-21/Cherry Rd	0.17	24.1	310
US 78	Von Oshen Rd/Royle Rd	&	US-17 Alt/N Main St	2.54	24.1	311
SC 700	Main Rd/Bohicket Rd	&	River Rd	2.99	24.0	312
US 25	US-123/Easley Bridge Rd	&	SC-124/Old Easley Hwy	0.95	24.0	313
SC 700	River Rd	&	Riverland Dr	2.66	23.8	314
US 21	SC-5	&	I-77	0.92	23.6	315

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
SC 171	SC-61/Saint Andrews Blvd	&	US-17/Savannah Hwy	0.10	23.5	316
S-29	**Charleston/Berkeley Line**	**&**	**S-208 (Snake Rd)**	**0.4**	**23.4**	**317**
SC 291	Mauldin Rd	&	I-85	0.50	23.3	318
SC 5	SC-161/SC-5/York Hwy	&	SC-49/N Congress St/Charlotte Hwy	2.11	22.9	319
US 301	US-601/SC-4/Stonewall Jackson Blvd	&	SC-4/Neeses Hwy	2.02	22.9	320
US 123	SC-24/Oak St	&	US-76/E North Ave	1.16	22.7	321
US 321	Pine Ridge Dr	&	US-21/US-176/Charleston Hwy	1.06	22.7	322
US 29	US-123/Academy St	&	SC-183/Beattie Pl	0.25	22.5	323
S-762	**S-13 (Bluff Rd)**	**&**	**S-454 (Whaley St)**	**0.69**	**22.4**	**324**
SC 46	**US 278**	**&**	**SC 170**	**9.03**	**22.3**	**325**
US 17	NC-SC State Border	&	SC-179	0.68	22.1	326
SC 291	I-85	&	US-25 Bus/Augusta Rd	0.57	21.8	327
SC 901	SC-5/W Main St	&	SC-322/S Cherry Rd/McConnells Hwy	0.59	21.8	328
US 29	Buford St	&	SC-105/Corry St	0.94	21.3	329
US 17	SC-703	&	Jp Grace Mem Brg/S N Pearman Brg	0.79	21.2	330
SC 14	Batesville Rd/Pelham Rd	&	Roper Mountain Rd	2.20	21.2	331
US 501	US-701/Church St/4th Ave	&	US-501/SC-544	2.73	21.0	332
US 301	US-21/Joe S Jeffords Hwy/Whittaker Pkwy	&	US-601/US-21 Bus/Magnolia St	1.45	20.9	333
SC 14	Suber Rd	&	Tandem Dr	0.65	20.9	334
US 25	I-185 (Piedmont)	&	SC-S-23-27/Donaldson Rd/Conestee Rd	1.82	20.8	335
SC 5	I-77	&	US-21 Bus/Carmel Rd/S Anderson Rd	0.45	20.7	336
US 76	Metal Rd/East St	&	S Main St	1.20	20.6	337
US 123	US-123/SC-130/E North 1st St	&	SC-28/North 1st St/Blue Ridge Blvd	0.80	20.5	338
US 21	US-301/Five Chop Rd	&	SC-33/Russell St	1.10	20.5	339
US 601	I-26	&	US-21/US-178/Chestnut St	3.86	20.4	340
US 29	Fairforest Clevedale Rd/Reeves St	&	I-85 (Wellford)	2.31	20.2	341
SC 901	SC-322/S Cherry Rd/McConnells Hwy	&	Crawford Rd	1.56	19.9	342
US 123	I-385/E North St	&	US-29/N Church St	0.22	19.9	343
S-13	**US 52**	**&**	**S-283 (Dutton Ave)**	**0.31**	**19.9**	**344**
SC 6	US-17 Alt/Live Oak Dr	&	Old Whitesville Rd	2.07	19.6	345
SC 901	SC-274/SC-161/Old York Rd	&	S Herlong Ave	2.40	19.6	346
US 378	US-1/Meeting St/State St	&	SC-12/Klapman Blvd	0.31	19.5	347
US 1	SC-12/Forest Dr/Taylor St	&	US-378/Gervais St/Millwood Ave	0.39	19.5	348
US 76	SC-28/Liberty Hwy	&	Brown Rd/Salem Church Rd	0.41	19.4	349
US 1	SC-19/Laurens St	&	Vaucluse Rd/Waterloo St	0.53	19.1	350
US 29	I-85 (Wellford)	&	Old Spartanburg Hwy	0.39	19.0	351
US 76	N Williston Rd/Freedom Blvd	&	S Church St/S Barringer St	4.49	18.9	352
US 123	SC-130/Rochester Hwy/E North 1st St	&	US-123 Bus/SC-28/W North 1st St	0.07	18.7	353
US 378	SC-204/Loring Mill Rd	&	N Saint Pauls Church Rd	0.95	18.5	354
US 123	Fish Trap Rd	&	SC-153/Earle E Morris Jr Hwy	2.08	18.5	355
SC 19	SC-118/University Pkwy/Rutland Dr	&	Hampton Ave	0.76	18.4	356
S-58	**S-13 (Remount Rd)**	**&**	**S-983 (Lincoln Ave)**	**0.83**	**18.4**	**357**
US 17	Bees Ferry Rd	&	SC-162	2.21	18.3	358
SC 118	**SC 19**	**&**	**US 1**	**4.62**	**18.2**	**359**
US 378	SC-769/Congaree Rd	&	Lower Richland Blvd	1.89	18.2	360
SC 14	SC-146/Woodruff Rd	&	SC-296/Roberts Rd	1.67	18.2	361
US 52	US-1/SC-9/Powe St	&	SC-9/Market St	1.24	18.1	362
US 76	SC-252 (Laurens)	&	US-76/Anderson Dr	1.40	17.9	363
SC 9	US-52/2nd St/Powe St	&	US-1/US-52	1.24	17.7	364
SC 14	US-29/Wade Hampton Blvd	&	SC-101/SC-290/E Poinsett St	0.70	17.5	365
US 1	US-52/2nd St/Powe St	&	SC-9/Market St	1.24	17.5	366
SC 9	SC-151 Byp/Van Lingle Mungo Blvd	&	US-601/SC-151 Bus/Pearl St	0.54	17.2	367
SC 763	US-76 Bus/US-378 Bus/E Liberty St	&	US-15/Lafayette Dr	0.50	17.0	368
SC 14	Bethel Rd	&	SC-417/NE Main St/Pelham Rd	2.89	16.9	369
US 76	SC-28/S Mechanic St	&	SC-187	0.68	16.8	370
US 521	I-20	&	US-1/Dekalb St	2.36	16.8	371
US 1	Kelly Mill Rd	&	Clemson Rd	2.98	16.7	372
US 1	SC-245/Lee St	&	US-178/SC-391/Pine St	2.05	16.6	373
US 15	US-76 Bus/Liberty St	&	US-521/Manning Rd	1.81	16.6	374
US 17	US-17 Bus	&	US-701/N Fraser St/Duke St	19.07	16.4	375
SC 30	Harbor View Rd/Exit 2	&	SC-171/Folly Rd	0.87	16.3	376
US 76	SC-24/W Whitner St	&	S Main St	0.33	16.3	377
US 278	278/William Hilton Pkwy (Hilton Head Island) (I	&	Marshland Rd	2.85	16.1	378

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
SC 14	C St	&	Batesville Rd/Pelham Rd	0.63	16.0	379
US 1	US-78/York St/Richland Ave	&	SC-19/Laurens St	0.27	15.9	380
S-102	**US 21**	**&**	**S-454 (Whaley St)**	**0.39**	**15.8**	**381**
US 52	Gaillard Rd	&	Cypress Gardens Rd	3.84	15.6	382
US 221	Milford Springs Rd/SC-S-24-51	&	IS-25 (Greenwood) (North)/US-178/US-22	1.91	15.6	383
US 601	US-521 Bus/N Hampton St/Hilton St	&	US-521/S Matson St	0.73	15.6	384
US 1	SC-118/Rutland Dr	&	Hampton Ave	0.91	15.5	385
US 17	I-526 (Mount Pleasant)	&	I-526/Chuck Dawley Blvd	0.21	15.5	386
US 29	SC-18/W Frederick St	&	Buford St	0.29	15.2	387
US 521	SC-522/Caston St	&	SC-522/Rocky River Rd	2.05	15.2	388
SC 72	SC-28	&	SC-20/S Main St	1.96	15.0	389
US 123	SC-93/Old Greenville Hwy	&	US-76/SC-28/Anderson Hwy	0.86	15.0	390
SC 901	S Herlong Ave	&	SC-5/W Main St	0.84	14.9	391
US 78	SC-118/Beaufort St	&	US-1/York St	0.84	14.8	392
SC 5	SC-322/S Cherry Rd	&	SC-901/Heckle Blvd	1.03	14.8	393
US 25	US-178/US-221	&	Ninety Six Hwy	1.45	14.8	394
US 17	Jp Grace Mem Brg/S N Pearman Brg	&	US-Spur 52/Morrison Dr/E Bay St	1.30	14.6	395
SC 9	US-15/US-401	&	SC-9/SC-38/Broad St	1.03	14.6	396
US 1	SC-34/SC-S-28-38/Ward Rd/Ridgeway Rd	&	US-601	0.45	14.5	397
US 15	SC-9/Tyson Ave	&	SC-9/SC-38/Broad St	1.10	14.5	398
US 378	US-521	&	US-378/US-76	0.36	14.5	399
US 29	Wade Hampton Blvd	&	E Park Ave	0.58	14.4	400
SC 14	Harrison Bridge Rd	&	Fairview St/SC-S-23-288	2.11	14.4	401
US 123	US-29/N Church St	&	N Main St	0.32	14.3	402
US 521	US-15/S Lafayette Dr/Pocalla Rd	&	US-76 Bus/SC-763/W Liberty St	1.89	14.3	403
US 378	SC-441/Peach Orchard Rd/Shaw-Wise Dr	&	SC-261/Kings Hwy	1.62	14.1	404
SC 19	Hampton Ave	&	US-78/US-1/Laurens St/Richland Ave	0.58	14.0	405
SC 291	US-29/N Pleasantburg Dr	&	US-29/Wade Hampton Blvd/Pine Knoll Dr	0.08	14.0	406
US 29	SC-329/Victory Trail Rd	&	SC-150/SC-18/N Limestone St	4.01	14.0	407
US 52	Cypress Gardens Rd	&	Old Mount Holly Rd	4.10	14.0	408
US 76	SC-28/Clemson Blvd/N Main St	&	US-29 Bus/SC-28/SC-81/Greenville St	1.89	13.9	409
US 29	US-176/N Pine St	&	US-221/SC-56/N Church St	0.72	13.9	410
US 321	US-21/US-176/Charleston Hwy	&	Mack St	5.91	13.9	411
US 378	N Saint Pauls Church Rd	&	SC-441/Peach Orchard Rd/Shaw-Wise Dr	3.29	13.7	412
US 76	Martin Ln	&	I-85	0.81	13.7	413
SC 24	US-29 Bus/US-178/US-76/SC-28/SC-81	&	SC-28/Pearman Dairy Rd	1.84	13.7	414
US 123	N Walnut St	&	US-123/SC-130/E North 1st St	1.68	13.7	415
US 76	US-76 Byp/SC-127	&	SC-S-30-46/Charlottes Rd	4.62	13.6	416
US 25	SC-183/Farrs Bridge Rd	&	White Horse Rd	1.81	13.4	417
US 76	SC-93/Old Greenville Hwy	&	SC-28/Pendleton Rd	0.45	13.4	418
US 29	Briarwood Rd	&	Powell Mill Rd	0.83	13.4	419
SC 901	Crawford Rd	&	SC-72 Byp/SC-121/Albright Rd	1.07	13.3	420
SC 72	SC-72	&	Calhoun Rd	1.10	13.3	421
SC 30	SC-61/Saint Andrews Blvd/Exit 1	&	Harbor View Rd/Exit 2	1.25	13.3	422
US 378	SC-12/Klapman Blvd	&	N 12th St/Seminole Dr	1.08	13.2	423
SC 261	**US 521**	**&**	**I-95**	**2.1**	**13.1**	**424**
US 52	Romney St	&	US-17/Septima Clark Expy	0.27	13.1	425
US 1	SC-118/Robert M Bell Pkwy	&	SC-191/Main St	1.95	13.0	426
SC 703	Jasper Blvd	&	Rifle Range Rd/McCants Dr	2.39	13.0	427
US 78	SC-165/W Richardson Ave	&	Jedburg Rd/Mallard Rd	2.79	13.0	428
US 29	US-29/Breazeale Rd	&	US-29 Bus/Williamston Rd	7.11	13.0	429
US 17	Ashley River Mem Brg	&	SC-61/Saint Andrews Blvd	0.38	12.9	430
SC 38	S-401 Bus/SC-9/SC-385/King St (Bennettsville	&	US-15/King St (Bennettsville) (South)	0.64	12.9	431
US 278	SC-363/3rd St	&	SC-63/Main St	1.89	12.9	432
US 17	US-701/N Fraser St/Duke St	&	US-521/SC-17	0.12	12.9	433
US 25	SC-S-23-272/Garrison Rd	&	SC-86/Sandy Springs Rd/Bessie Rd	2.61	12.8	434
US 1	Haile St/Old Stagecoach Rd	&	SC-34/Bishopville Hwy	1.70	12.8	435
US 601	SC-34/Ward Rd	&	US-1/Jefferson Davis Hwy	0.56	12.7	436
US 1	SC-9/Market St	&	US-52	2.34	12.7	437
US 52	US-52/Morrison Dr	&	Romney St	0.38	12.6	438
US 29	SC-28/S Main St	&	SC-81/S Murray Ave (Anderson) (North)	0.34	12.6	439
SC 5	US-21/S Anderson Rd	&	I-77	4.58	12.6	440
US 78	US-15/N Parler Ave	&	I-95	1.90	12.5	441

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 501	George Bishop Pkwy/Waccamaw Blvd	&	US-17	1.14	12.5	442
SC 9	SC-31/Carolina Bays Pkwy	&	SC-905/Pireway Rd	5.27	12.5	443
SC 19	SC-302/Pine Log Rd	&	US-278/Williston Rd	9.53	12.4	444
S-29	**S-208 (Snake Rd)**	**&**	**S-250 (Howe Hall Rd)**	**0.34**	**12.4**	**445**
SC 61	SC-30	&	US-17/Savannah Hwy	0.68	12.4	446
US 15	SC-9/SC-38/Broad St	&	SC-9/Cottingham Blvd	0.92	12.3	447
US 501	SC-917/E Main St	&	US-301	0.47	12.1	448
US 1	Hampton Ave	&	US-78/York St/Richland Ave	0.58	12.0	449
US 29	SC-295/Blackstock Rd	&	I-26	0.25	11.9	450
US 378	US-1/Main St/Augusta Hwy/Gibson Rd	&	Charter Oak Rd/Saint Peters Church Rd	2.93	11.9	451
US 52	Spruill Ave	&	US-52/Morrison Dr	1.57	11.8	452
US 278	Marshland Rd	&	]/William Hilton Pkwy (Hilton Head Island)	2.28	11.8	453
US 321	SC-302/Airport Blvd	&	SC-2/Frink St/Circle Dr	1.53	11.8	454
US 76	Francis Marion Rd	&	N Williston Rd/Freedom Blvd	1.64	11.7	455
US 29	SC-129/Locust St	&	Pine Ridge Rd	0.88	11.5	456
US 29	US-178/US-76/Belton Hwy/E River St	&	US-178/US-76/S Gossett St	0.58	11.5	457
SC 14	SC-101/SC-290/E Poinsett St	&	Cannon Ave/Brushy Creek Rd	0.48	11.5	458
US 52	SC-9/Market St	&	US-1	2.34	11.4	459
US 52	SC-34/Harry Byrd Hwy	&	US-401/Lamar Hwy	0.34	11.3	460
SC 170	Fording Island Rd/Cecil Reynolds Dr	&	SC-46/May River Rd	4.53	11.2	461
SC 125	**S-62 (N Silverton St)**	**&**	**US 278**	**9.39**	**11.1**	**462**
US 178	US-21/SC-4/Stonewall Jackson Blvd	&	US-301/Five Chop Rd	1.33	11.0	463
US 276	Old Buncombe Rd/Old Roe Ford Rd	&	Old Buncombe Rd	1.31	10.9	464
S-52	**S-1325 (Killian Loop)**	**&**	**I-77**	**0.38**	**10.9**	**465**
US 25	SC-34	&	E Cambridge Ave	2.12	10.8	466
SC 707	**US 17**	**&**	**Georgetown/Horry Line**	**0.37**	**10.8**	**467**
US 29	US-221/SC-56/N Church St	&	W Main St (Spartanburg)	0.30	10.7	468
SC 38	I-95	&	SC-917	1.15	10.5	469
US 1	Pisgah Church Rd	&	SC-23/E Church St	11.79	10.5	470
SC 170	SC-462/John Smith Rd	&	Fording Island Rd/Cecil Reynolds Dr	3.22	10.4	471
SC 46	**SC 170 (SC 46)**	**&**	**SC 170 (SC 46)**	**2.58**	**10.4**	**472**
US 76	US-29/Gossett St/Shockley Ferry Rd	&	US-29	0.57	10.3	473
US 601	Boykin Rd	&	SC-97/Liberty Hill Rd	1.01	10.3	474
US 601	SC-97/Liberty Hill Rd	&	Dicey Ford Rd	0.52	10.3	475
US 78	SC-4/Wagener Rd	&	SC-118/Beaufort St	1.56	10.3	476
US 278	US-301/Main St/Burton's Ferry Hwy	&	US-301/SC-125/Main St/Augusta Hwy	0.33	10.2	477
S-3	**US 29**	**&**	**US 221**	**0.66**	**10.2**	**478**
US 76	SC-187	&	S-4-162/Gerli St/La France Treatment Plar	1.22	10.2	479
US 25	SC-8/SC-418/Old Hundred Rd	&	SC-S-23-272/Garrison Rd	2.36	10.1	480
US 123	US-123 Bus/SC-28/W North 1st St	&	N Walnut St	0.07	10.0	481
US 76	SC-S-4-279/Woodburn Rd	&	SC-28/S Mechanic St	0.55	10.0	482
SC 9	SC-9/SC-38/Broad St	&	US-15/US-401/King St	0.92	9.9	483
US 321	SC-6/1st St/2nd St	&	SC-3/Whetstone Rd	1.09	9.8	484
US 29	W Main St (Spartanburg)	&	John B White Sr Blvd/W Saint John St	0.49	9.8	485
US 29	SC-183/Beattie Pl	&	E North St	0.08	9.7	486
SC 24	SC-28/Pearman Dairy Rd	&	Whitehall Rd	4.18	9.5	487
SC 14	Fairview St/SC-S-23-288	&	SC-418/Knight St	0.48	9.5	488
S-52	**I-20**	**&**	**SC 12**	**0.34**	**9.5**	**489**
US 301	US-521	&	SC-261/W Boyce St	1.78	9.5	490
US 521	US-601/US-521/S Hampton St	&	US-521/Kershaw Camden Hwy	1.48	9.5	491
SC 61	Bees Ferry Rd	&	4wd Road	5.07	9.4	492
SC 151	Kelleytown Rd	&	14th St	1.93	9.3	493
US 52	Alligator Rd/E Howe Springs Rd	&	US-301/E Effingham Rd/Olanta Hwy	5.27	9.3	494
US 76	Williams St	&	Millwee Creek Rd/Sandy Springs Rd	0.88	9.2	495
US 76	US-501	&	Metal Rd/East St	2.22	9.2	496
SC 110	I-85	&	US-29/N Main St	1.86	9.1	497
US 52	US-378 Bus/SC-341/W Main St	&	SC-512/Cade Rd	6.24	9.1	498
SC 48	Pineview Rd	&	I-77	2.21	9.1	499
US 123	Wells Hwy	&	SC-130/Rochester Hwy/E North 1st St	2.49	9.0	500
US 1	US-601	&	SC-S-28-21/Church St	7.20	8.9	501
SC 72	SC-P 3002/Springdale Dr	&	US-76/Carolina Ave	1.88	8.9	502
SC 61	SC-165/Bacons Bridge Rd/Delemar Hwy	&	US-17 Alt/Walterboro Rd	4.92	8.8	503
US 601	Dicey Ford Rd	&	US-1/US-521/SC-34/Broad St	1.52	8.8	504

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 25	Roe Ford Rd	&	US-276/US-25/Poinsett Hwy	0.95	8.8	505
US 278	SC-64/Dunbarton Blvd	&	Dunbarton Blvd	0.27	8.8	506
S-200	**SC 183**	**&**	**US 176**	**0.25**	**8.6**	**507**
US 501	SC-31/Carolina Bays Pkwy	&	Forestbrook Rd/Dick Scobee Rd	0.83	8.6	508
SC 151	14th St	&	US-15/S 5th St	1.47	8.6	509
US 521	US-378/US-76/Broad St	&	Brewington Road Ext	3.51	8.5	510
SC 121	US-378/Church St	&	US-178/SC-39/Travis Ave	0.35	8.5	511
US 1	SC-191/Main St	&	Anthony Dr/Duncan Rd	4.54	8.3	512
US 521	SC-261/Church St/Boyce St	&	US-301/N Brooks St	0.71	8.3	513
US 76	SC-20/N Main St	&	US-178/Church St	8.15	8.2	514
US 21	I-26 (West Columbia)	&	SC-321	1.77	8.2	515
SC 14	SC-296/Roberts Rd	&	Bethel Rd	0.19	8.1	516
SC 24	Whitehall Rd	&	SC-187/Marina Rd	3.01	8.1	517
US 25	Northside Dr/Calhoun Rd	&	US-178/SC-185/Main St	4.45	8.1	518
S-454	**S-762 (Olympia Ave)**	**&**	**S-102 (Huger St)**	**0.19**	**8.0**	**519**
US 278	SC-37	&	SC-64/Dunbarton Blvd	2.05	7.9	520
US 52	Dovesville Hwy	&	US-52/N Main St	4.69	7.7	521
SC 171	Fort Johnson Rd/Grimball Rd	&	Ashley Ave	4.70	7.7	522
US 25	US-178/SC-185/Main St	&	SC-246/Emerson St	0.83	7.7	523
US 521	SC-261/Kingstree Hwy	&	SC-261/Church St/Boyce St	2.91	7.6	524
US 76	SC-252 (Anderson)	&	SC-20/N Main St	5.59	7.6	525
US 1	SC-23/E Church St	&	SC-245/Lee St	1.36	7.6	526
US 178	US-378/Church St	&	US-378/SC-121/Travis Ave	0.35	7.6	527
SC 5	SC-49/N Congress St/Charlotte Hwy	&	US-321/SC-161	2.20	7.5	528
SC 121	SC-34	&	US-76 Bus/College St	3.64	7.5	529
US 378	SC-764/Old Eastover Rd	&	SC-769/Congaree Rd	4.31	7.4	530
US 25	SC-246/Emerson St	&	SC-254/Cokesbury Rd	0.86	7.4	531
US 76	US-29 Bus/SC-28/SC-81/Greenville St	&	SC-24/W Whitner St	0.39	7.4	532
US 17	SC-90	&	SC-9/Sea Mountain Hwy	0.70	7.3	533
SC 9	US-17 (West)	&	SC-90	0.68	7.3	534
US 29	US-29/Anderson Hwy	&	US-29/Breazeale Rd	0.72	7.2	535
US 301	US-78/Railroad Ave/Heritage Hwy	&	US-601/Broxton Bridge Rd	0.87	7.2	536
SC 19	I-20	&	SC-118/University Pkwy/Rutland Dr	4.35	7.1	537
US 278	SC-462	&	SC-141	3.86	7.0	538
SC 9	SC-522/Rocky River Rd	&	US-521 Byp/Lancaster Byp	7.34	6.9	539
SC 5	US-321/SC-161	&	SC-5/Sutton Springs Rd/Black Hwy	0.90	6.8	540
US 321	Mack St	&	SC-6/1st St/2nd St	5.70	6.8	541
US 1	SC-S-28-21/Church St	&	Kelly Mill Rd	2.65	6.8	542
US 76	SC-41	&	US-501	5.48	6.8	543
SC 5	SC-75/W Rebound Rd/Riverside Rd	&	US-21/S Anderson Rd	5.17	6.7	544
US 76	Millwee Creek Rd/Sandy Springs Rd	&	Lake Side Rd	1.53	6.7	545
US 178	US-178/Broughton St	&	Limestone Rd	7.63	6.7	546
SC 14	SC-418/Knight St	&	I-385 (Fountain Inn)	1.94	6.6	547
US 601	US-1/Jefferson Davis Hwy	&	I-20	2.20	6.6	548
SC 9	SC-9 Bus/E Main St	&	SC-145/S Page St	1.11	6.5	549
US 1	Anthony Dr/Duncan Rd	&	SC-126/Belvedere Clearwater Rd	1.76	6.5	550
US 521	Britton Rd	&	US-15/S Lafayette Dr/Pocalla Rd	4.54	6.5	551
SC 14	West Rd/Roscoe Dr	&	S Buncombe Rd	0.62	6.3	552
SC 517	Rifle Range Rd	&	SC-703/Palm Blvd	3.15	6.2	553
SC 9	US-601/SC-151 Bus/Pearl St	&	US-601	3.53	6.2	554
US 501	SC-57 Byp/SC-34/SC-9 Byp/E Main St	&	SC-917/E Main St	6.57	6.2	555
US 29	SC-150/SC-18/N Limestone St	&	SC-18/W Frederick St	0.22	6.0	556
SC 56	SC-72/Willard Rd	&	US-76/Carolina Ave	0.92	6.0	557
US 176	SC-S-42-1226/Dogwood Club Rd	&	Whitestone Glendale Rd	0.97	6.0	558
US 17	Steed Creek Rd	&	SC-41	16.62	6.0	559
US 76	US-301/US-76	&	Francis Marion Rd	7.27	6.0	560
US 29	W Main St/Baltimore St	&	Briarwood Rd	0.70	6.0	561
US 276	US-25 (South)	&	Old Buncombe Rd/Old Roe Ford Rd	1.19	6.0	562
SC 9	SC-9 Bus/W Meeting St	&	US-21/Catawba River Rd	4.11	6.0	563
US 21	SC-116/Geiger Blvd/Laurel Bay Rd	&	Kean Neck Rd	7.18	6.0	564
US 501	SC-319/Elm St	&	SC 22/Veterans Hwy	6.28	5.9	565
US 78	SC-39/Elko St	&	SC-781/Tinker Creek Rd	3.23	5.9	566
SC 9	SC-901/N Main St	&	I-77	1.94	5.9	567

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
SC 19	US-78/US-1/Laurens St/Richland Ave	&	US-78/US-1/Richland Ave	0.20	5.9	568
US 17	Old Jacksonboro Rd	&	SC-165	2.31	5.8	569
SC 9	US-15/US-401/King St	&	US-15 Bus/SC-385/W Main St	0.46	5.8	570
SC 41	Charity Church Rd	&	Halfway Creek Rd	5.08	5.8	571
SC 61	4wd Road	&	SC-165/Bacons Bridge Rd/Delemar Hwy	6.27	5.8	572
SC 41	US-378/Myrtle Beach Hwy	&	SC-341/E Broadway St	4.54	5.8	573
US 521	US-301/N Brooks St	&	US-301	1.05	5.7	574
US 17	SC-9	&	SC-90	0.34	5.7	575
SC 170	SC-462	&	SC-462/John Smith Rd	0.85	5.7	576
US 123	US-25/White Horse Rd	&	Fish Trap Rd	2.69	5.7	577
US 278	SC-462 (Ridgeland) (South)	&	US-17/South Jacob Smart Blvd	9.05	5.7	578
SC 22	US-17/N Kings Hwy	&	SC-31/Carolina Bays Pkwy	1.57	5.6	579
US 21	SC-160	&	SC-98/Gold Hill Rd	3.60	5.6	580
US 521	SC-522/Rocky River Rd	&	US-521 Byp/Kershaw Camden Hwy	6.02	5.6	581
SC 462	**SC 170**	**&**	**SC 336**	**7.89**	**5.6**	**582**
SC 151	US-601/SC-151 Byp/N Pearl St	&	SC-9/E McGregor St	1.25	5.6	583
S-20	**US 17**	**&**	**S-1024 (Old Charleston Hwy)**	**0.12**	**5.6**	**584**
SC 461	**SC 61 (SC 461)**	**&**	**SC 61 (SC 461)**	**0.07**	**5.5**	**585**
US 52	Mandella Rd	&	US-17 Alt	8.91	5.5	586
US 301	SC-641/Confederate Hwy	&	US-278/Barnwell Hwy/Pine St	1.17	5.5	587
SC 6	SC-267/Tee Vee Rd	&	SC-267	3.21	5.5	588
SC 576	US-501 Br	&	W Liberty St/US-76	1.56	5.4	589
US 176	Whitestone Glendale Rd	&	SC-295/Southport Rd	2.74	5.4	590
US 78	State Park Rd	&	SC-4/Wagener Rd	10.58	5.4	591
SC 170	SC-802/Savannah Hwy	&	SC-462	10.22	5.4	592
US 29	SC-81/S Murray Ave (Anderson) (North)	&	SC-28/Pearman Dairy Rd	0.11	5.4	593
SC 121	SC-191	&	SC-23/Calhoun St	1.33	5.3	594
US 221	SC-246	&	Milford Springs Rd/SC-S-24-51	3.02	5.3	595
US 521	SC-5/Rock Hill Hwy	&	SC-75/W Rebound Rd	2.24	5.3	596
SC 170	Limehouse Rd	&	US-17	0.62	5.3	597
SC 170	SC-170	&	Limehouse Rd	3.18	5.2	598
US 521	SC-75/W Rebound Rd	&	SC-75/Waxhaw Hwy	3.36	5.2	599
SC 5	Rawlinson Rd	&	SC-161/SC-5/York Hwy	7.29	5.2	600
US 52	US-78/Rivers Ave	&	Meeting Street Rd	0.83	5.2	601
US 29	SC-28/Pearman Dairy Rd	&	SC-81/S Murray Ave (Anderson) (South)	0.13	5.2	602
SC 14	Cannon Ave/Brushy Creek Rd	&	West Rd/Roscoe Dr	0.87	5.2	603
US 501	Forestbrook Rd/Dick Scobee Rd	&	George Bishop Pkwy/Waccamaw Blvd	1.09	5.2	604
US 521	US-521/Kershaw Camden Hwy	&	SC-522/Caston St	5.84	5.2	605
US 29	Shelby St	&	SC-329/Victory Trail Rd	4.29	5.2	606
US 15	NC-SC State Border	&	SC-381/N Main St	1.66	5.2	607
US 378	US-701/4th Ave	&	SC-908	16.65	5.1	608
US 378	US-378/US-178/Greenwood Hwy	&	US-178/SC-121/SC-39/Main St	0.40	5.1	609
US 1	SC-341/Main St	&	Haile St/Old Stagecoach Rd	17.15	5.1	610
SC 174	Lybrand St	&	Edisto Hwy	1.97	5.1	611
SC 72	SC-56/S Adair St/Jacobs Hwy	&	SC-S-30-46/Charlottes Rd	1.84	5.1	612
US 78	US-178/E Main St	&	US-15/N Parler Ave	13.58	5.1	613
US 76	US-123/SC-28/Tiger Blvd	&	SC-93/Old Greenville Hwy	0.69	5.1	614
SC 41	SC-341/E Broadway St	&	SC-261/Broad St	4.57	5.1	615
S-49	**S-46 (Rutledge Ave)**	**&**	**US 52**	**0.19**	**5.0**	**616**
US 301	SC-332	&	US-78/Railroad Ave/Heritage Hwy	5.62	5.0	617
US 601	SC-6/Bridge St	&	US-176/Old Hwy	1.80	5.0	618
US 29	John B White Sr Blvd/W Saint John St	&	W Main St/Baltimore St	0.47	5.0	619
US 52	SC-261/SC-527/Main St/Longstreet St	&	SC-261/Manning Hwy	2.38	4.9	620
SC 72	I-26	&	SC-P 3002/Springdale Dr	1.17	4.9	621
US 278	US-78/US-1/Jefferson Davis Hwy	&	SC-28/SC-125/Atomic Rd	4.92	4.9	622
SC 9	SC-99/Richburg Rd	&	SC-901/N Main St	2.97	4.9	623
US 29	US-29 Bus/Williamston Rd	&	Shirlane Dr	0.51	4.9	624
US 17	SC-64/Charleston Hwy	&	SC-303/Green Pond Hwy	10.19	4.8	625
US 29	E Park Ave	&	US-123/Academy St	0.09	4.7	626
US 521	US-301	&	I-95	1.80	4.7	627
US 76	C-S-4-162/Gerli St/La France Treatment Plant	&	Williams St	0.63	4.7	628
US 76	US-29	&	SC-252 (Anderson)	3.43	4.6	629
SC 703	SC-517/Clyde Moultrie Dangerfield Hwy	&	Jasper Blvd	3.39	4.6	630

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 301	I-26	&	JS-21/Joe S Jeffords Hwy/Whittaker Pkwy	6.31	4.5	631
US 29	Shirlane Dr	&	US-178/US-76/Belton Hwy/E River St	0.62	4.5	632
SC 9	SC-905/Pireway Rd	&	SC-9	7.01	4.5	633
SC 9	SC-90	&	US-17 (East)	0.50	4.5	634
US 378	US-501	&	US-701/4th Ave	0.07	4.5	635
US 25	White Horse Rd	&	Roe Ford Rd	1.76	4.5	636
US 29	Old Spartanburg Hwy	&	Astor St	2.00	4.5	637
US 29	SC-198/N Mountain St	&	Shelby St	0.34	4.4	638
US 29	SC-8/Easley Hwy	&	Cherokee Rd	2.00	4.3	639
US 25	SC-19/SC-121/Pine House Rd	&	SC-23/Jeter St/Courthouse Sq	6.01	4.3	640
US 301	SC-4/Neeses Hwy	&	SC-70/Binnicker Bridge Rd	3.18	4.3	641
SC 9	SC-13-69/E Cato St	&	SC-151 Byp/Van Lingle Mungo Blvd	0.50	4.3	642
US 521	SC-41/Morgan Ave	&	County Line Rd	1.00	4.2	643
SC 9	SC-13-55/SC-13-73/Mills Rd	&	SC-13-69/E Cato St	4.08	4.2	644
US 29	SC-110/Battleground Rd	&	SC-57	3.12	4.2	645
US 278	SC-28/SC-125/Atomic Rd	&	SC-302/Silver Bluff Rd	5.98	4.2	646
US 278	SC-3/Marlboro Ave	&	SC-3	1.28	4.2	647
US 278	I-95	&	US-17	0.27	4.2	648
US 378	US-15/N Main St/S Pike W	&	US-521	2.09	4.1	649
US 17	US-Spur 52/Morrison Dr/E Bay St	&	I-26/US-52/Meeting St/King St	0.43	4.1	650
US 278	SC-302/Silver Bluff Rd	&	SC-19	6.22	4.1	651
US 52	SC-512/Cade Rd	&	SC-261/SC-527/Main St/Longstreet St	9.46	4.0	652
US 378	SC-261/Kings Hwy	&	US-601/McCords Ferry Rd	9.52	4.0	653
SC 402	**S-359 (Hard Pinch Rd)**	**&**	**US 17A**	**4.35**	**4.0**	**654**
US 221	SC-72	&	SC-246	3.39	3.9	655
US 378	US-601/McCords Ferry Rd	&	SC-764/Old Eastover Rd	4.96	3.9	656
US 78	SC-37	&	SC-39/Elko St	2.88	3.9	657
SC 9	SC-909/Oakley Hall School Rd	&	US-321/Lowrys Hwy	6.68	3.9	658
US 1	SC-9/Community Rd	&	US-52/2nd St/Powe St	1.88	3.8	659
US 52	Hackemann Ave	&	Spruill Ave	0.65	3.8	660
SC 9	US-15 Bus/SC-385/W Main St	&	SC-9 Bus/Oakwood St	1.84	3.8	661
SC 6	SC-311	&	SC-45/Trojan Rd	6.94	3.8	662
SC 38	SC-381/High St	&	SC-34	9.13	3.8	663
US 178	SC-121/S Main St	&	US-378/Church St	0.21	3.8	664
SC 41	SC-261/Broad St	&	SC-512	7.53	3.8	665
US 278	Dunbarton Blvd	&	SC-64/Hagood Ave	0.34	3.8	666
US 76	SC-28/Pendleton Rd	&	SC-S-4-279/Woodburn Rd	3.11	3.8	667
US 278	SC-63/Main St	&	SC-68	2.16	3.8	668
US 123	Old Seneca Rd	&	SC-24/Oak St	1.32	3.8	669
US 52	US-15/Main St/Church St	&	US-15/Hartsville Hwy	2.04	3.7	670
US 1	I-20 (Aiken)	&	SC-118/Rutland Dr	6.58	3.7	671
SC 9	I-77	&	SC-909/Oakley Hall School Rd	3.08	3.6	672
US 78	SC-362/Hunters Chapel Rd	&	US-601/US-301/Main St/S Main St	0.73	3.6	673
SC 9	US-1/Community Rd	&	US-52/2nd St/Powe St	1.88	3.6	674
US 178	SC-184	&	US-76/SC-252/Greer St	5.49	3.6	675
SC 6	I-95	&	SC-267/Tee Vee Rd	4.93	3.6	676
SC 72	SC-20/S Main St	&	SC-72	9.78	3.6	677
SC 261	**I-95**	**&**	**US 15**	**6.94**	**3.6**	**678**
US 78	SC-781/Tinker Creek Rd	&	State Park Rd	5.42	3.6	679
US 29	Cherokee Rd	&	US-29/Anderson Hwy	2.76	3.5	680
US 25	SC-290/Locust Hill Rd	&	SC-414/Bates Crossing Rd	0.84	3.5	681
US 76	S Main St	&	SC-576/W Liberty St	1.62	3.5	682
US 29	I-85 (Blacksburg)	&	SC-5/York Rd	4.52	3.5	683
SC 151	SC-9/E McGregor St	&	SC-151 Byp/Pearl St	2.28	3.5	684
US 521	Brewington Road Ext	&	SC-441/Peach Orchard Rd	4.07	3.4	685
SC 72	US-176/SC-121/Watson St	&	S Church St	0.35	3.4	686
US 321	SC-70/Dally Rd	&	US-78/Baruch St/Heritage Hwy	0.39	3.4	687
SC 151	SC-903/Catarah Rd	&	US-1/7th St	9.76	3.4	688
US 378	US-52/N Ron McNair Blvd	&	US-378/SC-341/W Main St	2.26	3.4	689
SC 9	US-701	&	SC-9/SC-410/Green Sea Rd	6.65	3.4	690
SC 9	SC-9	&	US-701	6.43	3.3	691
US 15	SC-381/N Main St	&	SC-9/Tyson Ave	7.94	3.3	692
US 25	SC-225/Scotch Cross Rd/SC-S-24-131	&	US-178/US-221	1.16	3.3	693

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 278	US-321/Hampton Ave	&	US-601	9.12	3.3	694
US 176	Country Club Rd	&	SC-S-42-1226/Dogwood Club Rd	2.17	3.3	695
SC 6	SC-310/Camden Rd	&	I-95	3.46	3.3	696
US 1	SC-145	&	SC-151/Pine Ave	1.88	3.3	697
SC 38	US-15/SC-385/W Main St	&	401 Bus/SC-9/SC-385/King St (Bennettsv	0.13	3.2	698
US 78	Jedburg Rd/Mallard Rd	&	SC-27/Ridgeville Rd	6.28	3.2	699
US 278	US-301/SC-125/Main St/Augusta Hwy	&	US-321/Hampton Ave	5.45	3.2	700
SC 194	**US 378**	**&**	**S-140 (Wheeler Cir)**	**0.78**	**3.2**	**701**
SC 24	SC-187/Marina Rd	&	I-85	2.58	3.2	702
US 52	SC-45/Ravenell Dr/Church Rd	&	Mandella Rd	4.16	3.2	703
US 52	US-52/N Main St	&	SC-34/Harry Byrd Hwy	2.96	3.2	704
US 378	Charter Oak Rd/Saint Peters Church Rd	&	SC-391	14.45	3.2	705
US 501	US-501 Bus/SC-41 Alt	&	SC-41	6.25	3.2	706
SC 170	SC-280/Parris Island Gtwy	&	SC-802/Savannah Hwy	3.18	3.1	707
US 17	SC-162	&	Old Jacksonboro Rd	3.59	3.1	708
SC 9	SC-145/S Page St	&	SC-9 Bus/W Main St	1.28	3.1	709
SC 763	US-378/S Pike E	&	US-76 Bus/US-378 Bus/E Liberty St	2.31	3.1	710
US 601	SC-48/Bluff Rd	&	John M Bates Brg	4.19	3.1	711
US 301	US-176/Old State Rd	&	SC-36/Homestead Rd	3.97	3.1	712
US 29	SC-5/York Rd	&	SC-198/N Mountain St	0.49	3.1	713
SC 5	US-29/E Cherokee St	&	SC-198/N Mountain St	0.49	3.1	713
US 25	US-25/N Poinsett Hwy	&	SC-290/Locust Hill Rd	4.28	3.0	715
US 378	US-301	&	US-301/Main St/Calvert St/Park St	0.53	3.0	716
US 78	US-601/US-301/Main St/S Main St	&	US-321/Carolina Hwy	6.61	3.0	717
US 76	SC-576/W Liberty St	&	US-301/US-76	6.37	3.0	718
US 21	SC-98/Gold Hill Rd	&	US-21	0.21	3.0	719
US 123	Issaqueena Trl	&	SC-93/Old Greenville Hwy	1.58	3.0	720
US 601	SC-262/Leesburg Rd/Westvaco Rd	&	US-378/US-76/Garners Ferry Rd	5.03	3.0	721
SC 19	SC-191	&	SC-191/Old Graniteville Hwy	3.10	3.0	722
US 15	SC-9/Cottingham Blvd	&	US-15/W Main St	1.12	3.0	723
US 21	US-176/Old Hwy	&	Old Sandy Run Rd/Kaiser Rd	0.65	3.0	724
SC 61	US-17/Savannah Hwy	&	SC-171/Wesley Dr	0.15	3.0	725
SC 46	**SC 170**	**&**	**US 17**	**5.25**	**3.0**	**726**
US 25	SC-247/Cooley Bridge Rd	&	SC-8/SC-418/Old Hundred Rd	0.10	3.0	727
US 521	US-17 Alt/Saints Delight Rd	&	SC-41/Morgan Ave	8.56	3.0	728
US 278	SC-64/Hagood Ave	&	SC-3/Marlboro Ave	1.28	2.9	729
US 25	US-221 (Greenwood) (South)	&	SC-34	1.35	2.9	730
SC 72	SC-S-30-46/Charlottes Rd	&	SC-39/N Main St	10.47	2.9	731
SC 38	US-15/King St (Bennettsville) (South)	&	SC-381/High St	7.01	2.9	732
US 276	SC-417/S Main St	&	I-385/I-185/Neely Ferry Rd	1.60	2.9	733
SC 9	SC-49/Lockhart Hwy (Sharon)	&	SC-49/Lockhart Hwy (Union)	0.71	2.9	734
US 178	US-25/SC-185/Main St	&	SC-246/Freeman Rd/Emerson St	0.69	2.9	735
SC 72	SC-81/S Calhoun St	&	Turkey Hill Rd/Watts Rd	6.49	2.8	736
SC 19	SC-191/Old Graniteville Hwy	&	I-20	0.92	2.8	737
US 123	US-123/SC-93/Ross Ave	&	Cartee Rd/SC-S-39-53	3.27	2.8	738
US 123	Five Forks Rd/SC-S-39-64	&	Ruhamah Rd	1.76	2.8	739
SC 85	I-26/Exit 2	&	Blackstock Rd/Exit 1	0.93	2.8	740
US 378	SC-527/Brick Church Rd	&	SC-763/Myrtle Beach Hwy	8.73	2.8	741
SC 31	Veterans Hwy	&	Robert M Grissom Pkwy/International Dr	6.02	2.7	742
US 78	SC-27/Ridgeville Rd	&	US-178/E Main St	2.76	2.7	743
SC 121	US-76 Bus/College St	&	US-76 Bus/Wilson Rd	0.78	2.7	744
SC 462	**SC 336**	**&**	**S-425 (I-95 Frontage)**	**9.7**	**2.7**	**745**
SC 85	Bryant Rd/Exit 76	&	SC-9/Boiling Springs Rd/Exit 6	1.38	2.7	746
S-1088	**S-3 (W Main St)**	**&**	**US 29**	**0.1**	**2.7**	**747**
US 378	SC-391	&	US-378/US-178/Greenwood Hwy	13.97	2.7	748
US 123	Richland Rd	&	SC-S-37-49/Armstrong Rd	1.99	2.7	749
US 378	US-378/US-76/Liberty St	&	US-401/N Pike E/Oswego Hwy	0.94	2.7	750
US 25	US-76/Princeton Hwy	&	SC-247/Cooley Bridge Rd	9.71	2.6	751
SC 48	US-601/McCords Ferry Rd	&	SC-769/Congaree Rd	7.82	2.6	752
US 25	Bettis Academy Rd	&	SC-19/SC-121/Pine House Rd	5.13	2.6	753
US 521	I-95	&	Main St (Alcolu)	1.19	2.6	754
SC 161	SC-161/SC-5/Alexander Love Hwy	&	SC-274/Hands Mill Ext/Hands Mill Rd	6.10	2.6	755
US 521	SC-261/Boykin Rd	&	I-20	2.23	2.6	756

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 29	I-85	&	SC-8/Easley Hwy	1.66	2.6	757
SC 85	SC-9/Boiling Springs Rd/Exit 6	&	Milliken Rd/Exit 5	1.14	2.6	758
SC 61	US-17 Alt/Walterboro Rd	&	SC-27/Givhans Rd	5.09	2.6	759
US 601	US-176/Old Hwy	&	I-26	6.22	2.6	760
S-12	**US 176**	**&**	**SC 9**	**0.84**	**2.6**	**761**
SC 174	SC-164/Willtown Rd	&	SC-162	1.05	2.6	762
US 52	Society Hill Rd	&	US-15/Main St/Church St	2.62	2.5	763
US 25	SC-414/Bates Crossing Rd	&	SC-11/Cherokee Foothills Scenic Hwy	3.66	2.5	764
US 301	SC-36/Homestead Rd	&	I-26	2.17	2.5	765
SC 61	SC-27/Givhans Rd	&	SC-651/Rehoboth Rd	10.28	2.5	766
SC 576	Mill St	&	US-501 Br	1.63	2.5	767
US 321	SC-363	&	SC-3/Nixville Rd	4.52	2.5	768
SC 121	US-76 Bus/Wilson Rd	&	I-26	1.85	2.5	769
SC 72	US-321 Bus/SC-97/SC-9 Bus/Center St	&	US-321/SC-72/SC-121	1.00	2.5	770
SC 85	SC-295/New Cut Rd/Exit 3	&	Fairforest Rd/Exit 2	1.28	2.5	771
US 123	SC-11/Cherokee Foothills Scenic Hwy	&	SC-S-37-64/Seed Farm Rd	0.89	2.5	772
US 601	SC-263/Vanboklen Rd	&	SC-764/Action Rd/Old Eastover Rd	2.69	2.5	773
SC 22	SC-31/Carolina Bays Pkwy	&	SC-90	3.92	2.4	774
US 123	SC-8/SC-135/S Pendleton St	&	US-123/SC-93/Ross Ave	0.53	2.4	775
US 601	SC-S-40-268/Screaming Eagle Road Ext	&	SC-262/Leesburg Rd/Westvaco Rd	3.56	2.4	776
US 378	SC-908	&	SC-41	5.50	2.4	777
US 52	SC-NC State Border	&	US-1/SC-9/Powe St	8.90	2.4	778
SC 5	US-521/Charlotte Hwy	&	SC-75/W Rebound Rd/Riverside Rd	2.80	2.4	779
US 25	SC-254/Cokesbury Rd	&	US-25 Bus/S Greenwood Ave	5.31	2.4	780
SC 125	**Aiken/Barnwell Line**	**&**	**S-62 (N Silverton St)**	**8.43**	**2.4**	**781**
SC 6	Sandspoint St	&	SC-45/Porcher Ave	4.51	2.3	782
SC 34	SC-34/Dixie Dr	&	SC-121 (Newberry)	0.82	2.3	783
US 1	US-178/SC-391/Pine St	&	SC-39/Main St	5.81	2.3	784
US 278	SC-S-6-39/Big Fork Rd	&	US-301/Main St/Burton's Ferry Hwy	8.33	2.3	785
SC 9	US-76 (Nichols) (East)	&	US-76 (Nichols) (West)	1.62	2.3	786
US 301	SC-70/Binnicker Bridge Rd	&	SC-332	6.48	2.3	787
US 301	US-301	&	US-521	1.85	2.3	788
US 29	New Pond Rd	&	US-29	0.73	2.2	789
US 25	SC-11/Cherokee Foothills Scenic Hwy	&	SC-S-23-41/Gap Creek Rd	5.81	2.2	790
SC 51	Johnson Rd	&	SC-41/County Line Rd	8.30	2.2	791
US 601	US-521/S Matson St	&	Fletcher Dr/Damascus Church Rd	6.57	2.2	792
SC 9	SC-S-29-39/Old Camden Monroe Hwy	&	SC-522/Rocky River Rd	4.92	2.2	793
US 52	Colonel Maham Dr/SC-S-8-35	&	SC-45/Ravenell Dr/Church Rd	4.21	2.2	794
SC 6	Old Whitesville Rd	&	SC-311	9.81	2.2	795
SC 261	**SC 120**	**&**	**US 76**	**16.13**	**2.2**	**796**
US 52	SC-541/E Friendfield Rd/Salem Rd	&	US-378	5.37	2.2	797
S-1711	**SC 121**	**&**	**SC 72**	**0.18**	**2.2**	**798**
US 601	US-378/US-76/Garners Ferry Rd	&	SC-263/Vanboklen Rd	2.80	2.2	799
US 178	US-378/SC-121/Travis Ave	&	SC-S-41-21	7.43	2.1	800
US 601	McLeod Rd	&	Boykin Rd	4.97	2.1	801
SC 151	US-15/S 5th St	&	SC-151/S 4th St	1.97	2.1	802
US 601	John M Bates Brg	&	SC-267/Adams Rd/McCords Ferry Rd	1.96	2.1	803
US 17	SC-303/Green Pond Hwy	&	US-21/Trask Pkwy	11.90	2.1	804
SC 19	US-25/SC-121/Pine House Rd	&	SC-19/SE Diggs Rd	1.02	2.1	805
SC 48	SC-769/Congaree Rd	&	Lower Richland Blvd	8.01	2.1	806
SC 170	SC-46/May River Rd	&	SC-170	2.75	2.1	807
US 321	US-78/Baruch St/Heritage Hwy	&	SC-64/Low Country Hwy/3rd St	10.41	2.1	808
US 521	Main St (Alcolu)	&	Britton Rd	7.79	2.1	809
SC 174	Jungle Rd	&	Steamboat Landing Rd	6.09	2.1	810
US 17	US-521/SC-17	&	Powell Rd	12.22	2.1	811
US 178	SC-246/Freeman Rd/Emerson St	&	SC-420/Old Shoals Junction Rd	6.02	2.1	812
US 501	SC-41	&	SC-319/Elm St	8.13	2.1	813
SC 61	US-15/Jefferies Hwy	&	I-95	2.81	2.0	814
US 378	US-301/Main St/Calvert St/Park St	&	I-95	4.41	2.0	815
SC 34	W Smith Ave	&	SC-151/E Bobo Newsom Hwy	4.46	2.0	816
US 15	US-15/W Main St	&	SC-912/Marlboro Rd/Willamette Rd	3.15	2.0	817
US 378	US-401/N Pike E/Oswego Hwy	&	US-15/N Main St/S Pike W	1.68	2.0	818
SC 9	SC-9 Bus/W Main St	&	SC-265	2.54	2.0	819

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 178	SC-420/Old Shoals Junction Rd	&	SC-184	2.99	2.0	820
SC 402	**SC 41**	**&**	**S-359 (Hard Pinch Rd)**	**11.16**	**2.0**	**821**
SC 261	**US 15**	**&**	**SC 120**	**6.2**	**2.0**	**822**
SC 23	SC-121/Lee St	&	SC-430/Crest Rd	6.09	2.0	823
US 123	Cartee Rd/SC-S-39-53	&	US-178/Moorefield Memorial Hwy	1.28	2.0	824
US 321	SC-3/Nixville Rd	&	Jman Rd/SC-S-25-20/Augusta Stagecoac	10.30	2.0	825
US 176	SC-150/Glenn Springs Rd	&	SC-S-44-12/Forest St	5.62	2.0	826
SC 5	SC-198/N Mountain St	&	US-29/York St/E Cherokee St	0.24	2.0	827
US 278	SC-462 (Ridgeland) (North)	&	SC-462 (Ridgeland) (South)	0.81	2.0	828
US 76	SC-101/Neely Ferry Rd	&	SC-252 (Laurens)	7.85	1.9	829
US 321	US-178/North Rd	&	SC-4/Neeses Hwy	6.40	1.9	830
US 123	Simms School Rd/SC-S-39-44	&	Eighteen Mile Rd	1.54	1.9	831
SC 3	US-321/Columbia Hwy/E Railroad Ave S	&	US-321/3rd St/Columbia Hwy	0.04	1.9	832
US 25	US-178	&	SC-225/Scotch Cross Rd/SC-S-24-131	1.80	1.9	833
US 76	SC-917/S Park St	&	SC-41	0.15	1.9	834
US 521	SC-441/Peach Orchard Rd	&	Swift Creek Rd	8.54	1.9	835
US 501	US-301	&	SC-38	3.33	1.8	836
US 601	SC-267/Adams Rd/McCords Ferry Rd	&	SC-6/Bridge St	8.93	1.8	837
US 321	SC-3/Whetstone Rd	&	US-178/North Rd	7.70	1.8	838
US 123	SC-S-37-49/Armstrong Rd	&	SC-11/Cherokee Foothills Scenic Hwy	0.31	1.8	839
SC 151	SC-151/S 4th St	&	SC-34/E Lydia Hwy	3.77	1.8	840
US 521	US-52	&	Main St (Greeleyville)	2.58	1.8	841
SC 45	US-17 Alt/SC-41	&	US-17 Alt	3.72	1.8	842
US 321	SC-641/Main St/Confederate Hwy	&	S-278/Hampton Ave/Allendale Fairfax Hw	5.71	1.8	843
US 378	US-378 Bus/E Myrtle Beach Hwy	&	US-52/N Ron McNair Blvd	1.20	1.8	844
US 301	SC-267/Tee Vee Rd	&	US-176/Old State Rd	5.98	1.8	845
SC 125	**SC 3**	**&**	**Aiken/Barnwell Line**	**21.81**	**1.7**	**846**
SC 9	SC-S-44-114/Bob Little Rd	&	SC-18/S Jonesville Hwy	1.84	1.7	847
US 123	SC-S-37-64/Seed Farm Rd	&	Old Seneca Rd	0.86	1.7	848
US 321	SC-4/Neeses Hwy	&	SC-332/Cope Rd	5.62	1.7	849
US 29	SC-105/Corry St	&	SC-110/Battleground Rd	9.70	1.7	850
SC 121	US-178/SC-39/Batesburg Hwy	&	US-378/Church St	0.19	1.7	851
SC 9	US-521 Byp/Lancaster Byp	&	SC-9 Bus/W Meeting St	0.17	1.7	852
SC 48	Lower Richland Blvd	&	Pineview Rd	5.37	1.7	853
US 276	US-25 (North)	&	US-25 (South)	0.37	1.7	854
SC 85	I-585/US-176/Frontage Rd/Exit 5	&	SC-56/Asheville Hwy/Exit 4	0.28	1.7	855
SC 9	US-21/Catawba River Rd	&	SC-99/Richburg Rd	5.14	1.6	856
SC 9	SC-9/SC-410/Green Sea Rd	&	Mitchell Sea Rd	0.95	1.6	857
US 301	US-278/SC-125	&	SC-3	7.20	1.6	858
SC 31	SC-9	&	Veterans Hwy	7.50	1.6	859
SC 85	Fairforest Rd/Exit 2	&	I-26/Exit 2	0.32	1.6	860
SC 6	SC-45/Trojan Rd	&	Sandspoint St	6.44	1.6	861
SC 85	SC-56/Asheville Hwy/Exit 4	&	Buffington Rd/Exit 4	0.63	1.6	862
SC 41	SC-402	&	Charity Church Rd	5.93	1.6	863
US 123	Eighteen Mile Rd	&	Issaqueena Trl	2.06	1.6	864
US 25	Sweetwater Rd	&	Bettis Academy Rd	6.67	1.6	865
SC 9	SC-9 Bus/Oakwood St	&	SC-79/Brick Yard Rd	4.01	1.6	866
US 52	US-301/E Effingham Rd/Olanta Hwy	&	SC-541/E Friendfield Rd/Salem Rd	6.67	1.6	867
SC 85	I-85 Bus	&	Bryant Rd/Exit 76	0.47	1.5	868
SC 9	SC-265	&	SC-268/SC-109/Depot St/Camden Rd	5.16	1.5	869
SC 3	SC-S-3-104	&	US-321/Columbia Hwy/E Railroad Ave S	6.41	1.5	870
US 378	SC-51/Old River Rd	&	SC-51/S Pamplico Hwy	3.07	1.5	871
SC 72	US-176/Whitmire Hwy	&	US-176/SC-121/Watson St	1.64	1.5	872
US 25	US-276/US-25/Poinsett Hwy	&	US-276/S Main St	0.42	1.5	873
US 301	US-15/Five Chop Rd	&	SC-267/Tee Vee Rd	1.60	1.5	874
SC 31	Robert M Grissom Pkwy/International Dr	&	US-501	5.78	1.5	875
US 21	Kean Neck Rd	&	US-17/Charleston Hwy/Trask Pkwy	3.39	1.5	876
US 25	SC-S-30-47	&	US-25/SC-252	2.01	1.5	877
SC 41	US-378	&	US-378/Myrtle Beach Hwy	3.51	1.5	878
SC 34	US-401/US-52/Governor Williams Hwy	&	W Smith Ave	0.81	1.5	879
SC 9	Mitchell Sea Rd	&	Carolina Rd	4.14	1.5	880
US 17	Parkers Ferry Rd	&	SC-64/Charleston Hwy	4.01	1.5	881
SC 41	SC-41/County Line Rd	&	SC-51/Browns Ferry Rd	2.29	1.5	882

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
SC 61	SC-651/Rehoboth Rd	&	US-15/Jefferies Hwy	7.17	1.5	883
SC 41	SC-512	&	SC-41/County Line Rd	1.25	1.5	884
US 378	SC-763/Myrtle Beach Hwy	&	US-378/US-76/Liberty St	1.30	1.5	885
US 52	US-1	&	Society Hill Rd	8.54	1.4	886
US 521	Swift Creek Rd	&	SC-261/Boykin Rd	4.36	1.4	887
US 178	SC-S-41-21	&	SC-246	3.98	1.4	888
US 601	SC-764/Action Rd/Old Eastover Rd	&	SC-48/Bluff Rd	4.15	1.4	889
SC 121	SC-23/Calhoun St	&	Monument Dr	2.02	1.4	890
US 278	SC-19	&	SC-781/Tinker Creek Rd	9.33	1.4	891
US 321	SC-46/Main St/SC-S-27-31/Church Rd	&	US-17/General William Hardee Blvd	0.61	1.4	892
US 1	SC-39/Main St	&	SC-392/Engineer Rd	3.76	1.4	893
US 178	SC-248	&	US-25	4.38	1.4	894
US 378	SC-51/S Pamplico Hwy	&	US-378 Bus/E Myrtle Beach Hwy	14.75	1.4	895
US 1	SC-392/Engineer Rd	&	I-20 (Aiken)	9.63	1.4	896
SC 22	SC-90	&	SC-905	4.20	1.4	897
US 25	US-25/SC-252	&	Maddox Bridge Rd/Simmons Cir	1.25	1.4	898
US 17	US-17 Alt/US-21/Castle Hall Rd	&	I-95	1.93	1.4	899
US 178	SC-302/Pine St	&	SC-113/SC-278/Calks Ferry Rd	7.48	1.4	900
US 21	Old Sandy Run Rd/Kaiser Rd	&	I-26 (West Columbia)	6.39	1.3	901
US 52	US-15/Hartsville Hwy	&	Dovesville Hwy	6.33	1.3	902
SC 375	**US 521 (SC 375)**	**&**	**US 521 (SC 375)**	**5.14**	**1.3**	**903**
US 29	SC-187	&	SC-GA State Border	4.00	1.3	904
US 176	SC-295/Southport Rd	&	SC-9/S Pine St	0.27	1.3	905
SC 151	SC-151	&	SC-903/Catarah Rd	4.82	1.3	906
US 29	US-29	&	SC-187	8.66	1.3	907
SC 9	US-601	&	SC-S-29-39/Old Camden Monroe Hwy	5.62	1.3	908
US 178	US-76/SC-252/Greer St	&	US-76/SC-28/Clemson Blvd	0.06	1.3	909
SC 9	SC-49/Lockhart Hwy (Union)	&	SC-105/Mount Tabor Church Rd	2.54	1.3	910
US 52	SC-375	&	Colonel Maham Dr/SC-S-8-35	5.87	1.3	911
US 123	Ruhamah Rd	&	Simms School Rd/SC-S-39-44	3.03	1.3	912
SC 9	SC-268/SC-109/Depot St/Camden Rd	&	SC-13-55/SC-13-73/Mills Rd	4.60	1.2	913
US 178	Limestone Rd	&	SC-172/Redmond Mill Rd	4.61	1.2	914
SC 5	SC-97	&	US-29/E Cherokee St	5.45	1.2	915
US 321	US-278/Hampton Ave/Allendale Fairfax Hwy	&	SC-363	9.43	1.2	916
US 378	SC-41	&	SC-51/Old River Rd	3.93	1.2	917
US 176	SC-72/Union St	&	S Church St	0.36	1.2	918
US 176	SC-9/S Pine St	&	SC-150/Glenn Springs Rd	2.12	1.2	919
SC 19	SC-19/SE Diggs Rd	&	SC-191	5.18	1.2	920
SC 151	US-1/7th St	&	Tabernacle Church Rd/Kings Pond Rd	5.43	1.2	921
SC 174	SC-162	&	US-17/Savannah Hwy	2.57	1.2	922
SC 61	SC-217/Sunrise Rd	&	US-21/Freedom Rd	7.26	1.2	923
US 76	Lake Side Rd	&	Martin Ln	0.52	1.2	924
US 278	SC-39/Savannah Dr	&	Seven Pines Rd/Blush Dr	2.19	1.2	925
US 378	I-95	&	SC-53/Narrow Paved Rd	1.78	1.2	926
US 501	US-76	&	US-501 Bus/SC-41 Alt	4.07	1.2	927
US 278	SC-3	&	SC-S-6-39/Big Fork Rd	5.59	1.2	928
SC 51	US-701/N Fraser St	&	Johnson Rd	7.35	1.2	929
US 501	SC-38	&	US-501	4.44	1.2	930
SC 527	**US 52**	**&**	**S-185 (Woodland Dr)**	**0.38**	**1.2**	**931**
US 123	US-76/E North Ave	&	SC-S-37-34/New Madison Rd	8.58	1.2	932
SC 151	Tabernacle Church Rd/Kings Pond Rd	&	Kelleytown Rd	5.63	1.1	933
US 378	SC-53/Narrow Paved Rd	&	SC-527/Brick Church Rd	1.51	1.1	934
SC 72	S Church St	&	I-26	14.71	1.1	935
US 76	US-25/Augusta Rd	&	SC-101/Neely Ferry Rd	6.15	1.1	936
SC 6	SC-45/Porcher Ave	&	SC-210/Vance Rd	5.16	1.1	937
SC 267	**S-203 (Old River Rd)**	**&**	**US 601**	**10.82**	**1.1**	**938**
SC 85	Buffington Rd/Exit 4	&	SC-295/New Cut Rd/Exit 3	0.18	1.1	939
SC 38	SC-34	&	I-95	4.99	1.1	940
US 278	SC-3/SC-S-27-16	&	SC-462 (Ridgeland) (North)	4.87	1.1	941
SC 151	SC-151 Byp/Pearl St	&	SC-151/Miller Rd	4.85	1.1	942
SC 61	I-95	&	SC-217/Sunrise Rd	3.66	1.1	943
US 123	SC-S-37-34/New Madison Rd	&	GA-SC State Border	1.81	1.1	944
US 278	SC-781/Tinker Creek Rd	&	SC-39/Savannah Dr	3.74	1.1	945

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INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 29	SC-81/S Murray Ave (Anderson) (South)	&	New Pond Rd	0.46	1.0	946
SC 85	Milliken Rd/Exit 5	&	I-585/US-176/Frontage Rd/Exit 5	0.05	1.0	947
US 25	US-25 Bus/S Greenwood Ave	&	SC-S-30-47	1.54	1.0	948
US 17	SC-45/S Pinckney St	&	Steed Creek Rd	9.51	1.0	949
SC 9	Carolina Rd	&	US-76 (Nichols) (East)	6.25	1.0	950
US 178	SC-113/SC-278/Calks Ferry Rd	&	I-20	6.24	1.0	951
US 321	SC-332/Cope Rd	&	SC-70/Dally Rd	8.01	1.0	952
SC 5	Beersheba Rd	&	SC-55/SC-S-11-286/Indian Springs Rd	6.44	1.0	953
US 78	SC-3/Solomon Blatt Ave	&	SC-37	6.52	1.0	954
US 25	SC-23/Jeter St/Courthouse Sq	&	US-378	12.02	1.0	955
SC 3	SC-S-3-22	&	SC-S-3-104	9.56	1.0	956
SC 5	SC-5/Sutton Springs Rd/Black Hwy	&	Sutton Springs Rd	0.06	1.0	957
SC 9	SC-79/Brick Yard Rd	&	US-1/Community Rd	7.13	1.0	958
US 178	SC-172/Redmond Mill Rd	&	US-321/Main St/Savannah Hwy	3.42	1.0	959
US 178	SC-3/Whetstone Rd	&	SC-302/Pine St	8.37	1.0	960
S-529	**US 52 (S-529)**	**&**	**US 52 (S-529)**	**0.03**	**1.0**	**961**
US 501	SC-41 Alt	&	US-76	2.16	1.0	962
US 178	SC-246	&	SC-248	6.24	1.0	963
US 301	US-321/Carolina Hwy	&	US-321/Buford's Bridge Hwy	1.90	1.0	964
US 601	I-20	&	SC-S-40-268/Screaming Eagle Road Ext	8.97	1.0	965
SC 38	SC-917	&	US-301	4.23	0.9	966
US 301	US-601/Broxton Bridge Rd	&	SC-S-5-22/SC-S-5-23/Erhardt Rd	6.30	0.9	967
US 278	Seven Pines Rd/Blush Dr	&	SC-37	6.32	0.9	968
US 1	SC-151/Pine Ave	&	SC-341/Main St	6.83	0.9	969
SC 85	Blackstock Rd/Exit 1	&	I-85/Exit 68	0.73	0.9	970
SC 121	US-25/SC-19/Augusta Rd	&	SC-191	6.54	0.9	971
SC 121	SC-34/Main St	&	SC-34	4.56	0.9	972
SC 174	Edisto Hwy	&	Jungle Rd	0.05	0.9	973
SC 34	SC-121 (Newberry)	&	SC-121 (Silverstreet)	4.56	0.9	974
US 378	US-378/SC-341/W Main St	&	US-301	12.93	0.9	975
US 321	US-601	&	SC-336/SC-S-27-119/Sand Hills Rd	7.19	0.8	976
US 78	SC-61	&	SC-S-5-42/Sloan Cir	6.63	0.8	977
US 78	US-321/Carolina Hwy	&	SC-3/Solomon Blatt Ave	8.09	0.8	978
SC 151	SC-265/Elizabeth St	&	SC-151	1.43	0.8	979
SC 72	Turkey Hill Rd/Watts Rd	&	SC-28	6.35	0.8	980
SC 9	Midway Rd	&	SC-9 Bus/E Main St	5.16	0.8	981
S-103	**S-106 (Merriman Rd)**	**&**	**US 17**	**0.4**	**0.8**	**982**
SC 9	SC-105/Mount Tabor Church Rd	&	SC-S-44-114/Bob Little Rd	8.98	0.8	983
SC 267	**SC 6**	**&**	**S-203 (Old River Rd)**	**3.5**	**0.8**	**984**
US 78	SC-S-5-42/Sloan Cir	&	SC-362/Hunters Chapel Rd	2.48	0.8	985
US 25	Maddox Bridge Rd/Simmons Cir	&	SC-S-30-80/Harmony Rd	0.34	0.8	986
SC 38	US-301	&	US-501	1.70	0.8	987
US 601	Fletcher Dr/Damascus Church Rd	&	McLeod Rd	6.25	0.8	988
SC 64	US-321/Dana St/Carolina Hwy	&	Govan Hwy	8.16	0.7	989
SC 121	US-178/SC-39/Travis Ave	&	SC-S-41-44/Hollywood School Rd	8.55	0.7	990
SC 121	Monument Dr	&	SC-193/Daniel Ave/Gabe Rd	6.02	0.7	991
SC 9	US-321/Lowrys Hwy	&	SC-29/W Chester School Rd	5.62	0.7	992
US 25	SC-S-30-80/Harmony Rd	&	US-76	4.81	0.7	993
US 321	SC-462	&	US-601	2.86	0.7	994
US 321	SC-336/SC-S-27-119/Sand Hills Rd	&	SC-46/Main St/SC-S-27-31/Church Rd	11.94	0.7	995
US 176	SC-72/SC-121/Carlisle Whitmire Hwy	&	SC-72/Union St	1.65	0.7	996
US 321	)odman Rd/SC-S-25-20/Augusta Stagecoach I	&	SC-462	2.97	0.7	997
US 521	County Line Rd	&	Boyd Rd	8.46	0.7	998
SC 22	SC-905	&	US-701	10.91	0.7	999
SC 5	SC-55/SC-S-11-286/Indian Springs Rd	&	SC-97	1.46	0.7	1000
US 76	SC-9/S Nichols St	&	SC-917/S Park St	7.06	0.7	1001
SC 121	SC-S-41-44/Hollywood School Rd	&	SC-34/Main St	6.60	0.7	1002
US 178	US-321/Main St/Savannah Hwy	&	SC-3/Whetstone Rd	5.73	0.7	1003
SC 3	US-301	&	SC-S-3-22	5.74	0.7	1004
US 52	SC-261/Manning Hwy	&	US-521	7.18	0.6	1005
US 278	SC-S-25-27/Lowndes Lake Rd	&	SC-3/SC-S-27-16	5.28	0.6	1006
US 1	US-52	&	SC-102/Turnage St	9.84	0.6	1007
US 521	Boyd Rd	&	SC-377/Martin Luther King Ave	8.90	0.6	1008

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.

INRIX CONGESTION ANALYSIS - DRAFT 4/24/14
ALL SC STRATEGIC CORRIDORS SEGMENTS SUMMARY

Road	Segment Between			Segment Length	Adjusted VHL Per Mile	Segment Rank
US 176	S Church St	&	SC-121	7.01	0.6	1009
SC 64	US-301/Main Hwy	&	US-321/Dana St/Carolina Hwy	2.31	0.6	1010
SC 174	Steamboat Landing Rd	&	Toogoodoo Rd	10.51	0.6	1011
US 52	US-521	&	SC-375	4.98	0.6	1012
US 17	SC-174	&	Parkers Ferry Rd	2.96	0.6	1013
S-873	**US 76 (S-873)**	**&**	**US 76 (S-873)**	**0.12**	**0.6**	**1014**
US 321	SC-64/Low Country Hwy/3rd St	&	US-301	4.63	0.6	1015
US 301	SC-64/Low Country Hwy (Olar) (East)	&	SC-64/Low Country Hwy (Olar) (West)	0.29	0.6	1016
SC 3	SC-125/Augusta Hwy	&	US-301	7.05	0.6	1017
US 123	US-178/Moorefield Memorial Hwy	&	Five Forks Rd/SC-S-39-64	0.79	0.6	1018
SC 121	SC-193/Daniel Ave/Gabe Rd	&	US-178/SC-39/Batesburg Hwy	4.52	0.6	1019
US 321	US-301/Burtons Ferry Rd	&	SC-641/Main St/Confederate Hwy	4.27	0.6	1020
SC 151	SC-151/Miller Rd	&	SC-265/Elizabeth St	1.78	0.6	1021
US 17	US-21/Trask Pkwy	&	US-17 Alt/US-21/Castle Hall Rd	6.51	0.5	1022
SC 45	US-17 Alt	&	Greentown Rd	6.98	0.5	1023
SC 45	Greentown Rd	&	US-52/SC-45/Byrnes Dr	6.66	0.5	1024
US 15	SC-912/Marlboro Rd/Willamette Rd	&	US-52/Church St/Cheraw Hwy	7.13	0.5	1025
SC 385	**US 15**	**&**	**S-175 (Apple Ave)**	**0.33**	**0.5**	**1026**
US 17	Powell Rd	&	SC-45/S Pinckney St	10.50	0.5	1027
SC 121	I-26	&	US-176	5.93	0.5	1028
US 52	Meeting Street Rd	&	Hackemann Ave	0.15	0.5	1029
US 25	US-76	&	US-76/Princeton Hwy	1.12	0.5	1030
US 301	US-321/Buford's Bridge Hwy	&	SC-641/Confederate Hwy	7.51	0.5	1031
SC 72	SC-215/Fairfield Rd/Minnow Bridge Rd	&	SC-215/King Kennedy St	3.90	0.5	1032
SC 61	US-21/Freedom Rd	&	US-78	6.30	0.5	1033
US 25	US-378	&	US-178	15.08	0.4	1034
US 521	Brewington Rd	&	SC-261/Kingstree Hwy	6.71	0.4	1035
SC 72	GA -SC State Border	&	SC-81/S Calhoun St	3.23	0.4	1036
SC 6	SC-210/Vance Rd	&	SC-310/Camden Rd	1.37	0.4	1037
S-184	**US 701**	**&**	**S-173 (Bragdon Ave)**	**0.24**	**0.4**	**1038**
SC 72	US-321/SC-72/SC-121	&	SC-215/Fairfield Rd/Minnow Bridge Rd	12.49	0.4	1039
US 501	US-501	&	SC-41 Alt	2.29	0.4	1040
SC 45	US-17	&	Turner Sullivan Rd	4.54	0.4	1041
US 301	SC-64/Low Country Hwy (Olar) (West)	&	US-321/Carolina Hwy	2.71	0.4	1042
US 301	SC-S-5-22/SC-S-5-23/Erhardt Rd	&	SC-64/Low Country Hwy (Olar) (East)	5.61	0.4	1043
US 521	SC-377/Martin Luther King Ave	&	US-52	7.33	0.4	1044
US 278	SC-68	&	SC-S-25-27/Lowndes Lake Rd	6.25	0.4	1045
US 321	US-301	&	US-301/Burtons Ferry Rd	1.93	0.4	1046
SC 174	Toogoodoo Rd	&	SC-164/Willtown Rd	1.24	0.4	1047
SC 9	SC-29/W Chester School Rd	&	SC-49/Lockhart Hwy (Sharon)	8.51	0.3	1048
SC 97	**SC 72 (SC 97)**	**&**	**SC 72 (SC 97)**	**0.05**	**0.3**	**1049**
S-106	**S-103 (Fraser St)**	**&**	**US 17**	**0.2**	**0.3**	**1049**
SC 45	Shulerville Rd	&	US-17 Alt/SC-41	6.47	0.3	1051
US 1	SC-102/Turnage St	&	SC-145	12.94	0.3	1052
SC 22	US-701	&	SC-319	3.30	0.3	1053
SC 66	**SC 72 (SC 66)**	**&**	**SC 72 (SC 66)**	**0.27**	**0.3**	**1054**
SC 764	**US 76 (SC 764)**	**&**	**US 76 (SC 764)**	**0.2**	**0.3**	**1055**
US 301	SC-3	&	SC-GA State Border	5.52	0.3	1056
S-1093	**US 176 (S-1093)**	**&**	**US 176 (S-1093)**	**0.01**	**0.3**	**1057**
US 17	SC-165	&	SC-174	5.95	0.3	1058
SC 45	Halfway Creek Rd/Chicken Creek Rd	&	Shulerville Rd	3.88	0.3	1059
SC 72	SC-215/King Kennedy St	&	US-176/Whitmire Hwy	9.09	0.2	1060
S-48	**US 52 (S-48)**	**&**	**US 52 (S-48)**	**0.01**	**0.2**	**1061**
SC 389	**US 321**	**&**	**S-160 (Silversprings Rd)**	**0.08**	**0.2**	**1062**
SC 45	Turner Sullivan Rd	&	Halfway Creek Rd/Chicken Creek Rd	5.41	0.1	1063
SC 151	SC-151 Byp/Pearl St	&	SC-151 Byp/Pearl St	0.08	0.1	1064
SC 39	**SC 72 (SC 39)**	**&**	**SC 72 (SC 39)**	**0.02**	**0.1**	**1065**
SC 5	Sutton Springs Rd	&	Beersheba Rd	3.77	0.1	1066
S-1813	**US 378 (S-1813)**	**&**	**US 378 (S-1813)**	**0.01**	**0.0**	**1067**
SC 641	**US 321 (SC 641)**	**&**	**US 321 (SC 641)**	**0.07**	**0.0**	**1068**
US 521	Main St (Greeleyville)	&	Brewington Rd	5.77	0.0	1069

Bold segments calculated using substitute vehicle hours lost data; probe data was not available for the segment.