



I-26 at I-95 System Interchange Improvement

# Interstate Modification Report (IMR)

**Updated May 2023** 

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## **EXECUTIVE SUMMARY**

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

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

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

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

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

#### **Crash and Safety Analysis**

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

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

#### **Traffic Forecast**

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

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

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

#### **Initial Capacity Analysis & Comparison of Alternatives**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Interchange Modification Report Requirements**

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

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

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

#### **FHWA Policy Points**

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Other Safety Recommendations**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 1. INTRODUCTION

## 1.1 Project Background

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

## 1.2 Study Area

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

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

## 1.3 Existing Roadway Conditions

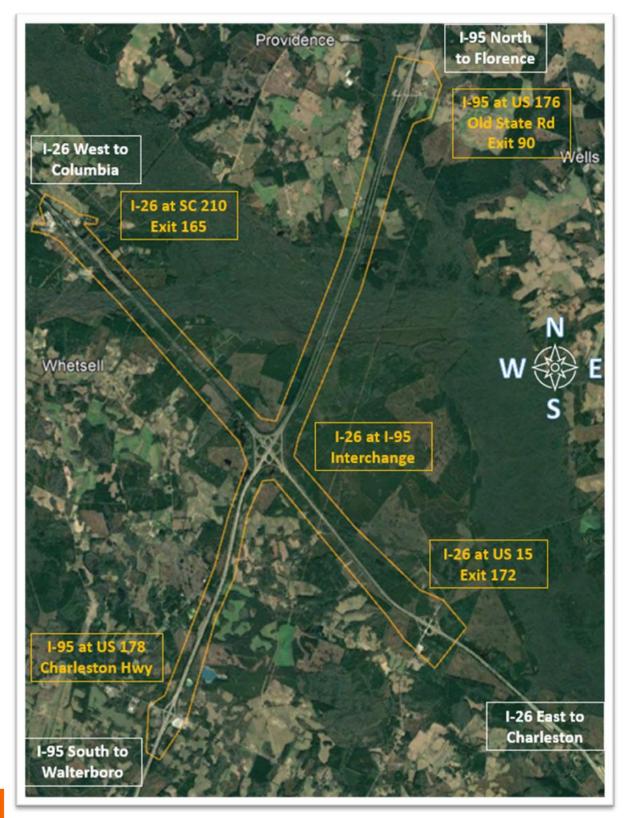
## 1.3.1 Study Corridors

#### *I-95*

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

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

Figure 1.1: Study Area Location Map



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

#### *I-26*

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

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

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

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

## <u>U.S. 178 Charleston Highway</u>

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

#### S.C. 210 Vance Road

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

#### U.S. 15

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

## 1.3.2 Study Interchange

#### **1-26 at 1-95 System interchange**

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

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



## 1.3.3 Adjacent Interchanges

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

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

Figure 1.3: U.S. 176 Interchange



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

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

Figure 1.4: U.S. 178 Interchange



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

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

Figure 1.5: S.C. 210 Interchange



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

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

Figure 1.6: U.S. 15 Interchange



## 1.4 Proposed Study Area Improvements

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

## 1.5 Proposed Design Years

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

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

## 2. DATA COLLECTION

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

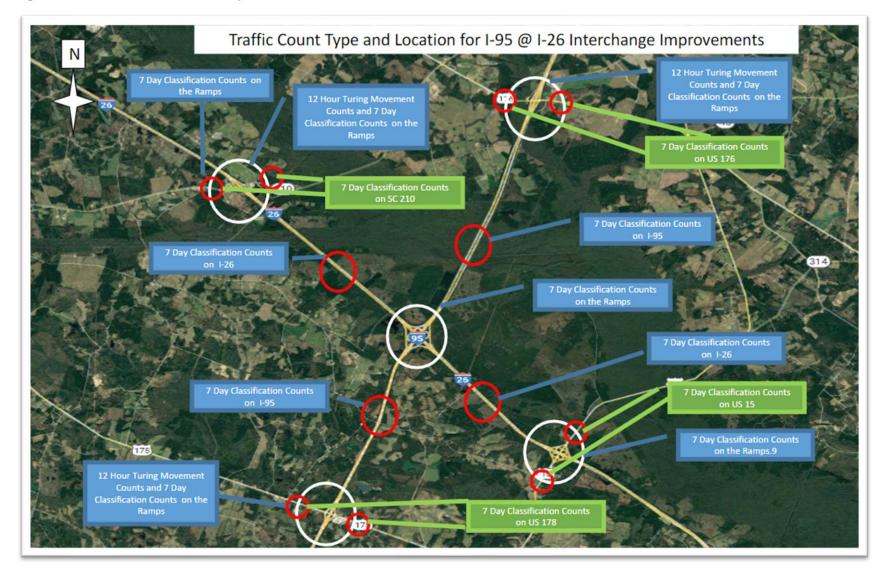
#### 2.1 Traffic Count Collection

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

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

2 | Data Collection PAGE 2-2

Figure 2.1: Count Location Map



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

2 Data Collection PAGE 2-3

## 2.2 Vehicle Classification Data

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

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

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

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

Location	Site Summary	Site Dashboard	Statewide Model	Project Counts		st Truck ntages
Localion	from SCDOT Website	(Class 5-13)	(Class 5-13) 2015 & (3/1-3/7) 20		2030	2050
I-95 North	12%	23.1%	26.3% 2015 27.5% 2045	35% weekday 29% weekend 33% overall	22%	22%
I-95 South	21%	24.5%	27.7% 2015 29.7% 2045	31% weekday 19% weekend 29% overall	22%	22%
I-26 West	24%	21.0%	30.8% 31% weekday 16% 41.3% weekend 28% overall		22%	28%
I-26 East	21%	21.0%	29.2% 2015 45.6% 2045	28% overall 23% weekday 17% weekend 22% overall		28%

2 Data Collection PAGE 2-4

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

## 2.3 Travel Speed Data

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

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

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

## 3. CRASH ANALYSIS

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

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

Table 3.1: Number of Crashes and Crash Severity by Year

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

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

## 3.1 Statewide Crash and Fatality Rates

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

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

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

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

**Segment Crash Rate** = Number of Crashes in the n Year Period Exposure for the n Year period (in 100 MVM)

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

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

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

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

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

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

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

Red text identifies crash rates that exceed the statewide average.

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

#### 3.2 I-95 Crash Patterns

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

## 3.2.1 Crash Severity

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

Table 3.3: I-95 Crash Severity

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

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

## 3.2.2 Crash Types

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

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

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

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

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

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

• On a freeway, sideswipe (11 percent) and angle (5 percent) crashes typically involve lane changes and merge, diverge and weaving movements. These account for 16 percent of crashes on I-95.

Off-road crashes (27 percent) are the second most common crash type.
 Crashes of this type typically involve higher speed vehicles losing control and exiting the roadway.

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

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

## 3.2.3 Prime Contributing Factor

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

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

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

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

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

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

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

into and out of the weaving area simultaneously while accelerating or decelerating.

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

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

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

## 3.2.4 Other Crash Findings

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

#### Weekend Crashes on I-95

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

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

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

The key item noted in this review was:

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

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

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

## **Other Crash Observations**

Other miscellaneous observations of I-95 crashes include:

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

## 3.3 I-26 Crash Patterns

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

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

## 3.3.1 Crash Severity

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

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

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

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

## 3.3.2 Crash Types

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

Table 3.8: Crash Types on I-26

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

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

Key observations on total crashes by crash type include:

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

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

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

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

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

## 3.3.3 Prime Contributing Factor

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

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

• Driver conditions are only identified as the primary cause in 5 percent of crashes. Of these, the majority (55 percent) involve drivers under the influence. This is higher than the findings noted on I-95.

- Road condition is only identified as the primary cause in 7 percent of crashes.
   Of these, 47 percent involve animals on the road. Debris or other obstructions in the road account for 51 percent of road condition crashes on I-26.
- Vehicle issues only account for 7 percent of crashes of which 80 percent of the crashes involve issues with the tires.
- Of the 11 fatal crashes on I-26, driver action or error is identified as the primary cause in 72 percent of crashes. This may be higher since 18 percent were attributed to unknown causes.

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

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

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

## 3.3.4 Other Crash Findings

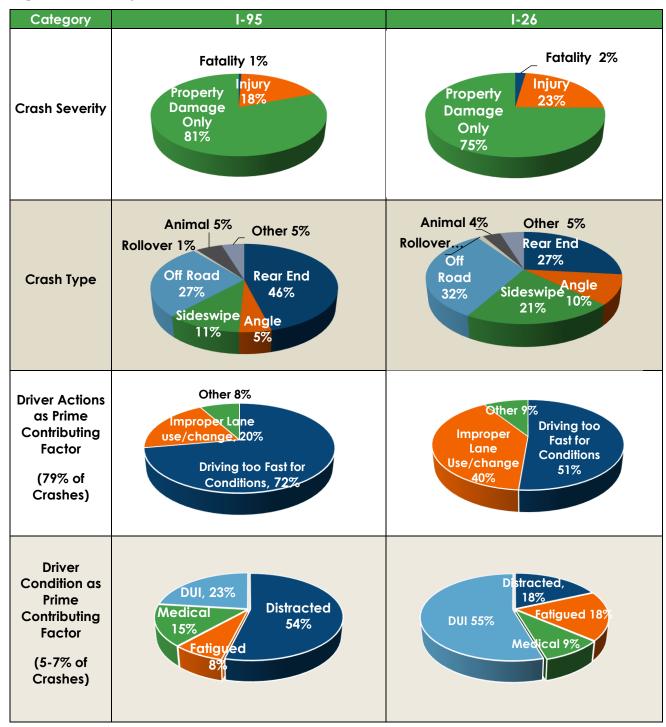
 The crash data were examined for multiple other issues to identify trends or unique issues. On I-26, the key item that stood out, however, is the high number of fatal crashes. These are examined in Section 3.6.

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

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

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

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



# 3.5 High Frequency Crash Locations

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

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

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

132 ft 26

Ow Castle Creek

Whetsell

Rosinville

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

Manner of Collision

• Angle
• Animal
• Off Road
• Other
• Rear End
• Rollover
• Sideswipe

2 Fatal Crashes

2 Fatal Crashes

2 Fatal Crashes

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

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

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

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

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

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

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

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

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

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

#### Weave on I-95 Northbound:

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

#### Weave on I-95 Southbound:

• 30 crashes have occurred within the weave on I-95 southbound.

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

#### Weave on I-26 Eastbound:

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

#### Weave on I-26 Westbound:

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

#### Merge on I-95 Southbound:

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

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

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

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

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

## 3.6 Fatal Crashes

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

## 3.6.1 I-95 Fatalities

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

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

## 3.6.2 I-26 Fatalities

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

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

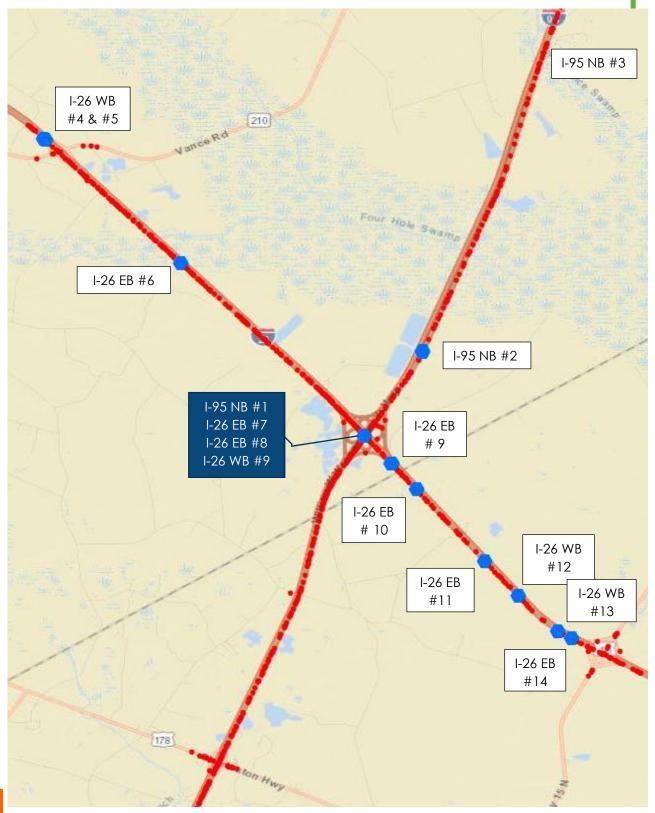
 Five of these crashes were mapped to the I-26/ I-95 interchange area (or in the merge area just beyond the interchange).

- The eleven fatal crash locations are shown in Table 3.11 and mapped in Figure 3.4.
- In addition to the eleven fatal crashes, there were 15 crashes with incapacitating injuries.

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

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

Figure 3.4: Fatal Crashes in the Study Area



# 3.7 Safety Recommendations

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

## Weave Sections at the Existing 1-26 at 1-95 Full Cloverleaf

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

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

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

#### **Run Off Road Collisions**

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

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

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

Potential countermeasures for reducing roadway departures include:

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

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

#### **Rear End Collisions**

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

Potential countermeasures that may reduce rear-end collisions include:

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

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

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

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

## 4. DEVELOPMENT OF ESTIMATED TRAFFIC

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

# 4.1 Key Assumptions

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

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

# 4.2 Examination of Annual Hourly Traffic Patterns

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

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

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

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

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

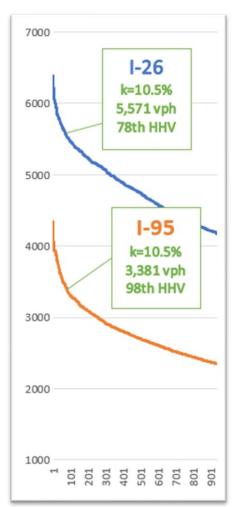
## 4.3 Identification of Peak Period Volumes

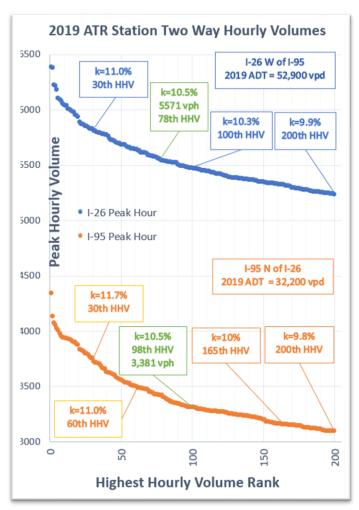
For most projects, AASHTO-recommended practice is to select an hour between the 30th and 100th highest hour of the year for roadway design. This approach allows for a balancing of construction costs for economic efficiency by avoiding over-designing for holidays and other events.

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

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







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

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

4 Development of Estimated Traffic

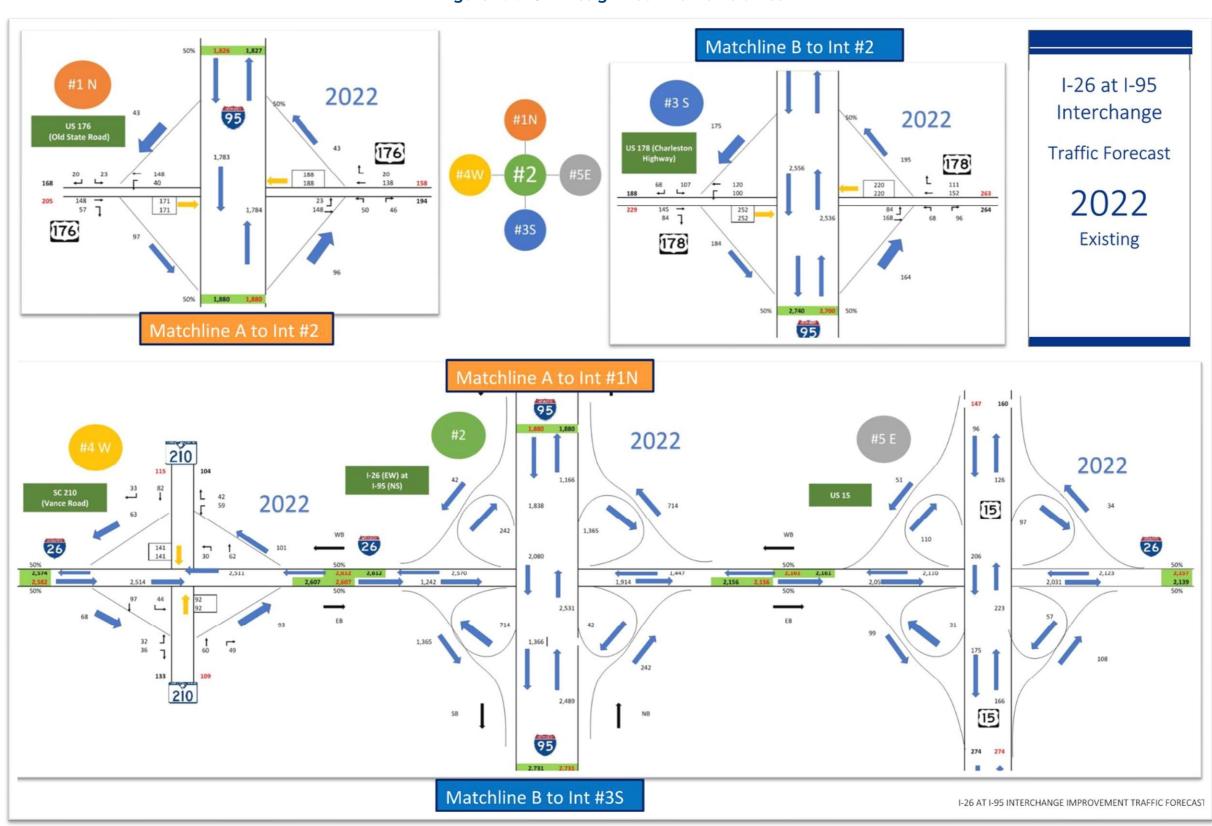


Figure 4.2: 2022 Design Hour Traffic Volumes

4 Development of Estimated Traffic

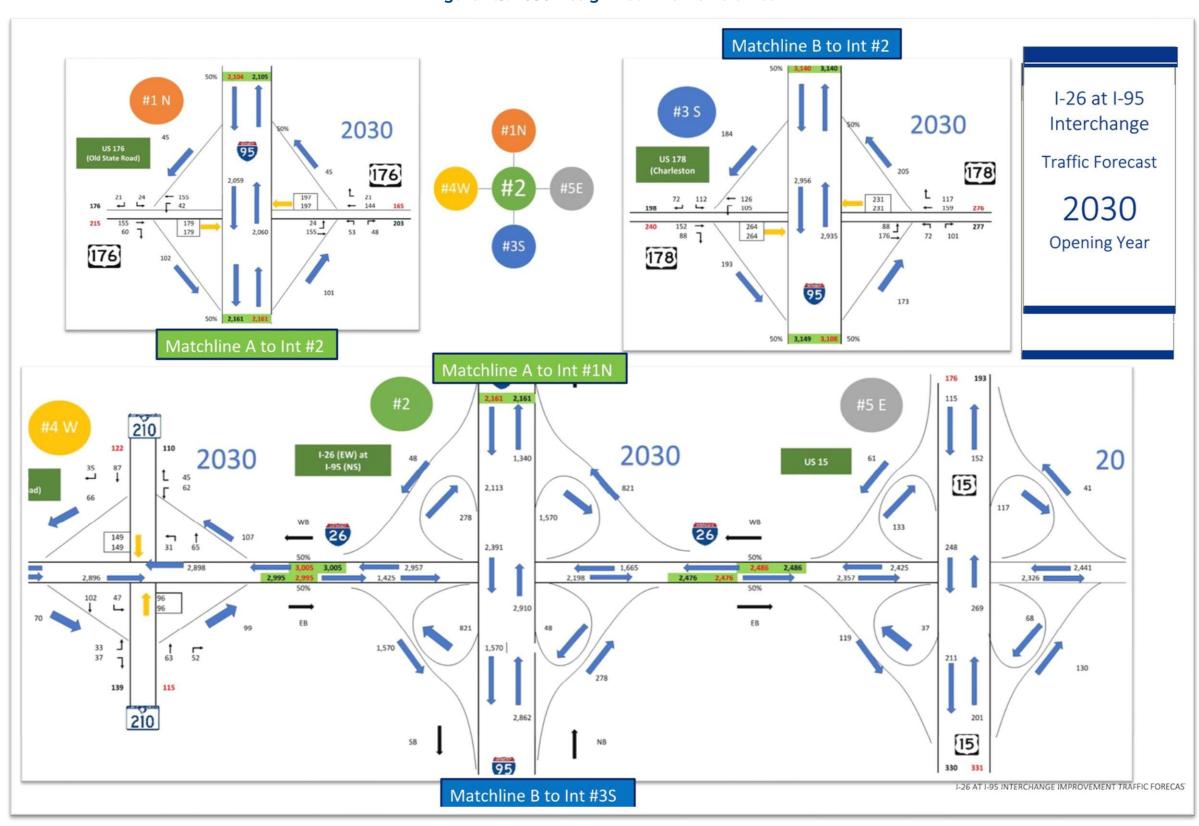


Figure 4.3: 2030 Design Hour Traffic Volumes

4 Development of Estimated Traffic

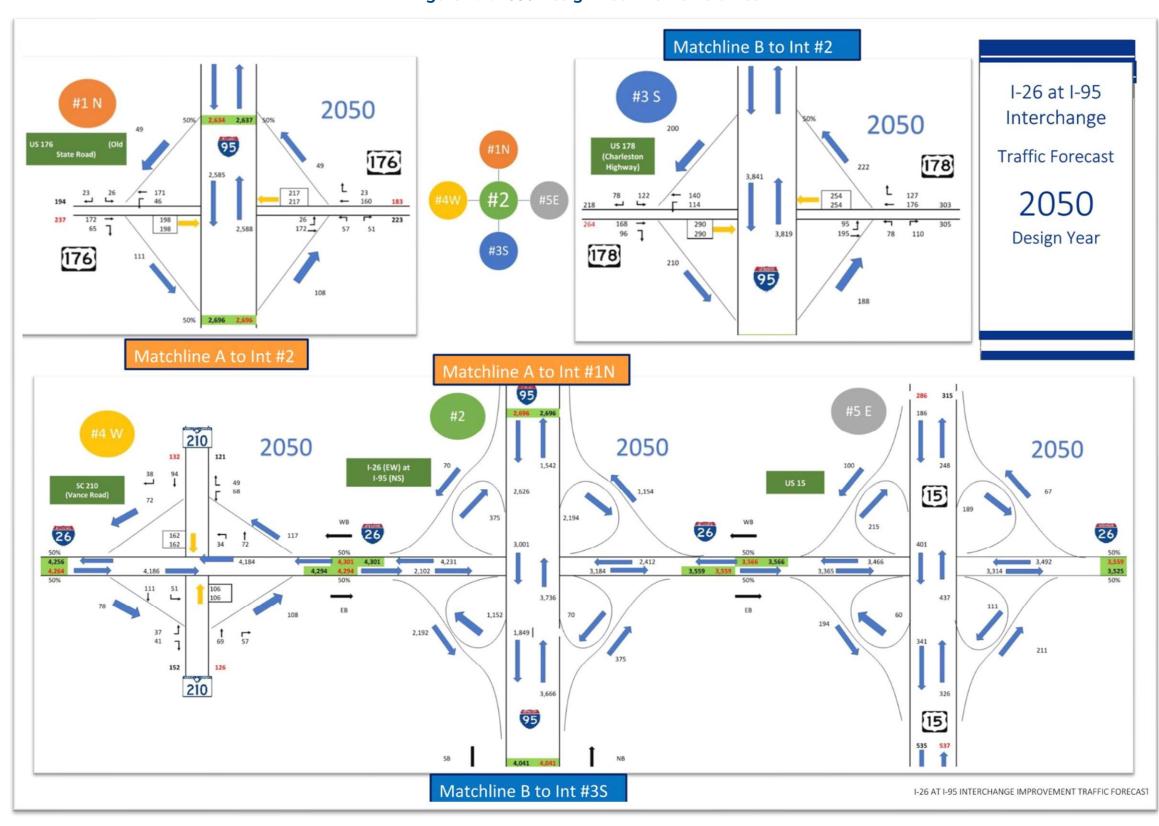


Figure 4.4: 2050 Design Hour Traffic Volumes

## 5. BUILD ALTERNATIVES

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

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

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

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

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

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

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# 5.2 Alternative 2: Modified Turbine with Two Loops

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

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

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

## 5.3 Alternative 3: Modified Turbine with One Loop

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

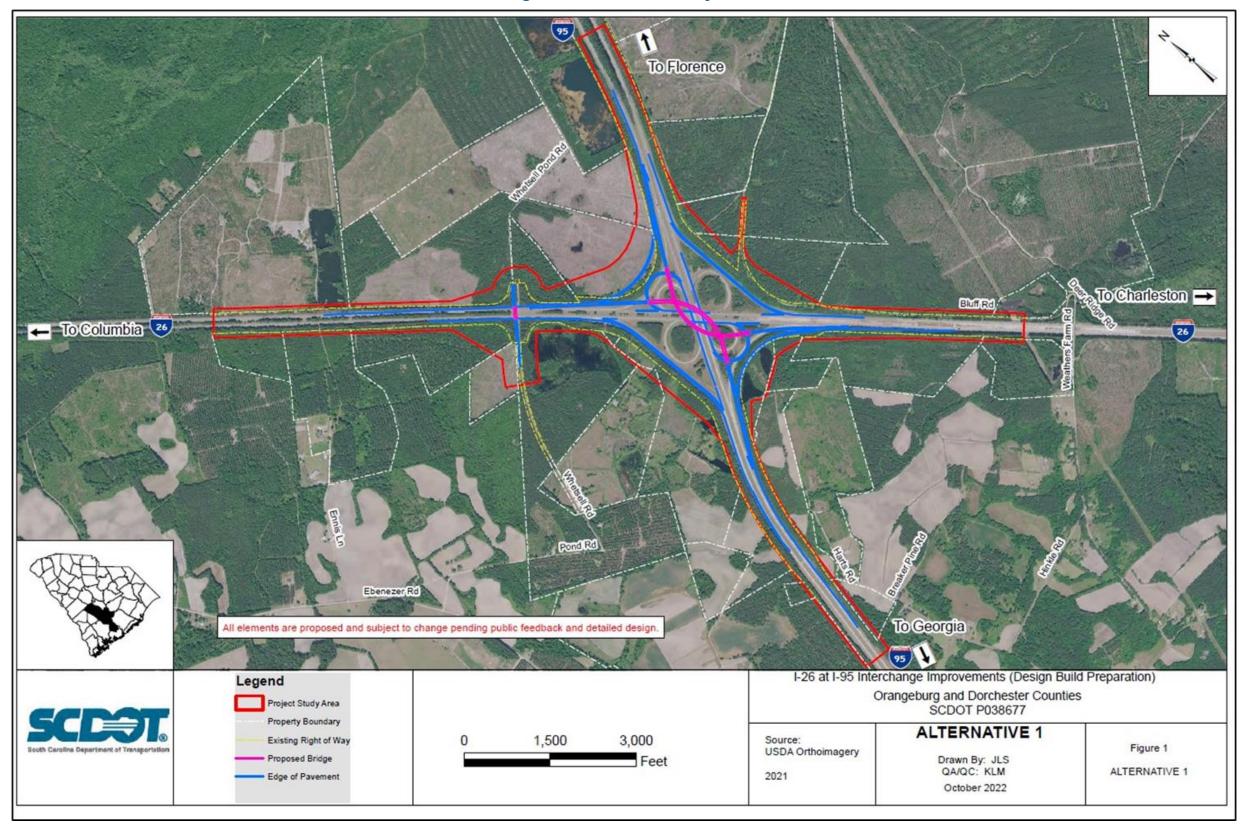
5 | Build Alternatives PAGE 5-3

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

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

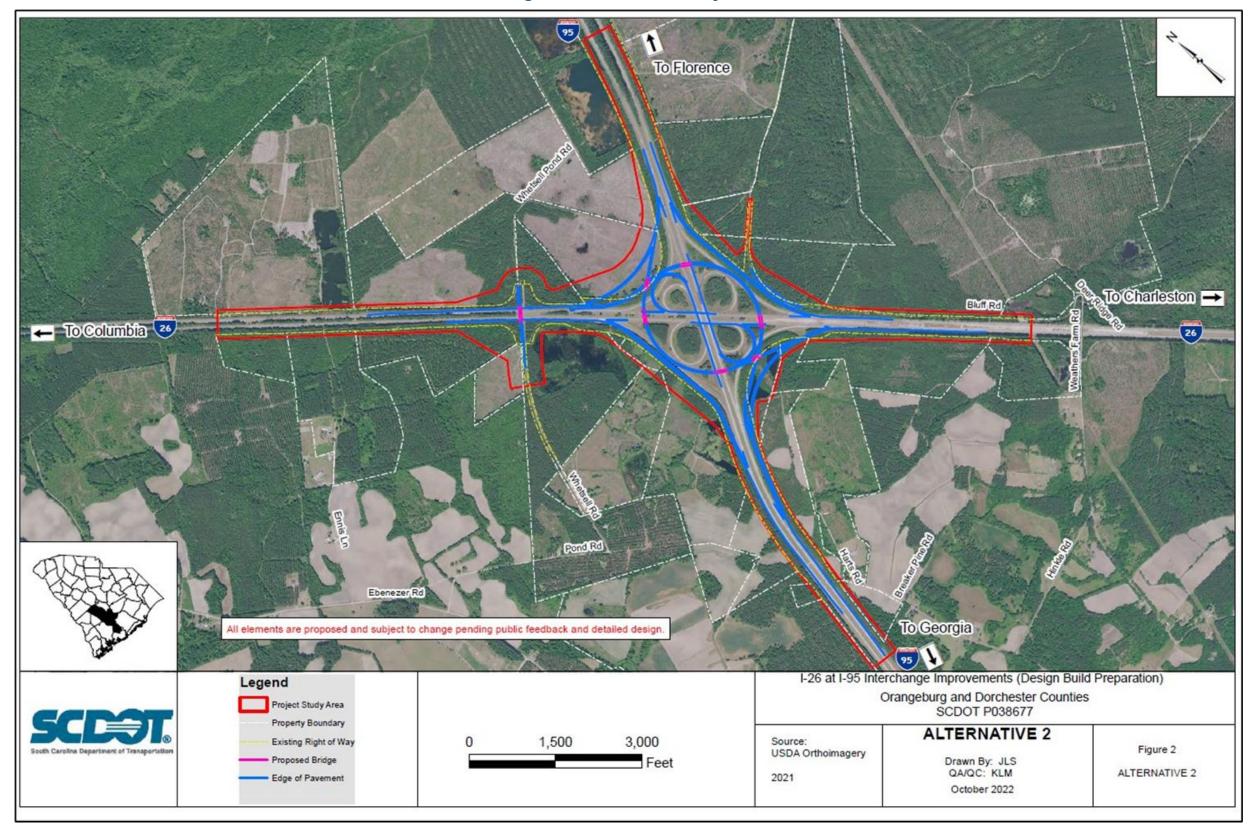
5 | Build Alternatives

Figure 5.1: Alternative 1 Layout



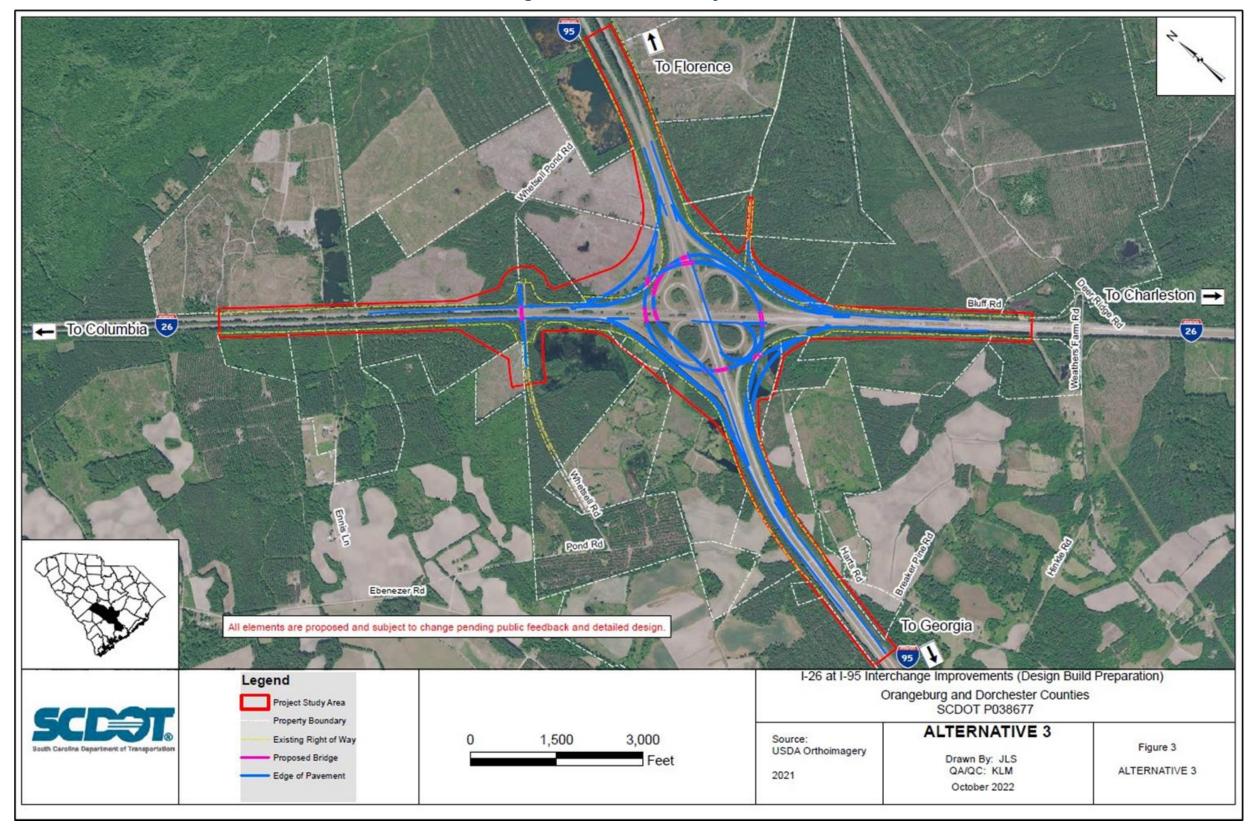
5 | Build Alternatives

Figure 5.2: Alternative 2 Layout



5 | Build Alternatives

Figure 5.3: Alternative 3 Layout



## 6. CORRIDOR CAPACITY ANALYSIS - HCS

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

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

# **6.1 Freeway Level of Service Criteria**

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

Table 6.1: HCM Basic Segment LOS Criteria

LOS	Density (pc/mi/ln)
A	< 11
В	> 11 - 18
С	> 18 - 26
D	> 26 - 35
Е	> 35 - 45
F	> 45
F*	v/c > 1.0

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

Table 6.2: HCM Merge/Diverge LOS Criteria

LOS	Density (pc/mi/ln)
Α	< 10
В	> 10 - 20
С	> 20 - 28
D	> 28 - 35
Е	> 35
F	v/c > 1.0

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

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

LOS	Density (pc/mi/ln)
Α	≤ 6
В	> 6 - 14
С	> 14 - 22
D	> 22 - 29
Е	> 29- 39
F	> 39
F*	v/c > 1.0

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

**Table 6.4: HCM Weave LOS Criteria** 

LOS	Density (pc/mi/ln)
Α	< 10
В	> 10 - 20
С	> 20 - 28
D	> 28 - 35
Е	> 35 - 43
F	> 43

# 6.2 HCS Freeway Analysis – Existing & No Build

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

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

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

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

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

## **6.2.1 2022 Existing Conditions**

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

To North Carolina To Columbia Ramp #6 Ramp #1 1 lane loop 1 lane ramp V/C =1.07 V/C 0.98 2 1-26 1-95 No. lanes Ramp # 1 - loop 4 1-loop 4 1 To Charleston To Georgia 1 - loop 1 - loop 2022 HCS Existing Level of Service I-26/I-95 Interchance Inc. Legend:
LOS A-C LOS D LOS E LOS F Direction: Segment SCENT. 8

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

## Ramp V/C Analysis

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

Although a V/C ratio is not utilized to determine LOS, it does provide a general measure to identify if and when a ramp is reaching near capacity and could require widening or other improvements. This can be especially useful when developing interchange alternatives and concepts. Table 6.5 illustrates the key thresholds identified for ramp operations in this study. As noted, these thresholds are used to present context, but do not reflect official HCM LOS analysis. The ramp V/C analysis for 2022 existing conditions is summarized in **Table 6.6**.

Table 6.5: V/C Ramp Analysis Thresholds

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

Table 6.6: 2022 Existing V/C Ramp Analysis

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

#### Freeway Facility HCS Analysis

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

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	2	2582	24%	D	28.1
2	I-26 Off-Ramp to	Diverse	2	2582	24%	D	31.3
2	SC 210	Diverge	1	68	27%	ט	30.2
3	Between SC 210 Ramps	Basic	2	2514	24%	D	27.0
4	I-26 On-Ramp from	Merge	2	2514	24%	С	30.5
7	SC 210	Merge	1	93	14%	C	27.5
5	Between SC 210 and I-95	Basic	2	2607	23%	D	28.1
6	I-26 Off-Ramp to I-95	Diverge	2	2607	23%	D	33.7
0	1-26 OII-Kamp 10 1-73	Diverge	1	1365	24%	D	32.1
7	Between I-95 Ramps	Basic	2	1242	22%	В	12.2
		Weaving	3	1242	21%	_	15.4
8	Between I-95 Ramps		1	42	17%	В	15.4
			1	714	19%		15.4
9	Between I-95 Ramps	Basic	2	1914	21%	С	18.8
10	I-26 On-Ramp from I-95	Merge	2	1914	21%	С	24.0
	·		1	242	28%		22.4
11	Between I-95 and U.S. 15	Basic	2	2156	22%	С	25.5
12	I-26 Off-Ramp to	Diverge	2	2156	22%	С	21.5
12	U.S. 15	Diverge	1	99	28%		23.7
13	Between U.S. 15 Ramps	Basic	2	2057	22%	С	20.4
14	Between U.S. 15 Ramps	Weaving	3	2000	22%	В	14.8
	Botwoott o.o. to Kamps		1	31	11%	<u> </u>	
15	Between U.S. 15 Ramps	Basic	2	2031	22%	С	20.1
16	I-26 On-Ramp from U.S.	Merge	2	2031	22%	С	24.0
	16	Meige	1	108	20%		22.3
17	East of U.S. 15	Basic	2	2139	21%	С	21.2
					Corridor	D	23.3

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	2	2157	21%	С	21.4
2	I-26 Off-Ramp to	Diverge	2	2157	21%	С	23.4
	U.S. 15	Diverge	1	34	11%		24.5
3	Between U.S. 15 Ramps	Basic	2	2123	21%	С	21.0
4	I-26 On-Ramp from	Merge	2	2013	22%	В	16.4
4	SC 210	Merge	1	97	38%	В	16.4
5	Between U.S. 15 Ramps	Basic	2	2110	22%	С	20.7
6	I-26 On-Ramp from	Merge	2	2110	22%	С	24.1
O	U.S. 15	Meige	1	51	17%	)	22.7
7	Between U.S. 15 and I-95	Basic	2	2161	22%	С	21.6
8	I-26 Off-Ramp to I-95	Diverge	2	2161	22%	С	27.4
0	1-26 OII-RUITIP 10 1-73	Diverge	1	714	18%	)	26.3
9	Between I-95 Ramps	Basic	2	1447	24%	В	14.5
	Between I-95 Ramps	Weaving	3	1447	24%	С	27.5
10			1	242	19%		27.5
			1	1365	19%		27.5
11	Between I-95 Ramps	Basic	2	2560	27%	D	28.7
12	I-26 On-Ramp from I-95	Merge	2	2560	27%	D	31.4
12	·	Meige	1	42	30%	Б	29.5
13	Between SC 210 and I-95	Basic	2	2602	27%	D	29.5
14	I-26 Off-Ramp to	Diverge	2	2602	27%	D	29.8
14	SC 210	Diverge	1	101	20%	ט	31.1
15	Between SC 210 Ramps	Basic	2	2501	27%	D	27.7
16	I-26 On-Ramp from	Mergo	2	2501	27%	_	30.9
10	SC 210	Merge	1	63	19%	С	27.6
17	West of SC 210	Basic	2	2564	27%	D	28.8
					Corridor	D	25.3

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	2700	26%	D	30.6
2	I-95 Off-Ramp to	Diverge	2	2700	26%	D	33.1
2	U.S. 178	Diverge	1	164	23%	ט	34.0
3	Between U.S. 178 Ramps	Basic	2	2536	26%	D	27.7
4	I-95 On-Ramp from	Merge	2	2536	26%	D	33.1
4	U.S. 178	Meige	1	195	39%	D	29.5
5	Between U.S. 178 and I-26	Basic	2	2731	27%	D	31.7
6	I-95 Off-Ramp to I-26 EB	Diverge	2	2731	27%	D	34.9
0	1-73 OII-Kamp 10 1-28 EB	Diverge	1	242	28%	D	34.6
7	Between I-26 Ramps	Basic	2	2489	27%	D	27.3
			1	42	29%		
8	Between I-26 Cloverleaf Ramps	Weaving	3	2531	27%	С	24.1
	·		1	1365	29%		
9	Between I-26 Ramps	Basic	2	1166	24%	В	11.5
10	I-95 On-Ramp from I-26	Merge	2	1166	24%	В	20.7
10	WB	Meige	1	714	18%	Ь	18.6
11	Between I-26 and U.S. 176	Basic	2	1880	22%	U	18.3
12	I-95 Off-Ramp to	Diverge	2	1880	22%	В	22.2
12	U.S. 176	Diverge	1	96	17%	Ь	18.5
13	Between U.S. 176 Ramps	Basic	2	1784	22%	В	17.4
14	I-95 On-Ramp from	Morgo	2	1784	22%	D	20.2
14	U.S. 176	Merge	1	43	20%	В	19.4
15	North of U.S. 176	Basic	2	1827	22%	В	17.8
					Corridor	D	23.4

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	1826	22%	В	17.8	
0	I-95 Off-Ramp to		2	1826	22%	•	21.5	
2	U.S. 176	Diverge	1	43	19%	С	22.5	
3	Between U.S. 176 Ramps	Basic	2	1783	22%	В	17.4	
4	I-95 On-Ramp from	Marcia	2	1783	22%	D	20.6	
4	U.S. 176	Merge	1	97	17%	В	18.6	
5	Between U.S. 176 and I-26	Basic	2	1880	22%	С	18.3	
,	I-95 Off-Ramp to I-26	Di	2	1880	22%	-	22.8	
6	WB	Diverge	1	42	30%	С	24.2	
7	Between I-26 Ramps	Basic	2	1838	22%	В	17.9	
			1	242	19%			
8	Between I-26 Cloverleaf Ramps	Weaving	3	2080	22%	В	16.6	
			1	714	19%			
9	Between I-26 Ramps	Basic	2	1366	22%	В	13.2	
10	I-95 On-Ramp from I-26		2	1366	22%		31.3	
10	EB	Merge	1	1365	24%	С	26.7	
11	Between I-26 and U.S. 178	Basic	2	2731	23%	D	30.0	
10	I-95 Off-Ramp to	Di	2	2731	23%	-	32.7	
12	U.S. 178	Diverge	1	175	31%	D	33.4	
13	Between U.S. 176 Ramps	Basic	2	2556	23%	D	27.1	
1.4	I-95 On-Ramp from	140::-:-	2	2556	23%	-	31.2	
14	U.S. 176	Merge	1	184	19%	С	27.5	
15	South of U.S. 178	Basic	2	2740	22%	D	29.8	
	Corridor							

### 6.2.2 2030 No Build Conditions

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

To North Carolina To Columbia Ramp #6 1 lane loop Ramp #1 1 lane ramp V/C =1.15 V/C = 1.13 2 5 1-26 1-95 No. lane Ramp # 1 - loop 4 1 - loop To Charleston To Georgia 1-loop 1 - loop SCDOT & Los A-C Los D Los E Los F Direction: Segment 2030 HCS Build I-26 Only Level of Service

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

## Ramp V/C Analysis

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

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

### Freeway Facility HCS Analysis

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

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

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)		
1	West of SC 210	Basic	3	2966	24%	С	19.9		
2	I-26 Off-Ramp to	Divorgo	3	2966	24%	С	22.1		
2	SC 210	Diverge	1	70	27%	Ü	23.1		
3	Between SC 210 Ramps	Basic	3	2896	24%	С	19.4		
4	I-26 On-Ramp from	Merge	3	2896	24%	В	22.0		
4	SC 210	Merge	1	99	14%	Ь	19.4		
5	Between SC 210 and I-95	Basic	3	2995	23%	С	20.1		
6	I-26 Off-Ramp to I-95	Diverge	3	2995	23%	F	45.0		
0	1-26 OII-RUMP 10 1-73	Diverge	1	1570	24%	L	29.6		
7	Between I-95 Ramps	Basic	3	1425	22%	Α	9.4		
			4	1425	22%		13.5		
8	Between I-95 Ramps	Weaving	1	48	17%	В	13.5		
			1	821	19%		13.5		
9	Between I-95 Ramps	Basic	3	2198	21%	В	14.4		
10	I-26 On-Ramp from I-95	Merge	3	2198	21%	В	17.9		
10	·	Merge	1	278	28%		16.7		
11	Between I-95 and U.S. 15	Basic	3	2476	22%	В	16.3		
12	I-26 Off-Ramp to	Diverge	3	2476	22%	В	17.2		
12	U.S. 15	Diverge	1	119	28%	Ь	16.4		
13	Between U.S. 15 Ramps	Basic	3	2357	22%	В	15.5		
14	Between U.S. 15	Weaving	4	2289	22%	В	12.7		
14	Ramps	Wedving	1	37	11%	В	12.7		
15	Between U.S. 15 Ramps	Basic	3	2326	22%	В	15.3		
16	I-26 On-Ramp from U.S.	Merge	3	2326	22%		17.6		
10	16	Merge	1	130	20%	С	16.0		
17	East of U.S. 15	Basic	3	2456	21%	С	16.1		
	Corridor								

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	2482	21%	В	16.2
0	LOV Off Dames to U.S. 15	Diverse	3	2482	21%	D	17.0
2	I-26 Off-Ramp to U.S. 15	Diverge	1	41	11%	В	19.2
3	Between U.S. 15 Ramps	Basic	3	2441	21%	В	15.9
4	I-26 On-Ramp from	Morgo	3	2308	22%	В	14.1
4	SC 210	Merge	1	117	38%	Ь	14.1
5	Between U.S. 15 Ramps	Basic	3	2425	22%	В	15.6
6	I-26 On-Ramp from	Morgo	3	2425	22%	D	17.7
0	U.S. 15	Merge	1	61	17%	В	16.0
7	Between U.S. 15 and I-95	Basic	3	2486	22%	В	16.3
0	LOV Off Dames to LOF	Diverse	3	2486	22%	(	19.1
8	I-26 Off-Ramp to I-95	Diverge	1	821	18%	С	22.8
9	Between I-95 Ramps	Basic	3	1665	24%	В	11.1
		Weaving	4	1665	24%	С	22.0
10	Between I-95 Ramps		1	278	19%		22.0
			1	1570	29%		22.0
11	Between I-95 Ramps	Basic	3	2742	27%	C	18.8
12	12/ On Barry from 105	Morgo	3	2742	27%	В	21.1
12	I-26 On-Ramp from I-95	Merge	1	48	30%	D	19.6
13	Between SC 210 and I-95	Basic	3	2790	27%	С	19.1
1.4	10/ Off Dames to CC 010	Diverse	3	2790	27%	-	21.3
14	I-26 Off-Ramp to SC 210	Diverge	1	107	20%	С	22.3
15	Between SC 210 Ramps	Basic	3	2683	27%	С	18.4
1./	I-26 On-Ramp from	Moraia	3	2683	27%	-	20.6
16	SC 210	Merge	1	66	19%	С	18.1
17	West of SC 210	Basic	3	2749	27%	D	18.8
					Corridor	F	17.9

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)		
1	South of U.S. 178	Basic	2	3108	26%	Е	40.1		
2	I-95 Off-Ramp to U.S. 178	Diverge	2	3108	26%	Е	38.1		
2	1-73 OII-RUITIP 10 0.3. 176	Diverge	1	173	23%	_	38.8		
3	Between U.S. 178 Ramps	Basic	2	2935	26%	Е	35.6		
4	I-95 On-Ramp from U.S. 178	Morgo	2	2935	26%	Е	40.4		
4	1-73 OH-KUMP HOM 0.3. 176	Merge	1	205	39%		33.9		
5	Between U.S. 178 and I-26	Basic	2	3140	27%	Е	41.8		
6	I-95 Off-Ramp to I-26 EB	Diverge	2	3140	27%	Ш	40.2		
0	1-73 OII-KUITIP 10 1-20 LB	Diverge	1	278	28%	١	39.5		
7	Between I-26 Ramps	Basic	2	2862	27%	D	34.5		
	Between I-26 Cloverleaf Ramps	Weaving	1	48	17%	D			
8			3	2910	27%		28.9		
			1	1570	29%				
9	Between I-26 Ramps	Basic	2	1340	24%	В	13.3		
10	I-95 On-Ramp from I-26 WB	Merge	2	1340	24%	С	24.0		
10	1-73 Off-Rump Hom 1-26 WB	Meige	1	821	18%	)	21.4		
11	Between I-26 and U.S. 176	Basic	2	2161	22%	С	21.4		
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2161	22%	С	25.5		
12	1-73 OII-RUITIP 10 0.3. 176	Diverge	1	101	17%	)	21.7		
13	Between U.S. 176 Ramps	Basic	2	2060	22%	С	20.3		
14	I-95 On-Ramp from	Morgo	2	2060	22%	C	23.4		
14	U.S. 176	Merge	1	45	20%	С	22.3		
15	North of U.S. 176	Basic	2	2105	22%	С	20.8		
	Corridor F								

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

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

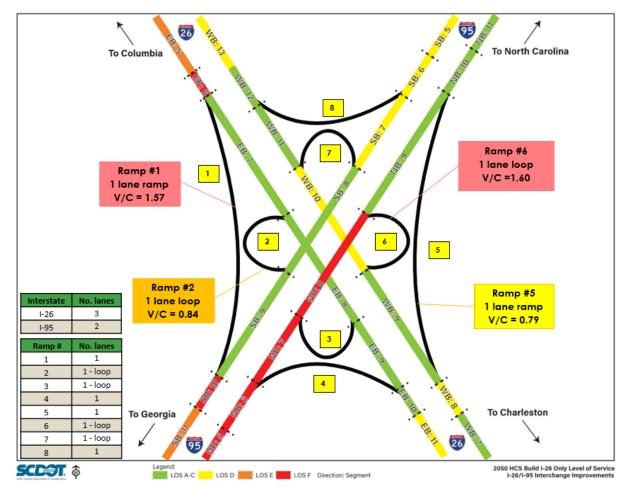
Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2104	22%	С	20.8
0	105 Off Davis to 110 17/	Diverse	2	2104	22%	-	24.8
2	I-95 Off-Ramp to U.S. 176	Diverge	1	45	19%	С	25.6
3	Between U.S. 176 Ramps	Basic	2	2059	22%	С	20.3
	I-95 On-Ramp from	14.5.55	2	2059	22%	-	23.9
4	U.S. 176	Merge	1	102	17%	С	21.5
5	Between U.S. 176 and I-26	Basic	2	2161	22%	С	21.4
,	105 05 0 0 0 0 10 10 10 10 10 10 10 10 10 10 1		2	2161	22%	(	26.2
6	I-95 Off-Ramp to I-26 WB	Diverge	1	48	30%	С	27.4
7	Between I-26 Ramps	Basic	2	2113	22%	С	20.9
		Weaving	1	278	19%		
8	8 Between I-26 Cloverleaf Ramps		3	2391	22%	В	19.8
			1	821	19%		
9	Between I-26 Ramps	Basic	2	1570	23%	В	15.4
			2	1570	23%	_	36.1
10	I-95 On-Ramp from I-26 EB	Merge	1	1570	24%	D	29.9
11	Between I-26 and U.S. 178	Basic	2	3140	23%	Е	36.2
			2	3140	23%	_	37.4
12	I-95 Off-Ramp to U.S. 178	Diverge	1	184	31%	Е	36.9
13	Between U.S. 178 Ramps	Basic	2	2956	23%	D	32.2
	I-95 On-Ramp from		2	2956	23%	_	36.6
14	U.S. 178	Merge	1	193	19%	D	30.6
15	South of U.S. 178	Basic	2	3149	22%	Е	36.4
					Corridor	D	26.5

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

## 6.2.3 2050 No Build Conditions

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

Figure 6.3: HCS Estimated 2050 No Build Conditions LOS



### Ramp V/C Analysis

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

Table 6.16: 2050 No Build V/C Ramp Analysis

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

### Freeway Facility HCS Analysis

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

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

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

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	4264	29%	Е	35.3
2	I-26 Off-Ramp to SC 210	Diverge	3	4264	29%	D	33.2
	1-26 OII-RAMP 10 3C 210	Diveige	1	78	27%	D	31.8
3	Between SC 210 Ramps	Basic	3	4186	29%	D	34.1
4	I-26 On-Ramp from SC 210	Merge	3	4186	29%	D	34.4
4	1-26 OH-Kamp Hom 3C 210	Meige	1	108	14%	D	28.7
5	Between SC 210 and I-95	Basic	3	4294	28%	Е	35.6
6	I-26 Off-Ramp to I-95 SB	Diverge	3	4294	28%	F	45.0
0	1-26 OII-RUITIP 10 1-73 3B	Diveige	1	2192	24%	'	40.0
7	Between I-95 Ramps	Basic	3	2102	33%	В	15.1
	Between I-95 Cloverleaf	Weaving	1	1152	17%	С	
8	Between I-95 Cloverleaf Ramps		3	3254	28%		22.5
			1	70	19%		
9	Between I-95 Ramps	Basic	3	3184	28%	С	22.6
10	I-26 On-Ramp from I-95 NB	Merge	3	3184	28%	С	27.5
10	1-26 OH-KUMP HOM 1-73 NB	Merge	1	375	28%	C	25.0
11	Between I-95 and U.S. 15	Basic	3	3559	28%	D	26.2
12	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	28%	С	26.1
12	1-20 OII-Kamp 10 0.3. 13	Diverge	1	194	28%	C	24.4
13	Between U.S. 15 Ramps	Basic	3	3365	28%	С	24.2
			1	111	21%		
14	Between U.S. 15 Ramps	Weaving	3	3365	28%	В	20.0
			2	60	11%		
15	Between U.S. 15 Ramps	Basic	3	3314	28%	С	23.7
16	I-26 On-Ramp from U.S. 16	Morgo	3	3314	28%		27.2
10	1-20 OH-KUMP HOM U.S. 16	Merge	1	211	21%	С	24.0
17	East of U.S. 15	Basic	2	3525	27%	С	25.6
					Corridor	F	29.2

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)		
1	East of U.S. 15	Basic	3	3559	27%	С	25.7		
2	I-26 Off-Ramp to U.S. 15	Diverse	3	3559	27%	6	25.6		
Z	1-26 OII-Ramp to U.S. 15	Diverge	1	67	5%	С	27.1		
3	Between U.S. 15 Ramps	Basic	3	3492	27%	С	25.0		
			1	215	22%	С			
4	Between U.S. 15 Ramps	Weaving	3	3277	27%	С	22.7		
			1	189	38%	C			
5	Between U.S. 15 Ramps	Basic	3	3466	28%	С	24.8		
6	I-26 On-Ramp from U.S. 15	Merge	3	3466	28%	С	27.3		
0	1-20 OH-KUMP HOM 0.3. 13	Meige	1	100	17%	C	23.9		
7	Between U.S. 15 and I-95	Basic	3	3566	28%	С	26.0		
8	I-26 Off-Ramp to I-95 NB	Diverge	3	3566	28%	D	29.9		
0	1-20 OII-Kump to 1-73 NB	Diverge	1	1154	18%	D	31.4		
9	Between I-95 Ramps	Basic	3	2412	33%	В	17.2		
			1	2194	29%				
10	Between I-95 Cloverleaf Ramps	Weaving	3	4606	31%	D	29.2		
	- 1		1	375	19%				
11	Between I-95 Ramps	Basic	3	4231	32%	С	25.3		
12	I-26 On-Ramp from I-95 SB	Morgo	3	4231	32%	С	27.5		
12	1-26 Off-Karrip Hoff 1-73 3B	Merge	1	70	30%	C	24.8		
13	Between I-95 and SC 210	Basic	3	4301	32%	D	26.1		
14	I-26 Off-Ramp to SC 210	Diverge	3	4301	32%	С	27.4		
14	1-20 OII-KGITIP 10 3C 210	Divelge	1	117	20%		27.5		
15	Between SC 210 Ramps	Basic	3	4184	32%	С	24.9		
16	I-26 On-Ramp from SC 210	Merge	3	4184	32%	С	27.1		
10	1-20 OH-KUMP HOM SC 210	MEIGE	1	72	19%		23.2		
17	West of SC 210	Basic	3	4256	32%	С	25.6		
	Corridor								

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

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

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

Segment No.	Segment Name	Туре	# of Lane s	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	4007	27%	F	56.9
2	I-95 Off-Ramp to U.S. 178	Divorgo	2	4007	27%	F	36.8
2	1-93 OII-RAMP 10 0.3. 176	Diverge	1	188	23%	r	37.5
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0
4	I-95 On-Ramp from	Morgo	2	3819	27%	F	37.2
4	U.S. 178	Merge	1	222	39%	F	32.2
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	46.1
,			2	4041	27%	-	54.4
6	I-95 Off-Ramp to I-26 EB	Diverge	1	375	28%	F	50.2
7	Between I-26 Ramps	Basic	2	3666	27%	F	74.7
			1	70	17%		
8	Between I-26 Cloverleaf Ramps	Weaving	3	3736	27%	F	23.7
	·		1	2194	29%		
9	Between I-26 Ramps	Basic	2	1542	25%	Α	2.7
10	I-95 On-Ramp from I-26		2	1542	25%		15.0
10	WB	Merge	1	1154	18%	В	13.3
11	Between I-26 and U.S. 176	Basic	2	2696	22%	В	13.5
10			2	2696	22%	,	15.1
12	I-95 Off-Ramp to U.S. 176	Diverge	1	108	17%	В	13.0
13	Between U.S. 176 Ramps	Basic	2	2588	22%	В	12.5
1.4	I-95 On-Ramp from		2	2588	22%	-	14.5
14	U.S. 176	Merge	1	49	20%	В	14.4
15	North of U.S. 176	Basic	2	2637	22%	В	13.0
	F	27.1					

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)		
1	North of U.S. 176	Basic	2	2634	22%	D	27.9		
0	105 05 0 0 10 110 177	6:	2	2634	22%		31.0		
2	I-95 Off-Ramp to U.S. 176	Diverge	1	49	19%	D	31.7		
3	Between U.S. 176 Ramps	Basic	2	2585	22%	D	27.2		
	105 0 - B 105 17/		2	2585	22%		30.7		
4	I-95 On-Ramp from U.S. 176	Merge	1	111	17%	С	27.0		
5	Between U.S. 176 and I-26	Basic	2	2696	22%	D	28.9		
,	105.0% D	5.	2	2696	22%	,	32.6		
6	I-95 Off-Ramp to I-26 WB	Diverge	1	70	30%	D	33.5		
7	Between I-26 Ramps	Basic	2	2626	22%	D	27.6		
	Between I-26 Cloverleaf Ramps			1	375	19%			
8		Weaving	3	3001	22%	С	27.0		
			1	1152	19%				
9	Between I-26 Ramps	Basic	2	1849	23%	С	18.1		
			2	1849	23%	_	40.7		
10	I-95 On-Ramp from I-26 WB	Merge	1	2192	24%	F	32.5		
11	Between I-26 and U.S. 178	Basic	2	4041	23%	Е	43.3		
			2	4041	23%		39.4		
12	I-95 Off-Ramp to U.S. 178	Diverge	1	200	31%	F	40.0		
13	Between U.S. 178 Ramps	Basic	2	3841	23%	Е	37.5		
_	I-95 On-Ramp from		3	3841	23%		41.2		
14	U.S. 178	Merge	2	210	19%	D	33.3		
15	South of U.S. 178	Basic	2	4051	23%	Е	43.0		
	Corridor F 25.2								

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at 1-95 interchange.

# 6.3 HCS Freeway Analysis - Build Alternatives

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

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

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

## 6.3.1 2050 Ramp Capacity Analysis - All Alternatives

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

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

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

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

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

Notes:

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

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

### 6.3.2 2030 Build Alternative 1

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

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

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

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

Figure 6.4: HCS Estimated 2030 Build Alternative 1 LOS

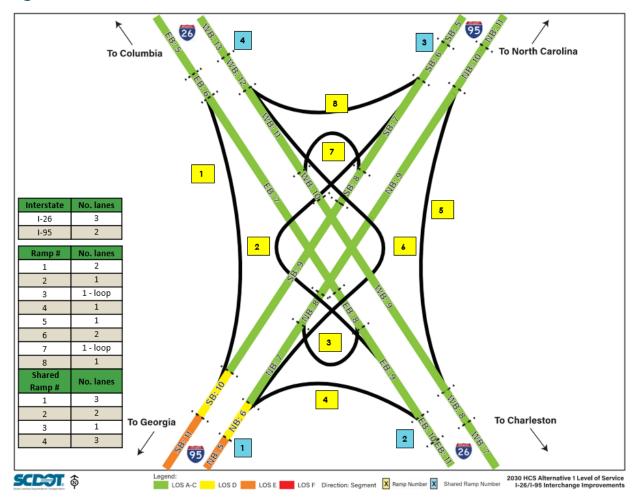


Table 6.22 and Table 6.23 present capacity analysis results for Alternative 1 2030 Build conditions on I-26 eastbound and westbound.

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	2966	24%	С	19.7
2	I-26 Off-Ramp to SC 210	Divorgo	3	2966	24%		21.9
2	1-26 OII-RAMP 10 3C 210	Diverge	1	70	27%	С	23.1
3	Between SC 210 Ramps	Basic	3	2896	24%	С	19.2
4	I-26 On-Ramp from	Merge	3	2896	24%	В	21.8
4	SC 210	Meige	1	99	14%	Ь	19.4
5	Between SC 210 and I-95	Basic	3	2995	23%	С	19.8
4	124 Off Pamp to 195 SP	Divorgo	3	2995	23%	D	22.2
6	I-26 Off-Ramp to I-95 SB	Diverge	2	1570	24%	В	16.3
7	Between I-95 Ramps	Basic	3	1425	22%	Α	9.2
8	I-26 Off-Ramp Loop to	Diverge	3	1425	22%	В	10.4
0	I-95 NB	Diverge	1	48	17%	D	11.5
9	Between I-95 Ramps	Basic	3	1377	22%	Α	8.5
10	I-26 On-Ramp from I-95	Morgo	3	1377	22%	В	16.3
10	NB	Merge	2	1099	21%	D	14.7
11	Between I-95 and U.S. 15	Basic	3	2476	22%	В	16.0
12	I-26 Off-Ramp to U.S. 15	Diverge	3	2476	22%	С	16.9
12	1-20 OII-Kamp 10 0.3. 13	Diverge	1	119	28%	C	20.3
13	Between U.S. 15 Ramps	Basic	3	2357	22%	В	15.3
			1	68	21%		
14	Between U.S. 15 Ramps	Weaving	4	2289	22%	В	13.2
			1	37	11%		
15	Between U.S. 15 Ramps	Basic	3	2326	22%	В	15.1
16	I-26 On-Ramp from	Merge	3	2326	22%	В	17.3
10	U.S. 15	Moigo	1	130	20%	<i>.</i>	16.0
17	East of U.S. 15	Basic	3	2456	21%	В	15.8
					Corridor	С	17.3

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	2482	21%	В	16.1
2	12/ Off Damp to U.S. 15	Divorgo	3	2482	21%	В	16.9
2	I-26 Off-Ramp to U.S. 15	Diverge	1	41	11%	D	19.2
3	Between U.S. 15 Ramps	Basic	3	2441	21%	В	15.8
			1	117	38%		
4	Between U.S. 15 Ramps	Weaving	4	2308	22%	В	14.1
			1	133	22%		
5	Between U.S. 15 Ramps	Basic	3	2425	22%	В	15.8
	I-26 On-Ramp from	Morgo	3	2425	22%	В	17.6
6	U.S. 15	Merge	1	61	17%	D	16.0
7	Between U.S. 15 and I-95	Basic	3	2486	22%	В	16.2
8	I-26 Off-Ramp to I-95 NB	Divorgo	3	2486	22%	С	18.2
0	1-26 OII-RUMP 10 1-93 NB	Diverge	1	821	18%	ر	22.8
9	Between I-95 Ramps	Basic	3	1665	24%	В	11.1
10	I-26 Off-Ramp Loop to	Divorgo	4	1665	24%	В	12.6
10	I-95 SB	Diverge	1	278	19%	D	14.1
11	Between I-95 Ramps	Basic	3	1387	18%	Α	8.8
12	I-26 On-Ramp from I-95	Merge	3	1387	18%	С	21.9
12	1-26 Off-Ruffip from 1-73	Meige	2	1618	29%	)	20.7
13	Between I-95 & SC 210	Basic	3	3005	27%	C	20.7
14	I-26 Off-Ramp to SC 210	Divorgo	3	3005	27%	C	22.9
14	1-26 OII-RUMP 10 3C 210	Diverge	1	107	20%	)	23.8
15	Between SC 210 Ramps	Basic	3	2898	27%	C	19.9
16	I-26 On-Ramp from	Merge	3	2898	27%	В	22.3
10	SC 210	Meige	1	66	19%	ט	19.5
17	West of SC 210	Basic	3	2964	27%	С	20.4
					Corridor	С	17.5

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	South of U.S. 178	Basic	2	3108	26%	Е	40.1	
2	LOF Off Damp to U.S. 170	Divorgo	2	3108	26%	E	38.1	
2	I-95 Off-Ramp to U.S. 178	Diverge	1	173	23%	Е	38.8	
3	Between U.S. 178 Ramps	Basic	2	2935	26%	Е	36.2	
4	LOS On Dayon from U.S. 170	Maraia	2	2935	26%	7	40.4	
4	I-95 On-Ramp from U.S. 178	Merge	1	205	39%	D	33.9	
5	Between U.S. 178 and I-26	Basic	2	3140	27%	Е	41.8	
,	LOS Off Devices to LOV	Diverse	2	3140	27%	2	39.4	
6	I-95 Off-Ramp to I-26	Diverge	2	1848	29%	D	28.1	
7	Between I-26 Ramps	Basic	2	1292	24%	В	12.8	
8	I-95 On-Ramp Loop from	I-95 On-Ramp Loop from	Maraia	2	1292	24%	В	14.6
8	I-26 EB	Merge	1	48	17%	Б	11.9	
9	Between I-26 Ramps	Basic	2	1340	24%	В	13.3	
10	LOF On Damp from LOV WP	Morgo	2	1340	24%	(	23.7	
10	I-95 On-Ramp from I-26 WB	Merge	1	821	18%	C	21.4	
11	Between I-26 and U.S. 176	Basic	2	2161	22%	O	21.4	
12	LOF Off Damp to U.S. 17/	Divorgo	2	2161	22%	(	25.5	
12	I-95 Off-Ramp to U.S. 176	Diverge	1	101	17%	С	26.4	
13	Between U.S. 176 Ramps	Basic	2	2060	22%	С	20.3	
1.4	LOS On Borner from U.S. 17/	Moreig	3	2060	22%	-	23.4	
14	I-95 On-Ramp from U.S. 176	Merge	2	45	20%	C	22.3	
15	North of U.S. 176	Basic	2	2105	22%	С	20.8	
					Corridor	D	27.4	

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2104	22%	С	20.8
2	LOS Off Damp to U.S. 17/	Divorgo	2	2104	22%		24.8
2	I-95 Off-Ramp to U.S. 176	Diverge	1	45	19%	С	25.6
3	Between U.S. 176 Ramps	Basic	2	2059	22%	С	20.3
4	I-95 On-Ramp from	Morgo	2	2059	22%	6	23.9
4	U.S. 176	Merge	1	102	17%	С	21.5
5	Between U.S. 176 and I-26	Basic	2	2161	22%	С	21.4
,	LOS Off Damp to LOV	Divorgo	2	2161	22%	C	24.4
6	I-95 Off-Ramp to I-26	Diverge	1	869	20%	С	25.4
7	Between I-26 Ramps	Basic	2	1292	24%	В	12.8
8	I-95 On-Ramp Loop from	Morgo	2	1292	24%	D	17.1
0	I-26 WB	Merge	1	278	19%	В	14.1
9	Between I-26 Ramps	Basic	2	1570	23%	В	15.4
10	LOE On Damp from LO/ ED	Morgo	2	1570	23%	-	37.2
10	I-95 On-Ramp from I-26 EB	Merge	2	1570	24%	D	28.1
11	Between I-26 and U.S. 178	Basic	2	3140	23%	Е	38.9
12	I-95 Off-Ramp to U.S. 178	Divorgo	2	3140	23%	E	37.6
12	1-73 OII-RAITIP 10 0.3. 176	Diverge	1	184	31%		38.1
13	Between U.S. 178 Ramps	Basic	2	2956	23%	D	34.5
14	I-95 On-Ramp from	Morgo	3	2956	23%		38.3
1 4	U.S. 178	Merge	2	193	19%	D	31.8
15	South of U.S. 178	Basic	2	3149	23%	Е	39.1
					Corridor	D	27.4

### 6.3.3 2030 Build Alternative 2

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

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

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

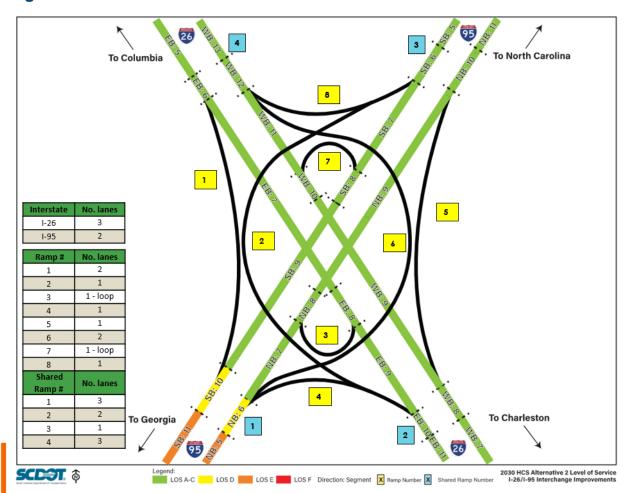


Figure 6.5: HCS Estimated 2030 Build Alternative 2 LOS

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	2966	24%	С	19.7
2	LOV Off Damp to SC 210	Divorgo	3	2966	24%		21.9
2	I-26 Off-Ramp to SC 210	Diverge	1	70	27%	С	23.1
3	Between SC 210 Ramps	Basic	3	2896	24%	С	19.2
4	I-26 On-Ramp from SC 210	Merge	3	2896	24%	В	21.8
4	1-26 Off-Ruffip from SC 210	Meige	1	99	14%	В	19.4
5	Between SC 210 and I-95	Basic	3	2995	23%	С	19.8
6	I-26 EB Off-Ramp to I-95	Divorgo	3	2995	23%	В	22.2
0	SB	Diverge	2	1570	24%	В	16.3
7	Between I-95 Ramps	Basic	3	1425	22%	Α	9.2
8	I-26 Off-Ramp Loop to	Divorgo	3	1425	22%	В	10.4
0	I-95	Diverge	1	48	17%	Ь	11.5
9	Between I-95 Ramps	Basic	3	1377	22%	Α	8.5
10	I-26 On-Ramp from I-95	Morgo	3	1377	22%	В	16.3
10	1-26 On-kamp Irom 1-93	Merge	2	1099	21%	Ь	14.7
11	Between I-95 and U.S. 15	Basic	3	2476	22%	В	16.0
12	I-26 Off-Ramp to U.S. 15	Diverge	3	2476	22%	С	16.9
12	1-26 OII-RAMP 10 0.3. 13	Diverge	1	119	28%	)	20.3
13	Between U.S. 15 Ramps	Basic	3	2357	22%	В	15.3
14	Between U.S. 15 Ramps	Weaving	4	2357	22%	В	12.5
14	between 0.3. 13 kamps	Wedving	1	37	11%	D	12.5
15	Between U.S. 15 Ramps	Basic	3	2326	22%	В	15.1
16	I-26 On-Ramp from U.S. 16	Morgo	3	2326	22%	D	17.4
10	1-20 OH-KUMP HOM U.S. 16	Merge	1	130	20%	В	16.0
17	East of U.S. 15	Basic	3	2456	21%	В	15.8
					Corridor	С	17.3

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	2482	21%	В	16.0
2	I-26 Off-Ramp to U.S. 15	Diverge	3	2482	21%	В	16.8
2	1-28 OII-Kamp 10 0.3. 13	Diverge	1	41	11%	ם	19.2
3	Between U.S. 15 Ramps	Basic	3	2441	21%	В	15.7
			1	117	38%		
4	Between U.S. 15 Loops	Weaving	4	2308	22%	В	14.0
			1	133	22%		
5	Between U.S. 15 Ramps	Basic	3	2425	22%	В	15.7
,	I-26 On-Ramp from U.S. 15	Morgo	3	2425	22%	D	17.5
6	1-26 On-Ramp Irom 0.3. 13	Merge	1	61	17%	В	16.0
7	Between U.S. 15 and I-95	Basic	3	2486	22%	В	16.1
8	1.24 WP Off Pamp to 1.05 NP	Divorgo	3	2486	22%		19.4
0	I-26 WB Off-Ramp to I-95 NB	Diverge	1	821	18%	С	21.9
9	Between I-95 Ramps	Basic	3	1665	24%	Α	11.0
10	12/Off Damp Loop to 105 CD	Divorgo	3	1665	24%	D	12.5
10	I-26 Off-Ramp Loop to I-95 SB	Diverge	1	278	19%	В	14.1
11	Between I-95 Ramps	Basic	3	1387	18%	A	8.7
12	LO/ On Down from LOF	Morgo	3	1387	18%	(	21.8
12	I-26 On-Ramp from I-95	Merge	2	1618	29%	O	20.7
13	Between I-95 & SC 210	Basic	3	3005	27%	C	20.6
14	1.24 Off Pages to SC 210	Diverse	3	3005	27%	С	21.4
14	I-26 Off-Ramp to SC 210	Diverge	1	107	20%		23.8
15	Between SC 210 Ramps	Basic	3	2898	27%	С	19.8
16	I-26 On-Ramp from SC 210	Morgo	3	2898	27%	В	22.1
10	1-20 OH-KUMP HOM SC 210	Merge	1	66	19%	ט	19.5
17	West of SC 210	Basic	3	2964	27%	С	20.3
					Corridor	С	17.6

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	3108	26%	Е	40.1
2	LOS Off Demand to U.S. 170	Diverse	2	3108	26%	_	38.1
2	I-95 Off-Ramp to U.S. 178	Diverge	1	173	23%	Е	38.8
3	Between U.S. 178 Ramps	Basic	2	2935	26%	Е	35.6
	I-95 On-Ramp from		2	2935	26%	F	40.4
4	U.S. 178	Merge	1	205	39%	E	33.9
5	Between U.S. 178 and I-26	Basic	2	3140	27%	Е	41.8
,	105 Off Davis 1-10/	D:	2	3140	27%	2	39.3
6	I-95 Off-Ramp to I-26	Diverge	2	1848	29%	D	28.1
7	Between I-26 Ramps	Basic	2	1292	24%	В	12.8
0	I-95 On-Ramp Loop from	I-95 On-Ramp Loop from	24%	D	14.6		
8	I-26 EB	Merge	1	48	17%	В	11.9
9	Between I-26 Ramps	Basic	2	1340	24%	В	13.3
10	LOS On British from LOV MR		2	1340	24%	6	23.7
10	I-95 On-Ramp from I-26 WB	Merge	1	821	18%	С	21.4
11	Between I-26 and U.S. 176	Basic	2	2161	22%	С	21.4
10	105 Off Dames to 110 177	D:	2	2161	22%	-	25.5
12	I-95 Off-Ramp to U.S. 176	Diverge	1	101	17%	С	26.4
13	Between U.S. 176 Ramps	Basic	2	2060	22%	С	20.3
1.4	I-95 On-Ramp from	140::-:-	3	2060	22%	6	23.4
14	U.S. 176	Merge	2	45	20%	С	22.3
15	North of U.S. 176	Basic	2	2105	22%	С	20.8
					Corridor	D	27.4

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2104	22%	С	20.8
0	105 Off Davis to 110 177	D:	2	2104	22%	С	24.8
2	I-95 Off-Ramp to U.S. 176	Diverge	1	45	19%	С	25.6
3	Between U.S. 176 Ramps	Basic	2	2059	22%	С	20.3
4	I-95 On-Ramp from	Maraia	2	2059	22%	С	23.9
4	U.S. 176	Merge	1	102	17%	С	21.5
5	Between U.S. 176 and I-26	Basic	2	2161	22%	С	21.4
,	105 0# 0 4- 10/	D:	2	2161	22%	(	24.4
6	I-95 Off-Ramp to I-26	Diverge	1	869	20%	С	25.4
7	Between I-26 Ramps	Basic	2	1292	24%	В	12.8
0	I-95 On-Ramp Loop from	I I-95 ()n-Ramn I aan tram I	2	1292	24%	-	17.1
8	I-26 WB	Merge	1	278	19%	В	14.1
9	Between I-26 Ramps	Basic	2	1570	23%	В	15.4
10	LOS On Dawn from LOV SD	14	2	1570	23%	-	37.2
10	I-95 On-Ramp from I-26 EB	Merge	2	1570	24%	D	28.1
11	Between I-26 and U.S. 178	Basic	2	3140	23%	Е	38.9
10	105 Off Davis to 110 170	D:	2	3140	23%	٦	37.6
12	I-95 Off-Ramp to U.S. 178	Diverge	1	184	31%	E	38.1
13	Between U.S. 178 Ramps	Basic	2	2956	23%	D	34.5
1.4	I-95 On-Ramp from	Morris	3	2956	23%		38.3
14	U.S. 178	Merge	2	193	19%	D	31.8
15	South of U.S. 178	Basic	2	3149	23%	Е	39.1
					Corridor	D	27.4

### 6.3.4 2030 Build Alternative 3

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

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

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

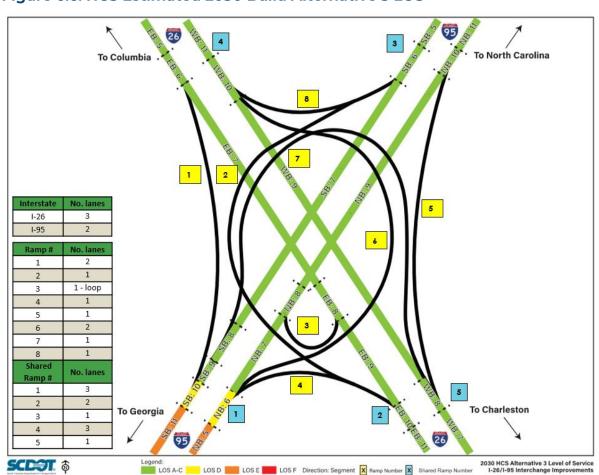


Figure 6.6: HCS Estimated 2030 Build Alternative 3 LOS

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	2966	24%	С	35.0
2	I-26 Off-Ramp to	Divorgo	3	2966	24%		32.8
2	SC 210	Diverge	1	70	27%	C	31.8
3	Between SC 210 Ramps	Basic	3	2896	24%	С	33.9
4	I-26 On-Ramp from	Merge	3	2896	24%	_	34.0
4	SC 210	Meige	1	99	14%	C C C C B A B B B B B B B B	28.7
5	Between SC 210 and I-95	Basic	3	2995	23%	С	35.0
6	I-26 Off-Ramp to I-95	Diverge	3	2995	23%	R	34.2
0	SB	Diveige	2	1570	24%	В	27.9
7	Between I-95 Ramps	Basic	3	1425	22%	Α	14.9
8	I-26 Off-Ramp Loop	Diverge	3	1425	22%	D	16.0
0	to I-95 NB	Diverge	1	48	17%	Б	17.3
9	Between I-95 Ramps	Basic	3	1377	22%	Α	13.8
10	I-26 On-Ramp from	Merge	3	1377	22%	R	25.7
10	I-95 NB	Merge	2	1099	21%	Б	23.7
11	Between I-95 and U.S. 15	Basic	3	2476	22%	В	25.8
12	I-26 Off-Ramp to	Diverge	3	2476	22%		25.7
12	U.S. 15	Diverge	1	119	28%		28.3
13	Between U.S. 15 Ramps	Basic	3	2357	22%	В	23.9
14	Between U.S. 15	Weaving	4	2357	22%	D	19.6
14	Ramps	Wedving	1	37	11%	В	17.0
15	Between U.S. 15 Ramps	Basic	3	2326	22%	В	23.4
16	I-26 On-Ramp from	Merge	3	2326	22%	. P	26.7
10	U.S. 16	7410190	1	130	20%		23.9
17	East of U.S. 15	Basic	3	2456	21%	В	25.2
					Corridor	С	28.7

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	2482	21%	В	16.0
2	LOV Off Downs to LLC 15	Diverse	3	2482	21%	D	17.1
2	I-26 Off-Ramp to U.S. 15	Diverge	1	41	11%	В	19.2
3	Between U.S. 15 Ramps	Basic	3	2441	21%	В	15.7
4	Detruces IIC 15 Devens	M/o ou die o	4	2308 38%	D	140	
4	Between U.S. 15 Ramps	Weaving	1	133	22%	В	14.0
5	Between U.S. 15 Ramps	Basic	3	2425	22%	В	15.7
,	I-26 On-Ramp from		3	2425	22%	2	17.5
6	U.S. 15	Merge	1	61	17%	В	16.0
7	Between U.S. 15 and I-95	Basic	3	2486	22%	В	16.1
0	104 011 D 10105		22%		18.4		
8	I-26 Off-Ramp to I-95	Diverge	1	1099	18%	C	22.8
9	Between I-95 Ramps	Basic	3	1387	25%	Α	9.2
10	10/0 5 105		3	1387 25%	25%		22.4
10	I-26 On-Ramp from I-95	Merge	2	1618	29%	С	21.2
11	Between I-95 & SC 210	Basic	3	3005	27%	С	20.6
10	104011		3	3005	27%	С	22.8
12	I-26 Off-Ramp to SC 210	Diverge	1	107	20%		23.8
13	Between SC 210 Ramps	Basic	3	2898	27%	С	19.8
	I-26 On-Ramp from		3	2898	27%		22.1
14	SC 210	Merge	1	66	19%	В	19.5
15	West of SC 210	Basic	3	2964	27%	С	20.3
Corridor							17.3

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	3108	26%	Е	40.1
2	LOF Off Damp to U.S. 179	Divorgo	2	3108	26%	-	38.1
2	I-95 Off-Ramp to U.S. 178	Diverge	1	173	23%	Е	38.8
3	Between U.S. 178 Ramps	Basic	2	2935	26%	Е	35.6
4	I-95 On-Ramp from	Morgo	2	2935	2935 26%	_	40.4
4	U.S. 178	Merge	1	205	39%	Е	33.9
5	Between U.S. 178 and I-26	Basic	2	3140	27%	Е	41.8
6	LOS Off Ramp to LO4	Diverge	2	3140	27%	B -	39.3
0	I-95 Off-Ramp to I-26	Diverge	1	1848	29%		28.1
7	Between I-26 Ramps	Basic	2	1292	24%	В	12.8
8	I-95 On-Ramp Loop from	Morgo	2	1292	24%	В	14.6
0	I-26 EB	Merge	1	48	17%		11.9
9	Between I-26 Ramps	Basic	2	1340	24%	В	13.3
10	I-95 On-Ramp from I-26	Morgo	2	1340	24%	E E E E D C C C C C C	23.7
10	WB	Merge	1	821	18%		21.4
11	Between I-26 and U.S. 176	Basic	2	2161	22%	С	21.4
12	I-95 Off-Ramp to U.S. 176	Diverge	2	2161	22%	C	25.5
12	1-73 OII-RAITIP 10 0.3. 176	Diverge	1	101	17%	)	26.4
13	Between U.S. 176 Ramps	Basic	2	2060	22%	С	20.3
14	I-95 On-Ramp from	Morgo	3	2060	22%	C	23.4
14	U.S. 176	Merge	2	45	20%	C	22.3
15	North of U.S. 176	Basic	2	2105	22%	С	20.8
	Corridor						

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2104	22%	С	20.8
0	I-95 Off-Ramp to	D:	2	2104	22%	С	24.8
2	U.S. 176	Diverge	1	45	19%		25.6
3	Between U.S. 176 Ramps	Basic	2	2059	22%	С	20.3
4	I-95 On-Ramp from	Merge	2	2059	22%	<u></u>	23.9
4	U.S. 176	Merge	1	102	17%	C	21.5
5	Between U.S. 176 and I-26	Basic	2	2161	22%	C	21.4
,	LOE Off Damp to LOV	Divorgo	2	2161	22%	-	24.4
6	I-95 Off-Ramp to I-26	Diverge	1	869	20%	C	25.4
7	Between I-26 Ramps	Basic	2	1292	24%	В	12.8
8	I-95 On-Ramp from I-26	Morgo	2	1292	2 24%	В	17.5
0	WB	Merge	1	278 199	19%		18.1
9	Between I-26 Ramps	Basic	2	1570	23%	В	15.4
10	I-95 On-Ramp from I-26	Morgo	2	1570	70 23%	C C C B B	37.2
10	EB	Merge	2	1570	24%		28.1
11	Between I-26 and U.S. 178	Basic	2	3140	23%	Ш	38.9
12	I-95 Off-Ramp to	Diverge	2	3140	23%	F	34.6
12	U.S. 178	Diveige	1	184	31%		38.1
13	Between U.S. 176 Ramps	Basic	2	2956	23%	D	34.5
1.4	I-95 On-Ramp from	Morgo	3	2956	23%	-	37.8
14	U.S. 176	Merge	2	193	C 17%  22% C 22% C 20%  24% B 24% B 19% B 23% B 23% D 24%  23% E 23% D 24%  C 23% D 24%  E 23% D 24%  E 23% D 23% E 23% D 23% E 23% E 23% E 23% D 24% E 23%	υ —	31.8
15	South of U.S. 178	Basic	2	3149	23%	Е	39.1
					Corridor	D	27.5

### 6.3.5 2050 Build Alternative 1

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

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

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

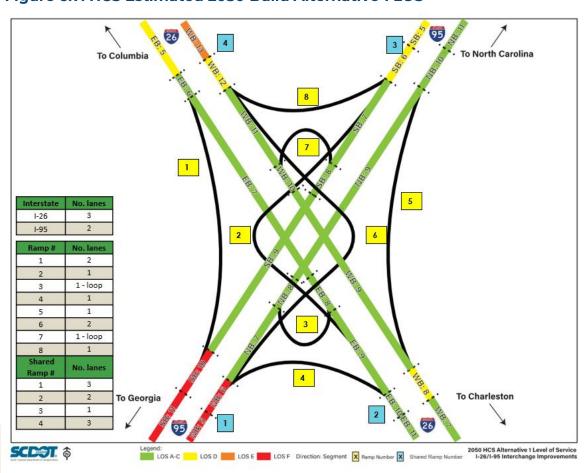


Figure 6.7: HCS Estimated 2050 Build Alternative 1 LOS

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

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volum e (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	3559	27%	С	25.6
2	I-26 Off-Ramp to	Divorgo	3	3559	27%		25.6
2	U.S. 15	Diverge	1	67	5%		27.1
3	Between U.S. 15 Ramps	Basic	3	3492	27%	С	25.0
			1	189	22%		
4	Between U.S. 15 Ramps	Weaving	4	3681	27%	D	22.7
	·		1	215	38%	C	
5	Between U.S. 15 Ramps	Basic	3	3466	28%	С	25.0
6	I-26 On-Ramp from	Morgo	3	3466	28%	D C C C D B D D E	27.3
0	U.S. 15	Merge	1	100	17%		23.9
7	Between U.S. 15 and I-95	Basic	3	3566	28%	С	26.0
8	I-26 Off-Ramp to I-95	Divorgo	3	3566	28%	_	27.6
0	NB	Diverge	1	1154	18%	D	31.4
9	Between I-95 Ramps	Basic	3	2412	33%	В	17.2
10	I-26 Off-Ramp Loop to	Diverge	4	2412	33%	C C C C D B C D E D E D D	19.4
10	I-95 SB	Diverge	1	375	19%		20.8
11	Between I-95 Ramps	Basic	3	2037	31%	В	14.3
12	I-26 On-Ramp from I-95	Merge		2037	31%	C C C C C C C C C C C C C C C C C C C	38.6
12	120 Off Ramp Hom 170	Merge	2	2264	29%		32.5
13	Between I-95 & SC 210	Basic	3	4301	32%	E	37.4
14	I-26 Off-Ramp to	Diverge	3	4301	32%	D	34.2
	SC 210	Bivoigo	1	117	20%		32.5
15	Between SC 210 Ramps	Basic	3	4184	32%	Е	35.5
16	I-26 On-Ramp from	Merge	3	4184	32%		34.9
10	SC 210	Moigo	1	72	19%		28.9
17	West of SC 210	Basic	3	4256	32%	Е	36.6
	Corridor						

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	4007	27%	F	56.8
0	105 Off Dames to 110, 170	D:	2	4007	27%	г	36.8
2	I-95 Off-Ramp to U.S. 178	Diverge	1	188	23%	F	37.5
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0
	I-95 On-Ramp from		2	3819	27%	-	37.4
4	U.S. 178	Merge	1	222	39%	F	32.2
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	37.2
,		D:	2	4041	27%	- ا	39.0
6	I-95 Off-Ramp to I-26	Diverge	2	2569	29%	F	26.1
7	Between I-26 Ramps	Basic	2	1472	25%	Α	3.7
8	I-95 On-Ramp Loop from	Marga	2	1472	25%	٨	4.8
8	I-26 EB	Merge	1	70	17%	Α	2.4
9	Between I-26 Ramps	Basic	2	1542	25%	Α	4.4
10	I-95 On-Ramp from I-26	Marga	2	1542	25%	D	16.9
10	WB	Merge	1	1154	18%	В	15.1
11	Between I-26 and U.S. 176	Basic	2	2696	22%	В	15.2
10	105 Off David Latte 17/	<u>.</u>	2	2696	22%	2	18.5
12	I-95 Off-Ramp to U.S. 176	Diverge	1	108	17%	В	19.6
13	Between U.S. 176 Ramps	Basic	2	2588	22%	В	14.2
1.4	I-95 On-Ramp from	Morgo	3	2588	22%	P	16.6
14	U.S. 176	Merge	2	49	20%	В	16.1
15	North of U.S. 176	Basic	2	2637	22%	В	14.7
					Corridor	F	23.5

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

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

Segment No.	Segment Name	Type	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2634	22%	D	28.0
0	105 Off Davis to 110 17/	D:	2	2634	22%	2	31.1
2	I-95 Off-Ramp to U.S. 176	Diverge	1	49	19%	D	31.7
3	Between U.S. 176 Ramps	Basic	2	2585	22%	D	27.2
	LOS On Develop for my U.S. 177	11	2	2585	22%	(	30.8
4	I-95 On-Ramp from U.S. 176	Merge	1	111	17%	С	27.0
5	Between U.S. 176 and I-26	Basic	2	2696	22%	D	28.9
,	105 Off Davis to 107	D:	2	2696	22%	5	31.0
6	I-95 Off-Ramp to I-26	Diverge	1	1222	20%	D	31.4
7	Between I-26 Ramps	Basic	2	1474	24%	В	14.5
0	105.0 . D		2	1474	24%	9	20.2
8	I-95 On-Ramp Loop from I-26 WB	Merge	1	375	19%	В	16.8
9	Between I-26 Ramps	Basic	2	1849	23%	С	18.1
10	105 0 - D ( 10/ 5D		2	1849	23%	-	39.9
10	I-95 On-Ramp from I-26 EB	Merge	2	2192	24%	F	29.1
11	Between I-26 and U.S. 178	Basic	2	4041	23%	F	43.3
10	105 Off Davis to 110 170	D:	2	4041	23%	F	39.5
12	I-95 Off-Ramp to U.S. 178	Diverge	1	200	31%	F	39.9
13	Between U.S. 176 Ramps	Basic	2	3841	23%	F	37.5
1.4	105 On Davis frank U.S. 177	14	3	3841	23%	F	41.2
14	I-95 On-Ramp from U.S. 176	Merge	2	210	19%	F	33.3
15	South of U.S. 178	Basic	2	4051	23%	F	43.0
				(	Corridor	F	32.7

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at 1-95 interchange.

#### 6.3.6 2050 Build Alternative 2

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

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

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

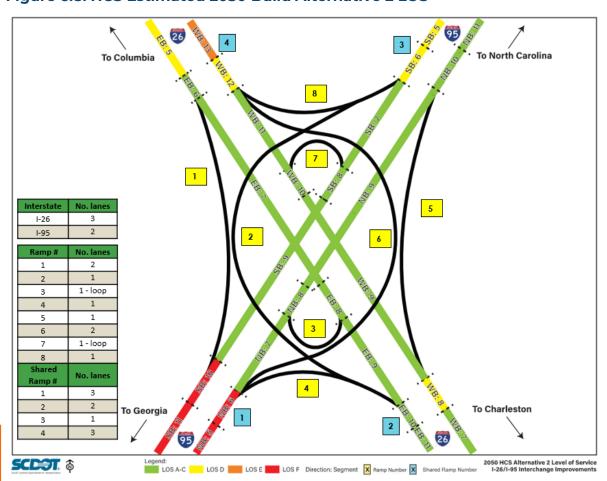


Figure 6.8: HCS Estimated 2050 Build Alternative 2 LOS

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	West of SC 210	Basic	3	4264	29%	D	35.0
2	I-26 Off-Ramp to SC 210	Diverge	3	4264	29%	D	32.8
	1-26 OII-Kamp 10 3C 210	Diverge	1	78	27%	D	31.8
3	Between SC 210 Ramps	Basic	3	4186	29%	D	33.9
4	I-26 On-Ramp from	Merge	3	4186	29%	D	34.0
4	SC 210	Meige	1	108	14%	D	28.7
5	Between SC 210 and I-95	Basic	3	4294	28%	D	35.0
6	I-26 EB Off-Ramp to I-95	Diverge	3	4294	28%	С	34.2
0	SB	Diverge	2	2192	24%	ر	27.9
7	Between I-95 Ramps	Basic	3	2102	33%	В	14.9
8	I-26 Off-Ramp Loop to	Diverge	3	2102	33%	В	16.0
0	I-95	Diverge	1	70	17%	В	17.3
9	Between I-95 Ramps	Basic	3	2032	33%	В	13.8
10	I-26 On-Ramp from I-95	Merge	3	2032	33%	С	25.7
10	·	Meige	2	1527	21%	)	23.7
11	Between I-95 and U.S. 15	Basic	3	3559	28%	С	25.8
12	I-26 Off-Ramp to U.S. 15	Diverge	3	3559	28%	D	25.7
12	1-20 OII-Kamp 10 0.3. 13	Diverge	1	194	28%		28.3
13	Between U.S. 15 Ramps	Basic	3	3365	28%	С	23.9
14	Between U.S. 15 Ramps	Weaving	4	3365	28%	В	19.6
	between 6.5. To Kamps	vvcaving	1	60	11%	В	17.0
15	Between U.S. 15 Ramps	Basic	3	3425	28%	С	23.4
16	I-26 On-Ramp from U.S.	Merge	3	3425	28%	С	26.7
10	16	Merge	1	111	21%		23.9
17	East of U.S. 15	Basic	3	3314	11%	С	25.2
					Corridor	D	28.7

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	3559	27%	С	25.5
2	I-26 Off-Ramp to	Divorgo	3	3559	27%	-	25.4
2	U.S. 15	Diverge	1	67	5%	С	27.1
3	Between U.S. 15 Ramps	Basic	3	3492	27%	С	24.9
			1	215	22%		
4	Between U.S. 15 Loops	Weaving	4	3277	27%	D	22.5
			1	189	38%		
5	Between U.S. 15 Ramps	Basic	3	3466	28%	С	24.9
6	I-26 On-Ramp from	Merge	3	3466	28%	С	27.1
0	U.S. 15	Meige	1	100	17%	C	23.9
7	Between U.S. 15 and I-95	Basic	3	3566	28%	С	25.8
8	I-26 WB Off-Ramp to	Diverge	3	3566	28%	D	29.4
	I-95 NB	Diveige	1	1154	18%	В	30.5
9	Between I-95 Ramps	Basic	3	2412	33%	В	17.0
10	I-26 Off-Ramp Loop	Diverge	3	2412	33%	С	19.3
10	to I-95 SB	Diverge	1	375	19%	C	20.8
11	Between I-95 Ramps	Basic	3	2037	31%	В	14.2
12	I-26 On-Ramp from	Merge	3	2037	31%	D	38.3
12	I-95	Meige	2	2264	29%	D	32.5
13	Between I-95 & SC 210	Basic	3	4301	32%	Е	37.2
14	I-26 Off-Ramp to	Diverge	3	4301	32%	D	32.2
14	SC 210	Diverge	1	11 <i>7</i>	20%	Б	32.5
15	Between SC 210 Ramps	Basic	3	4184	32%	Е	353
16	I-26 On-Ramp from	Merge	3	4184	32%	D	34.6
10	SC 210	MCIGE	1	72	19%	D	28.9
17	West of SC 210	Basic	3	4256	32%	Е	36.5
					Corridor	Е	29.8

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	4007	27%	F	56.8
2	LOF Off Dames to U.S. 170	Diverse	2	4007	27%	-	36.8
2	I-95 Off-Ramp to U.S. 178	Diverge	1	188	23%	F	37.5
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0
	I-95 On-Ramp from	14	2	3819	27%	-	37.4
4	U.S. 178	Merge	1	222	39%	F	32.2
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	37.2
,	105 011 D 1010/	<u> </u>	2	4041	27%	-	38.9
6	I-95 Off-Ramp to I-26	Diverge	2	2569	28%	F	26.1
7	Between I-26 Ramps	Basic	2	1472	24%	Α	3.9
0	I-95 On-Ramp Loop from		2	1472	24%		5.0
8	I-26 EB	Merge	1	70	17%	Α	2.7
9	Between I-26 Ramps	Basic	2	1542	24%	Α	4.6
10	I-95 On-Ramp from I-26		2	1542	24%	9	17.2
10	WB	Merge	1	1154	18%	В	15.3
11	Between I-26 and U.S. 176	Basic	2	2696	22%	В	15.4
10	105 Off Dawns to 110 17/	D:	2	2696	22%	D	18.8
12	I-95 Off-Ramp to U.S. 176	Diverge	1	108	17%	В	19.9
13	Between U.S. 176 Ramps	Basic	2	2588	22%	В	14.5
1.4	I-95 On-Ramp from	14	3	2588	22%	D	16.8
14	U.S. 176	Merge	2	49	20%	В	16.4
15	North of U.S. 176	Basic	2	2637	22%	В	14.9
					Corridor	F*	23.6

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	North of U.S. 176	Basic	2	2634	27%	D	28.0
2	I-95 Off-Ramp to	Divorgo	2	2634	27%	D	31.0
2	U.S. 176	Diverge	1	49	23%		31.7
3	Between U.S. 176 Ramps	Basic	2	2585	27%	D	27.2
4	I-95 On-Ramp from	Morgo	2	2585	27%	С	30.8
4	U.S. 176	Merge	1	111	39%		27.0
5	Between U.S. 176 and I-26	Basic	2	2696	27%	D	28.9
,	LOS Off Dame to LOV	Divorgo	2	2696	27%	6	31.0
6	I-95 Off-Ramp to I-26	Diverge	1	1222	28%	D	31.4
7	Between I-26 Ramps	Basic	2	1474	27%	В	14.5
0	I-95 On-Ramp Loop	Maraia	2	1474	27%	D	20.2
8	from I-26 WB	Merge	1	375	29%	В	16.8
9	Between I-26 Ramps	Basic	2	1849	25%	В	18.1
10	I-95 On-Ramp from I-26	Maraia	2	1849	25%	-	39.9
10	EB	Merge	2	2192	18%	F	29.1
11	Between I-26 and U.S. 178	Basic	2	4041	22%	F	43.3
12	I-95 Off-Ramp to	Divorgo	2	4041	22%	F	39.5
12	U.S. 178	Diverge	1	200	17%	Г	39.9
13	Between U.S. 176 Ramps	Basic	2	3841	22%	F	37.5
14	I-95 On-Ramp from	Morgo	3	3841	22%	F	41.2
14	U.S. 176	Merge	2	210	20%	г 	33.3
15	South of U.S. 178	Basic	2	4051	22%	F	43.0
	1.1005	105			Corridor	F*	32.7

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at 1-95 interchange.

#### 6.3.7 2050 Build Alternative 3

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

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

Figure 6.9: HCS Estimated 2050 Build Alternative 3 LOS

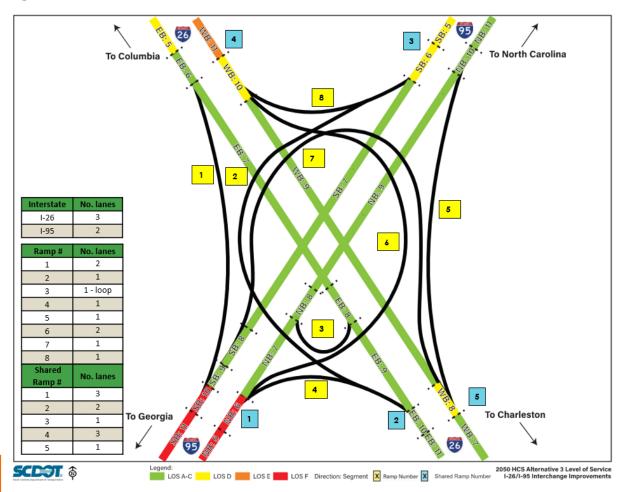


Table 6.42 and Table 6.43 present capacity analysis results for Alternative 3 2050 Build conditions on I-26 eastbound and westbound.

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	West of SC 210	Basic	3	4264	29%	D	35.0	
2	I-26 Off-Ramp to	Diverge	3	4264	29%	D	32.8	
	SC 210	Diverge	1	78	27%	D	31.8	
3	Between SC 210 Ramps	Basic	3	4186	29%	D	33.9	
4	I-26 On-Ramp from	Merge	3	4186	29%	D	34.0	
	SC 210	Merge	1	108	14%	D	28.7	
5	Between SC 210 and I-95	Basic	3	4294	28%	D	35.0	
6	I-26 Off-Ramp to I-95	Diverge	3	4294	28%	С	34.2	
O	SB	Diverge	2	2192	24%	)	27.9	
7	Between I-95 Ramps	Basic	3	2102	33%	В	14.9	
8	I-26 Off-Ramp Loop to	Diverge	3	2102	33%	В	16.0	
0	I-A2 NR		1	70	17%	В	17.3	
9	Between I-95 Ramps	Basic	3	3 2032 33%		В	13.8	
10	I-26 On-Ramp from	Merge	3	2032	33%	С	25.7	
10	I-95 NB	Merge	2	1527	21%	)	23.7	
11	Between I-95 and U.S. 15	Basic	3	3559	28%	С	25.8	
12	I-26 Off-Ramp to	Diverge	3	3559	28%	D	25.7	
12	U.S. 15	Diverge	1	194	28%	Б	28.3	
13	Between U.S. 15 Ramps	Basic	3	3365	28%	С	23.9	
14	Between U.S. 15	Weaving	4	3365	28%	В	19.6	
	Ramps	Wedving	1	60	11%		17.0	
15	Between U.S. 15 Ramps	Basic	3	3425	28%	С	23.4	
16	I-26 On-Ramp from			3	3425	28%	С	26.7
10	U.S. 16	7410190	1	111	21%		23.9	
17	East of U.S. 15	Basic	3	3314	11%	С	25.2	
					Corridor	D	28.7	

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	East of U.S. 15	Basic	3	3559	27%	С	25.5
2	I-26 Off-Ramp to	Divorgo	3	3559	27%		25.9
2	U.S. 15	Diverge	1	67	5%	С	27.1
3	Between U.S. 15 Ramps	Basic	3	3492	27%	С	24.9
4	Between U.S. 15	Weaving	4	3277	27%	С	22.5
4	Ramps	weaving	1	189	38%	C	22.5
5	Between U.S. 15 Ramps	Basic	3	3466	28%	С	24.9
6	I-26 On-Ramp from	Morgo	3	3466	28%	С	27.1
0	U.S. 15	Merge	1	100	17%	C	23.9
7	Between U.S. 15 and I-95	Basic	3	3566	28%	С	25.8
0	10/ Off Davis to 105	Diverse	3	3566	28%	-	28.0
8	I-26 Off-Ramp to I-95	Diverge	1	1529	18%	D	31.7
9	Between I-95 Ramps	Basic	3	2037	35%	В	14.6
10	LOV On Down from LOF	Merge	3	2037	35%	6	39.1
10	I-26 On-Ramp from I-95	Merge	2	2264	29%	D	32.8
11	Between I-95 & SC 210	Basic	3	4301	32%	Е	37.2
12	I-26 Off-Ramp to	Diverse	3	4301	32%	6	34.0
12	SC 210	Diverge	1	117	20%	D	32.5
13	Between SC 210 Ramps	Basic	3	4184	32%	E	35.3
1.4	I-26 On-Ramp from	Morge	3	4184	32%		34.6
14	SC 210	Merge -	1	72	19%	D	28.9
15	West of SC 210	Basic	3	4256	32%	E	36.5
					Corridor	Е	29.3

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

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)
1	South of U.S. 178	Basic	2	4007	27%	F	56.8
2	105 Off Damp to 115 170	Divorgo	2	4007	27%	F	36.8
2	I-95 Off-Ramp to U.S. 178	Diverge	1	188	23%	Г	37.5
3	Between U.S. 178 Ramps	Basic	2	3819	27%	F	55.0
	I-95 On-Ramp from		2	3819	27%	-	37.4
4	U.S. 178	Merge	1	222	39%	F	32.2
5	Between U.S. 178 and I-26	Basic	2	4041	27%	F	37.2
,	105.011.0		2	4041	27%	F	
6	I-95 Off-Ramp to I-26	Diverge	1	2569	28%	F	26.1
7	Between I-26 Ramps	Basic	2	1472	24%	Α	3.9
0	I-95 On-Ramp Loop from		2	1472	24%		5.0
8	I-26 EB Merg		1	70	17%	Α	2.7
9	Between I-26 Ramps	Basic	2	1542	24%	Α	4.6
10	I-95 On-Ramp from I-26		2	1542	24%	9	17.2
10	WB	Merge	1	1154	18%	В	15.3
11	Between I-26 and U.S. 176	Basic	2	2696	22%	В	15.4
10	105 05 0 174		2	2696	22%	•	18.8
12	I-95 Off-Ramp to U.S. 176	Diverge	1	108	17%	С	19.9
13	Between U.S. 176 Ramps	Basic	2	2588	22%	В	14.5
7.4	I-95 On-Ramp from		3	2588	22%		16.8
14	U.S. 176	Merge	2	49	20%	В	16.4
15	North of U.S. 176	Basic	2	2637	22%	В	14.9
					Corridor	F*	23.6

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

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

Segment No.	Segment Name	Туре	# of Lanes	Volume (pc/hr)	HV%	LOS	Density (pc/mi/ln)	
1	North of U.S. 176	Basic	2	2634	27%	D	28.0	
2	I-95 Off-Ramp to	Diverse	2	2634	27%	2	31.1	
2	U.S. 176	Diverge	1	49	23%	D	31.7	
3	Between U.S. 176 Ramps	Basic	2	2585	27%	D	27.2	
4	I-95 On-Ramp from	Merge	2	2585	27%	С	30.8	
4	U.S. 176	Meige	1	111	39%		27.0	
5	Between U.S. 176 and I-26	Basic	2	2696	27%	D	28.9	
,	LOS Off Dames to LOV	Divorgo	2	2696	27%	2	31.0	
6	I-95 Off-Ramp to I-26	Diverge	1	1222	28%	D	31.4	
7	Between I-26 Ramps	Basic	2	1474	27%	В	14.5	
8	I-95 On-Ramp from I-26	Marga	2	1474	27%	6	20.6	
0	WB	Merge	1	375	29%	С	20.9	
9	Between I-26 Ramps	Basic	2	1849	25%	С	18.1	
10	I-95 On-Ramp from I-26	Morgo	2	1849	25%	_	39.9	
10	EB	Merge	2	2192	18%	Г	29.1	
11	Between I-26 and U.S. 178	Basic	2	4041	22%	F	43.3	
10	I-95 Off-Ramp to	Divorgo	2	4041	22%	_	36.3	
12	U.S. 178	Diverge	1	200	17%	Г	39.9	
13	Between U.S. 176 Ramps	Basic	2	3841	22%	F	37.5	
1.4	I-95 On-Ramp from	Morgo	3	3841	22%	E	40.6	
14	U.S. 176	Meige	2	210	20%	<u>Г</u>	33.3	
15	South of U.S. 178	Basic	2	4051	22%	F	43.0	
9 Between I-26 Ramps Basic 2 1849 25% C  10 I-95 On-Ramp from I-26 EB Merge 2 1849 25% F  11 Between I-26 and U.S. 178 Basic 2 4041 22% F  12 I-95 Off-Ramp to U.S. 178 Diverge 1 200 17%  13 Between U.S. 176 Ramps Basic 2 3841 22% F  14 I-95 On-Ramp from U.S. 176 Merge 2 210 20%  15 F  16 F  17 F  18 F  18 F  19 Son-Ramp from U.S. 176 Merge 2 210 20%								

Note: HCS reports LOS F operations for the I-95 southbound corridor with an unacceptable LOS F at the Segment 10 merge and LOS E and F operations on I-95 to the south. No improvements are currently planned for I-95 south of I-26. TransModeler analysis is needed to examine potential impacts to the I-26 at 1-95 interchange.

#### 7. INITIAL TRANSMODELER ANALYSIS

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

# 7.1 Calibration and Lane Adjustments for Initial Testing

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

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

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

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

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

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

U.S. 176 (Old State Road) S.C. 210 I-26 Westbound **Bottleneck Segment** I-26/I-95 System-to-System I-95 Southbound U.S. 15 **Bottleneck Segment** 95 I-95 Northbound **Bottleneck Segment** U.S. 178 (Charleston Highway)

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

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

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

Figure 7.2: TransModeler Alternative 2 (No Additional Widening)

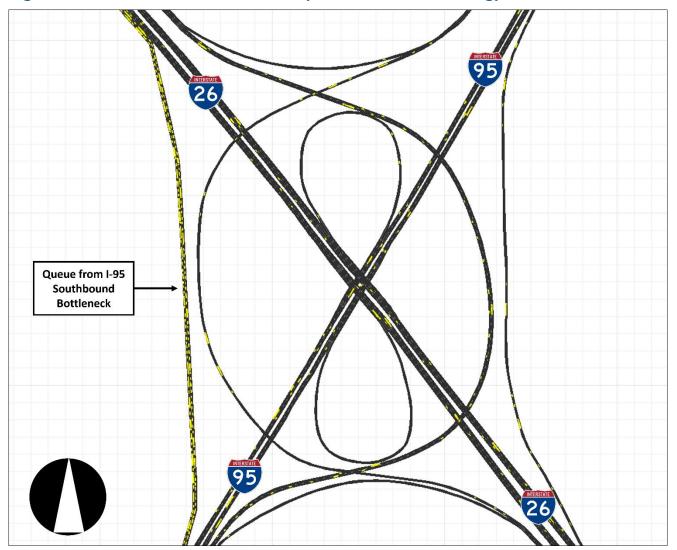


Figure 7.3 shows the bottlenecks on I-95 northbound and southbound south of the system interchange. To alleviate this congestion, auxiliary lanes were added to create a 6-lane section between U.S. 178 and the system interchange.

Figure 7.3: TransModeler Alternative 2 (No Additional Widening)

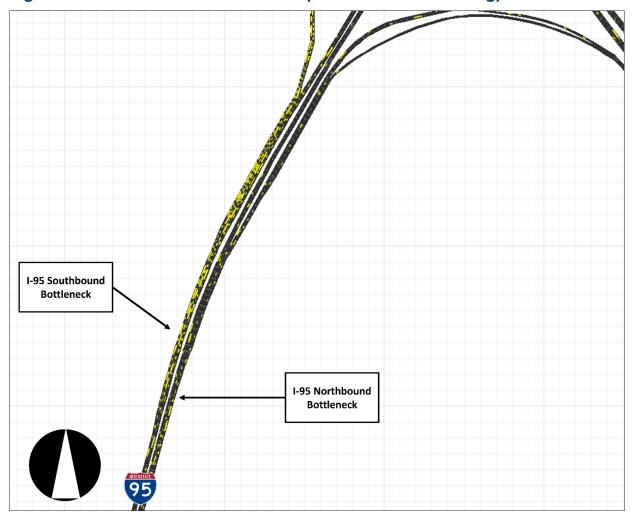


Figure 7.4 shows that once auxiliary lanes were added to the I-95 southbound segment, the volume was able to flow more freely, which then highlighted congestion on the I-95 northbound to I-26 westbound fly-over ramp. This congestion queues on I-26 westbound from the S.C. 210 interchange, due to the bottleneck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

Queue from I-26 Westbound **Bottleneck** No queue from I-95 Southbound **Bottleneck** 

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

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

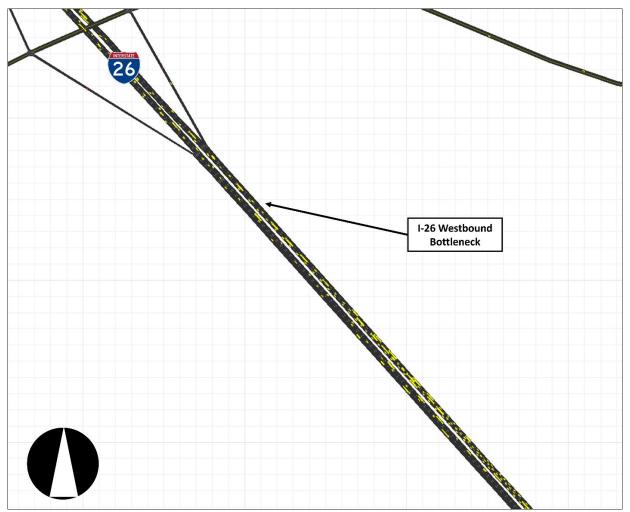
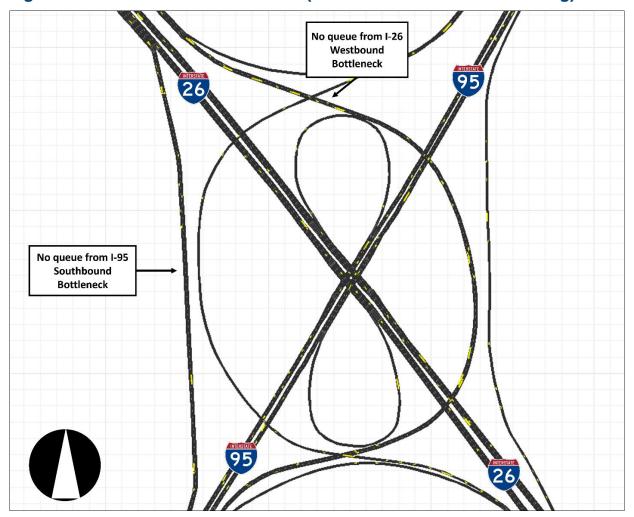


Figure 7.6 shows that, adding auxiliary lanes to these specific segments alleviates congestion so that entering and exiting volume can flow freely through the system interchange. This ensures the model results will reflect anticipated interchange operations if no downstream queueing backs into the interchanges.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

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



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

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

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

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

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

## 7.1.3 Corridor Freeway Analysis Summary with Additional Freeway Lanes

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

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

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

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

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

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

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

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

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

7 | Initial TransModeler Analysis

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

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

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

<sup>\*\*</sup> See TransModeler analysis assumptions as discussed in Section 7.1.2.

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

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

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

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

<sup>\*\*</sup> See TransModeler analysis assumptions as discussed in Section 7.1.2.

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

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

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

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

<sup>\*\*</sup> See TransModeler analysis assumptions as discussed in Section 7.1.2.

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

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

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

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

<sup>\*\*</sup> See TransModeler analysis assumptions as discussed in Section 7.1.2.

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

# 7.2 TransModeler Capacity Analysis Criteria

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

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

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

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

Table 7.6: HCM Basic Segment LOS Criteria

LOS	Density (pc/mi/ln)
Α	< 11
В	> 11 - 18
С	> 18 - 26
D	> 26 - 35
E	> 35 - 45
F	> 45

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

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

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

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

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

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

### 7.3.1 2022 Existing Conditions

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

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

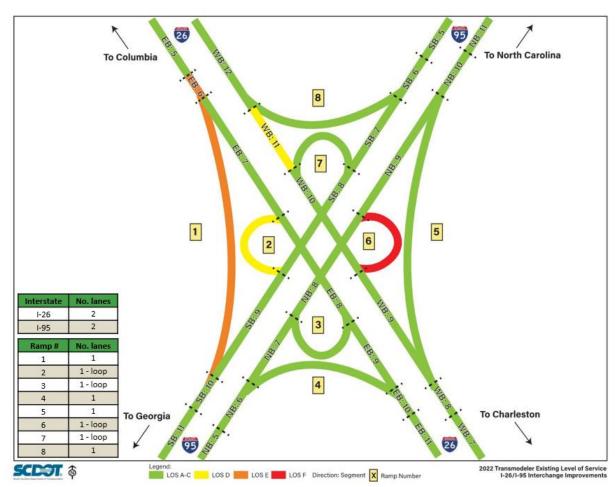


Figure 7.7: TransModeler 2022 Existing Conditions Ramp LOS

Table 7.7: 2022 Existing Interchange Ramp Volume and Capacity Results

20	22 Demand	Number of Lanes	Volume Served   % \	Volume Served	Density (pcpmpl)	LOS
1	1,365	1	1,342	98%	43.0	Е
2	714	1 (loop)	694	97%	29.2	D
3	42	1 (loop)	33	82%	1.2	Α
4	242	1	222	92%	6.1	Α
5	714	1	706	99%	21.6	C
6	1,365	1 (loop)	1,331	98%	62.6	F
7	242	1 (loop)	201	83%	7.4	Α
8	42	1	33	88%	0.9	Α

Note: All ramps are single lane under existing conditions.

#### 7.3.2 2030 and 2050 No Build Conditions

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

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

\* 4 Lane WB To North Carolina To Columbia 8 1 5 1-26 1-95 Ramp # No. lane 1 - loop \* 3 Lane SB 1 - loop \* 3 Lane NB 5 1 To Georgia To Charleston 1-loop 1 - loop Legend:

LOS A-C LOS D LOS E LOS F Direction: Segment X Ramp Number 2050 Transmodeler No Build Level of Service I-26/I-95 Interchange Improvements SCENT &

Figure 7.8: TransModeler 2050 No Build Conditions Ramp LOS

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

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

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

		0000	0050	Volume	Served	% Demar	d Served
:	Segment Description	2030 Demand	2050 Demand	2030 N	lo Build	2050 N	lo Build
1	I-26 EB to I-95 SB	1,570	2,192	1,516	97%	1,378	63%
2	I-95 SB to I-26 EB	821	1,152	782	95%	1,075	93%
3	I-26 EB to I-95 NB	48	70	49	100%	50	71%
4	I-95 NB to I-26 EB	278	375	264	95%	236	63%
5	I-26 WB to I-95 NB	821	1,154	791	96%	1,100	95%
6	I-95 NB to I-26 WB	1,570	2,194	1,507	96%	1,517	69%
7	I-26 WB to I-95 SB	278	375	279	100%	314	84%
8	I-95 SB to I-26 WB	48	70	45	93%	59	85%
	Total Volume Served	5,434	7,582	5,232	96%	5,729	76%

Note:

All ramps are single lane in existing conditions.

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

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

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

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

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

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

Notes:

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

<sup>\*</sup> All ramps are single lane in existing conditions

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

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

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

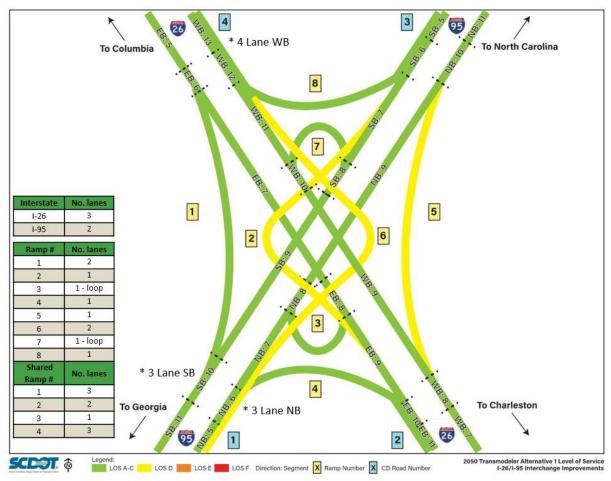
### 7.4.1 Alternative 1 Interchange

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

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

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

Figure 7.9: TransModeler 2050 Build Alternative 1 Ramp LOS



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

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

Table 7.10: TransModeler Build Alternative 1 Interchange Ramp Volume Results

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

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

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

Table 7.11: TransModeler Build Alternative 1 Interchange Ramp Capacity Results

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

### 7.4.2 Alternative 2 Interchange

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

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

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

4 Lane WB To North Carolina To Columbia 8 1 5 1-26 1-95 6 2 Ramp # No. lanes 1 - loop 4 1 6 7 1 - loop 8 \* 3 Lane SB No. lanes 4 3 2 2 To Charleston To Georgia \* 3 Lane NB 1 Los A-C Los D Los E Los F Direction: Segment X Ramp Number X CD Road Number 2050 Transmodeler Alternative 2 Level of Service I-26/I-95 Interchange Improvements

Figure 7.10: TransModeler 2050 Build Alternative 2 Ramp LOS

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

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

Table 7.12: TransModeler Build Alternative 2 Interchange Ramp Volume Results

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

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

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

Table 7.13: TransModeler Build Alternative 2 Interchange Ramp Capacity Results

			De	ensity (pc	pmpl)   LOS	
S	Segment Description	Number of Lanes	2030 E Alterna		2050 Bui Alternativ	
1	I-26 EB to I-95 SB	2	20.4	С	25.2	С
2	I-95 SB to I-26 EB	1	20.3	С	28.9	D
3	I-26 EB to I-95 NB	1	1.4	Α	1.9	Α
4	I-95 NB to I-26 EB	1	7.0	Α	10.0	Α
5	I-26 WB to I-95 NB	1	21.8	С	33.7	D
6	I-95 NB to I-26 WB	2	20.1	С	29.4	D
7	I-26 WB to I-95 SB	1	8.1	Α	10.0	Α
8	I-95 SB to I-26 WB	1	1.2	Α	1.5	Α

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

## 7.4.3 Alternative 3 Interchange

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

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

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

\* 4 Lane WB To North Carolina To Columbia 2 1-26 1 6 5 1-95 1 1 1 - loop 3 4 1 5 6 Shared No. lanes Ramp # \* 3 Lane SB 4 3 2 2 To Charleston To Georgia \* 3 Lane NB 1 2050 Transmodeler Alternative 3 Level of Service I-26/I-95 Interchange Improvements SCENT & LOS D LOS E LOS F Direction: Segment X Ramp Number X CD Road Number

Figure 7.11: TransModeler 2050 Build Alternative 3 Ramp LOS

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

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

Table 7.14: TransModeler Build Alternative 3 Interchange Ramp Volume Results

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

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

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

Table 7.15: TransModeler Build Alternative 3 Interchange Ramp Capacity Results

			De	ensity (pc	pmpl)   LOS	
S	Segment Description	Number of Lanes	2030 B Alterna		2050 Bui Alternativ	
1	I-26 EB to I-95 SB	2	20.9	С	25.7	С
2	I-95 SB to I-26 EB	1	20.5	С	29.1	D
3	I-26 EB to I-95 NB	1	1.4	Α	1.9	Α
4	I-95 NB to I-26 EB	1	7.5	Α	9.3	Α
5	I-26 WB to I-95 NB	1	22.5	С	33.7	D
6	I-95 NB to I-26 WB	2	20.1	С	34.6	D
7	I-26 WB to I-95 SB	1	9.4	Α	11.0	В
8	I-95 SB to I-26 WB	1	1.1	Α	1.6	Α

## 7.4.4 Shared Ramp Diverge & Merge Segment Analysis

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

#### Shared ramp sections at exits:

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

#### Shared ramp sections at merges:

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

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

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

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

	Shared Ramp Description	Number of Lanes	2030 E Alterno 1		2030 I Alterna 2		2030 Altern 3		2050 B Alterno 1		2050 E Alterno 2		2050 B Alterno 3	
1	I-95 NB to I-26	3	19.5	С	21.0	О	20.7	O	30.3	D	30.1	D	29.0	D
2	I-95 to I-26 EB	2	12.9	В	12.8	В	12.7	В	16.3	В	17.9	В	17.1	В
3	I-95 SB to I-26	1	22.3	С	19.1	O	19.0	С	29.5	О	30.1	D	26.6	D
4	I-95 to I-26 WB	3	14.0	В	13.7	В	13.6	В	20.7	O	21.4	U	21.4	С
5	I-26 WB to I-95	1	-	-	-	-	43.2	Е	-	ı	-	-	64.4	F

### 7.4.5 Interchange Travel Times

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

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

7 | Initial TransModeler Analysis

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

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

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

						Average Speed	l (mph)				
	Travel Time Segment	Associated Ramp	2022 Existing	2030 No Build	2030 Build Alternative 1	2030 Build Alternative 2	2030 Build Alternative 3	2050 No Build	2050 Build Alternative 1	2050 Build Alternative 2	2050 Build Alternative 3
Start	End		Existing								
	I-26 Eastbound, East of U.S. 15	-	68	68	69	69	69	39	67	66	67
I-26 Eastbound, West of S.C. 210	I-95 Northbound, North of U.S. 176	3	68	67	68	69	68	44	67	66	67
11031 01 3.0. 210	I-95 Southbound, South of U.S. 178	1	66	66	67	68	67	40	65	65	64
	I-26 Westbound, West of S.C. 210	-	68	69	70	70	70	61	68	68	68
I-26 Westbound, East of U.S. 15	I-95 Northbound, North of U.S. 176	5	67	67	67	69	66	60	68	68	65
2031 01 0.0. 10	I-95 Southbound, South of U.S. 178	7	67	67	67	68	63	59	65	66	61
	I-26 Eastbound, East of U.S. 15	4	68	67	66	65	66	39	63	63	64
I-95 Northbound, South of U.S. 178	I-26 Westbound, West of S.C. 210	6	66	66	66	66	66	43	65	64	64
300111 01 0.3. 170	I-95 Northbound, North of U.S. 176	-	69	67	68	69	68	43	67	67	67
	I-26 Eastbound, East of U.S. 15	2	67	67	67	66	66	66	65	65	65
I-95 Southbound, North of U.S. 176	I-26 Westbound, West of S.C. 210	8	68	69	68	68	68	68	67	67	67
1101111 01 0.3. 170	I-95 Southbound, South of U.S. 178	-	69	68	68	68	68	67	66	67	67
		Average Speed	67	67	67	68	67	52	66	66	65

# 7.4.6 Initial TransModeler Interchange Alternatives Capacity **Analysis Summary**

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

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

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

		2020	2050					Vo	olume Se	erved   %	% Dema	nd Serve	ed				
Seg	gment Description	2030 Demand	2050 Demand	2030 Alterno		2030 Alterno		2030 Alterno	Build ative 3	2050 No	Build:	2050 Alterno		2050 Altern		2050 Alterno	
1	I-26 EB to I-95 SB	1,570	2,192	1,516	97%	1,516	97%	1,512	96%	1,378	63%	1,870	85%	1,850	84%	1,881	86%
2	I-95 SB to I-26 EB	821	1,152	779	95%	779	95%	780	95%	1,075	93%	1,070	93%	1,071	93%	1,068	93%
3*	I-26 EB to I-95 NB	48	70	46	96%	46	96%	47	98%	50	71%	65	92%	64	91%	67	96%
4	I-95 NB to I-26 EB	278	375	266	96%	268	96%	269	97%	236	63%	338	90%	336	90%	336	90%
5	I-26 WB to I-95 NB	821	1,154	789	96%	789	96%	790	96%	1,100	95%	1,159	100%	1,160	100%	1,157	100%
6	I-95 NB to I-26 WB	1,570	2,194	1,529	97%	1,528	97%	1,531	97%	1,517	69%	2,218	100%	2,218	100%	2,211	100%
7*	I-26 WB to I-95 SB	278	375	281	100%	279	100%	280	100%	314	84%	333	89%	333	89%	328	87%
8	I-95 SB to I-26 WB	48	70	44	92%	43	90%	43	90%	59	85%	59	84%	60	85%	59	84%
Tot	al Volume Served	5,434	7,582	5,250	97%	5,249	97%	5,252	97%	5,729	76%	7,110	94%	7,091	94%	7,107	94%

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

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

									De	ensity (pcp	mpl)	LOS							
Se	gment Description	2022 Existin		2030 N Build	0	2030 Bu Alternativ		2030 Bu Alternativ		2030 Bu Alternati		2050 N Build	0	2050 Bu Alternati		2050 Bu Alternati		2050 Bu Alternati	
1	I-26 EB to I-95 SB	43.0	Е	48.5	F	20.0	С	20.4	С	20.9	С	43.5	Е	25.3	С	25.2	С	25.7	С
2	I-95 SB to I-26 EB	29.2	D	33.0	D	20.4	С	20.3	С	20.5	С	47.0	F	28.8	D	28.9	D	29.1	D
3*	I-26 EB to I-95 NB	1.2	Α	2.0	Α	1.3	Α	1.4	Α	1.4	Α	2.0	Α	1.7	Α	1.9	Α	1.9	Α
4	I-95 NB to I-26 EB	6.1	Α	7.6	Α	7.5	Α	7.0	Α	7.5	Α	6.5	Α	9.1	Α	10.0	Α	9.3	Α
5	I-26 WB to I-95 NB	21.6	С	24.9	С	21.7	С	21.8	С	22.5	С	36.6	Е	33.4	D	33.7	D	33.7	D
6	I-95 NB to I-26 WB	62.6	F	77.0	F	20.4	С	20.1	С	20.1	С	85.7	F	29.9	D	29.4	D	34.6	D
7*	I-26 WB to I-95 SB	7.4	Α	10.8	Α	8.8	Α	8.1	Α	9.4	Α	13.0	В	10.0	Α	10.0	Α	11.0	В
8	I-95 SB to I-26 WB	0.9	Α	1.2	Α	1.0	Α	1.2	Α	1.1	Α	1.5	Α	1.5	Α	1.5	Α	1.6	Α

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

# 8. REFINED TRANSMODELER ANALYSIS OF KEY MERGES

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

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

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

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

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

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

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

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

		Den	sity (pcpn	npl)   LC	)S	
Basic Segment Location	2030 B Alterna		2040 Alterno			Build ative 1
I-95 Southbound South of I-26 and I-95 System Interchange	36.14	Е	50.53	F	52.03	F
I-26 Westbound West of the I-26 and I-95 System Interchange	14.01	В	24.16	C	56.03	F

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

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

# 8.2 Merge Length Analysis for I-26 Westbound

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

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

Key findings of this analysis for the westbound merge include:

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

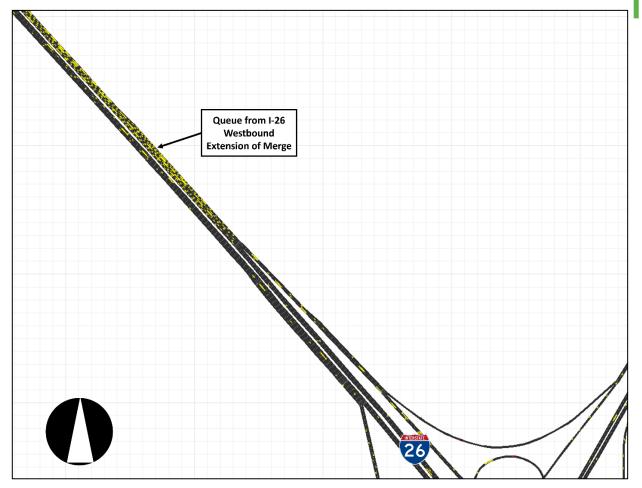


Figure 8.1: TransModeler 2050 Build Alternative 1 - I-26 Westbound Widening

# 8.3 Merge Length Analysis for I-95 Southbound

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

## 8.3.1 Initial Testing of Extended Merge

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

I-95 Southbound Temporary Extension of I-26 Queue from I-95 **Eastbound Merge** Southbound **Extension of Merge** 1,500' from Off-Ramp to U.S. 178

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

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

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

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

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

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

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

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

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

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

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

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

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

8 Refined TransModeler Analysis of Key Merges

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

												D	ensity (p	cpmpl)	LOS							
Segment Number	Segment Description	Segment Type	20 No B N Wide	uild – o	1. 2030 Alternat No I- Widenin 2,500 ft i	ive 1 - 95 g with	2. 2030 Bu Alternative No I-95 Wide Extended 5, Merge	1 - ning + 000 ft	3. 2030 Alternat I-95 Wider 2,500 ft	tive 1 - ning with	4. 2030   Alternation I-95 Wide + Extend 5,000 ft M	ve 1 - ening led	20 No E	50 Build	Alterno No I-95 Wid	0 Build ative 1 - lening + with t merge	2. 2050 Alternat No 1-95 W + Extended mer	ive 1 - lidening d 5,000 ft	3. 2050 B Alternativ I-95 Widenii 2,500 ft m	e 1 - ng with	4. 2050 B Alternativ I-95 Wider Extended 5 merge	ve 1 - ning + 5,000 ft
1	North of U.S. 176	Basic	19.2	С	19.1	С	19.1	С	12.6	В	12.6	В	24.1	С	24.1	С	24.1	С	15.7	В	15.8	В
24.1	Off-Ramp to U.S. 176	Diverge	22.3	С	21.5	С	21.2	С	13.1	В	13.1	В	26.6	D	26.5	С	27.2	С	17.0	В	16.7	В
26.5	Between U.S. 176 Ramps	Basic	18.9	С	19.0	С	18.8	С	12.5	В	12.4	В	24.1	С	24.1	С	24.0	С	15.5	В	15.5	В
24.1	On-Ramp from U.S. 176	Merge	19.5	В	19.5	В	19.4	В	12.0	В	12.4	В	24.3	С	23.9	С	24.3	С	14.9	В	14.7	В
23.9	North of I-26/I-95 Interchange	Basic	20.5	С	20.5	С	20.4	С	13.4	В	13.4	В	25.7	С	25.7	С	25.7	С	16.7	В	16.8	В
25.7	Off-Ramp to I-26	Diverge	21.2	С	18.6	В	19.6	В	13.5	В	13.6	В	26.6	С	24.1	С	23.7	С	17.5	В	17.1	В
24.1	Between Ramps	Basic	21.1	С	12.9	В	12.1	В	8.2	Α	8.3	Α	28.9	D	15.1	В	15.1	В	9.5	Α	9.8	Α
15.1	Loop On-Ramp from I-26 WB	Merge	19.3	В	11.4	В	10.8	В	6.6	Α	6.8	Α	30.0	D	13.1	В	13.6	В	8.7	Α	8.0	Α
13.1	Between Ramps	Basic	16.3	В	15.4	В	16.2	В	9.9	Α	10.1	Α	20.1	С	22.0	С	24.0	С	12.1	В	12.0	В
22.0	On-Ramp from I-26 EB	Critical Merge under Study	28.7	D	25.4	С	18.6	В	18.9	В	15.7	В	30.2	D	109.3	F	93.8	F	23.1	С	18.9	В
109.3	South of I-26/I-95 Interchange	Basic	30.6	D	36.1	Е	20.0	С	19.7	С	14.6	В	32.6	D	115.4	F	51.4	F	24.5	С	17.8	В
115.4	Off-Ramp to U.S. 178	Diverge	31.3	D	29.8	D	20.0	В	19.1	В	14.6	В	32.4	D	29.8	D	29.7	D	22.2	С	22.7	С
115.4	Between U 178 Ramps	Basic	29.8	D	29.7	D	30.0	D	18.4	С	18.9	U	32.1	D	28.8	D	29.4	D	23.5	С	22.9	С
14	On-Ramp from U.S. 178	Merge	30.8	D	32.0	D	32.4	D	18.4	В	18.8	В	33.5	D	30.7	D	30.8	D	21.0	С	22.2	С
15	South of U.S. 178	Basic	30.0	D	29.7	D	29.9	D	19.4	С	19.7	С	31.7	D	29.9	D	29.7	D	24.0	С	23.8	С

Table 8.3: TransModeler I-95 Southbound Travel Time Results

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

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

Table 8.4: TransModeler I-95 Southbound LOS Comparison

Movement	2030 LOS from	n TransModeler	2050 LOS from	TransModeler				
I-26 EB to I-95 SB	Ramp from I-26 EB to I-95 SB	I-95 SB merge	Ramp from 1-26 EB to 1-95 SB	I-95 SB merge				
		Maintain 2 S	SB lanes on I-95					
2,500-foot merge	С	E	E	F				
5,000-foot merge	В	С	E	F				
		Widen to 3 S	B lanes on 1-95					
2,500-foot merge	A A		Α	В				
5,000-foot merge	A A		Α	В				

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

Movement	Travel Tin	ne EB to SB	Delay per V Uncongested of 09:00 (ii	d Travel Time	Travel Spe	ed EB to SB
126 EB to 1-95 SB	2030	2050	2030	2050	2030	2050
2,500-foot merge	09:16	24:14	0:16	15:14	66 mph	45 mph
5,000-foot merge	09:03	17:37	0:03	8:37	67 mph	52 mph
		,	Widen to 3 SB I	anes on I-95		
2,500-foot merge	09:06	09:18	0:06	0:18	68 mph	66 mph
5,000-foot merge	09:05 09:16		0:05	0:16	68 mph	66 mph

#### 8.3.3 Level of Service

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

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

## 8.3.4 Travel Times and Travel Speeds

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

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

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

# 9.1 Selection of Preferred Interchange Alternative & Design Enhancements

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

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

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

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

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

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

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

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

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

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

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

The updated TransModeler analysis provides a comparison of five scenarios:

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

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

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

#### Eastbound on I-26

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

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

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

#### Westbound on I-26

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

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

#### Northbound on I-95

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

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

#### Southbound on I-95

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

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

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

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

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

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

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

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

						I	Density (p	cpmpl	)   LOS			
Segment No.	Segment Description	Segment Type	2022 Exi	sting	2030 Buil		2030 B Preferre		2050 No	Build	2050 Preferre	
1	East of U.S. 15	Basic	19.6	С	15.1	В	15.0	В	22.7	С	22.6	С
2	Off-Ramp to U.S. 15 NB	Diverge	13.0	В	11.2	В	11.2	В	17.7	В	17.1	В
3	Between Ramps	Basic	19.2	С	14.5	В	14.8	В	22.3	С	22.8	С
4	Weave to/from U.S. 15	Weave	9.4	Α	6.9	Α	5.8	Α	11.2	В	11.5	В
5	Between Ramps	Basic	19.4	С	15.3	В	15.0	В	21.4	С	21.8	С
6	On-Ramp from U.S. 15 SB	Merge	19.3	В	13.2	В	12.2	В	19.9	В	18.3	В
7	East of I-26/I-95 System Interchange	Basic	19.8	С	15.4	В	15.0	В	23.8	С	22.5	С
8	Off-Ramp to I-95 NB	Diverge	19.9	В	14.0	В	15.4	В	20.8	С	22.8	С
9	Between Ramps	Basic	14.1	В	10.8	Α	10.3	Α	16.4	В	14.8	В
10	I-26 at I-95 System Weave* (No Build) Off ramp to Loop (Preferred Alt)	Weave	27.3**	С	29.0	D	7.8	Α	33.7**	D	10.8	В
11	Between Ramps	Basic	29.0	D	21.3	С	8.6	Α	25.8	С	12.8	В
12	On-Ramp from I-95 SB	Merge	24.3	С	17.0	В	14.0	В	20.8	С	47.4	F
10	W1	Basic – 4 Lanes	040	(	10.5		13.8	В	00.0	_	78.6	F
13	West of I-26/I-95 System Interchange	Basic – 3 Lanes	24.2	С	18.5	С	19.0	С	23.3	С	99.7	F
14	Off-Ramp to S.C. 210	Diverge	29.1	D	16.5	В	18.1	В	22.5	С	30.0	D
15	Between S.C. 210 Ramps	Basic	24.4	С	17.7	В	18.6	С	23.3	С	25.5	С
16	On-Ramp from S.C. 210	Merge	22.6	С	13.8	В	13.8	В	17.3	В	19.0	В
17	West of S.C. 210	Basic	23.9	С	18.2	С	18.2	С	22.4	С	22.4	С

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

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

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

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

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

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

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

			Density (pcpmpl)   LOS											
Segment No.	Segment Description	Segment Type	2022 Exi	sting	2030 Buil		2030 Preferr		2050 No	Build	2050 Bu Preferred			
1	North of U.S. 176	Basic	16.2	В	19.1	С	19.0	С	24.1	С	24.1	С		
2	Off-Ramp to U.S. 176	Diverge	17.7	В	23.5	С	22.4	С	25.3	С	25.2	С		
3	Between U.S. 176 Ramps	Basic	15.9	В	19.0	С	18.9	С	24.0	С	24.3	С		
4	On-Ramp from U.S. 176	Merge	16.4	В	19.6	В	19.7	В	24.8	С	23.7	С		
5	North of I-26/I-95 Interchange	Basic	17.3	В	20.5	С	20.5	С	25.6	С	25.6	С		
6	Off-Ramp to I-26	Diverge	16.8	В	20.5	С	18.6	В	24.7	С	24.6	С		
7	Between Ramps	Basic	17.3	В	22.1	С	12.2	В	29.3	D	14.6	В		
8	I-26 at I-95 System Weave (No Build)* Between Ramps (Preferred Alt)	Weave	16.4	В	19.5	В	11.2	В	29.7	D	14.1	В		
9	Between Ramps	Basic	14.1	В	15.9**	В	16.3	В	19.8	С	23.2	С		
10	On-Ramp from I-26 EB	Merge	23.7	С	29.0	D	20.3	С	30.2**	D	110.5	F		
1.1	Courtly of LOVII OF Internal areas	Basic – 4 Lanes	25.5	-	20.0	-	20.2	С	20.7	-	125.0	F		
11	South of I-26/I-95 Interchange	Basic – 3 Lanes	25.5	С	30.9	D	30.5	D	32.6	D	33.4***	F		
12	Off-Ramp to U.S. 178	Diverge	25.9	С	30.4	D	19.9	В	32.6	D	104.2	F		
13	Between U.S. 178 Ramps	Basic	24.6	С	29.9	D	30.4	D	31.9	D	28.4	D		
14	On-Ramp from U.S. 178	Merge	25.3	С	31.4	D	31.3	D	32.7	D	30.5	D		
15	·		25.4	С	29.7	D	30.2	D	31.9	D	29.5	D		

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

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

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

### 9.2.2 Ramp Operations

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

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

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

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

Table 9.5: TransModeler No Build & Preferred Alternative Ramp Capacity

						De	nsity (pc	pmp	I)   LOS			
Ro	ımp Description	# Lanes	2022 Existing		2030 Bui		2030 Bo Preferr Alt		2050 Bui		2050 Bu Preferred	
1	I-26 EB to I-95 SB	1 Iane Ramp - NB 2 Iane Ramp - Pref Alt	43.0	Е	48.7	F	20.4	С	44.1**	F	121.3***	F
2	I-95 SB to I-26 EB	1 Iane Loop - NB 1 Iane Flyover – Pref Alt	29.2	D	33.4	D	20.4	С	47.1	F	28.6	D
3*	I-26 EB to I-95 NB	1 lane Loop	1.2	Α	2.1	Α	1.3	Α	2.1	Α	1.4	Α
4	I-95 NB to I-26 EB	1 lane Ramp	6.1	Α	7.2	Α	7.6	Α	6.6	Α	9.3	Α
5	I-26 WB to I-95 NB	1 lane Ramp	21.6	С	24.6	С	21.7	С	36.7	Е	33.2	D
6	I-95 NB to I-26 WB	1 Iane Loop – NB 2 Iane Flyover – Pref Alt	62.6	F	75.8	F	20.1	С	87.5	F	29.3	D
7*	I-26 WB to I-95 SB	1 lane Loop	7.4	Α	10.6	Α	8.0	Α	12.6	В	11.1	В
8	I-95 SB to I-26 WB	1 lane Ramp	0.9	Α	1.1	Α	1.1	Α	1.5	Α	1.3	Α

<sup>\*</sup> Ramps 7 and 3 are loops in Alternative 1 and 2. Alternative 3 replaces Loop 7 with a fly-over ramp.

**Table 9.6: TransModeler Shared Ramp Capacity** 

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

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

## 9.2.3 Summary of TransModeler LOS Results

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

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

<sup>\*\*</sup> The 2050 No Build analysis of Ramp 1 reflects an upstream bottleneck on I-26 restricting flow onto the existing one lane ramp. The metering results in fewer vehicles and lower densities being served by the ramp and queuing back onto I-26 eastbound.

<sup>\*\*\*</sup>The 2050 Build analysis of Ramp 1 reflects a downstream bottleneck occurring at the merge of Ramp 1 with I-95 southbound due to inadequate capacity on I-95. The queuing from this bottleneck backs onto Ramp 1 resulting in restricted flow, queuing, and increased density.

Figure 9.1: TransModeler LOS Results 2030 No Build

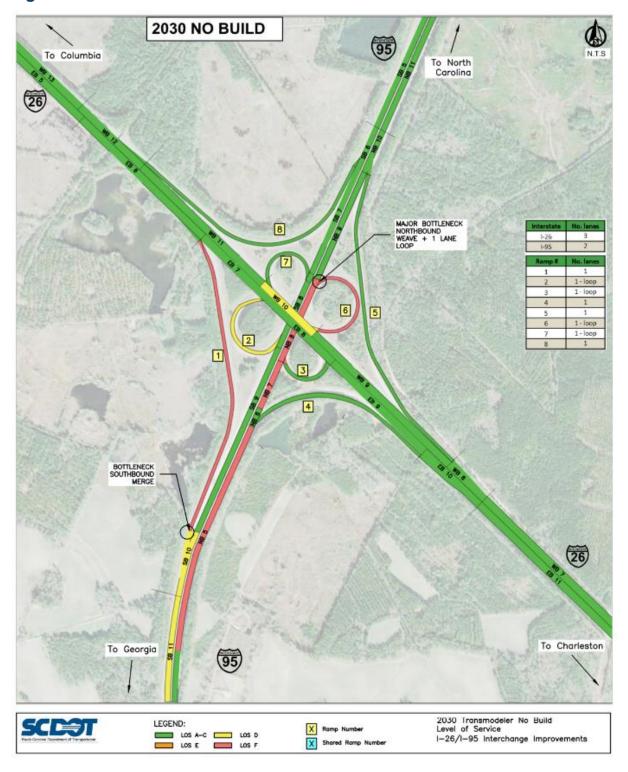


Figure 9.2: TransModeler LOS Results 2050 No Build

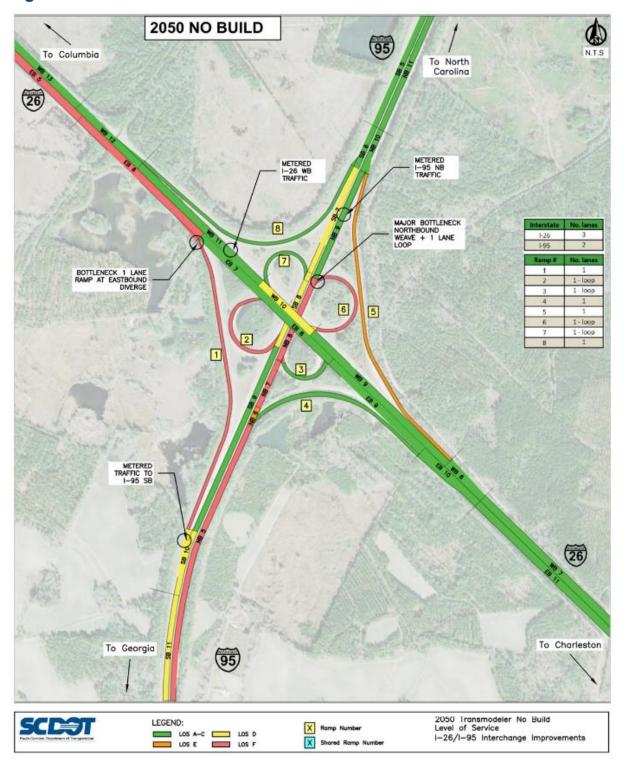
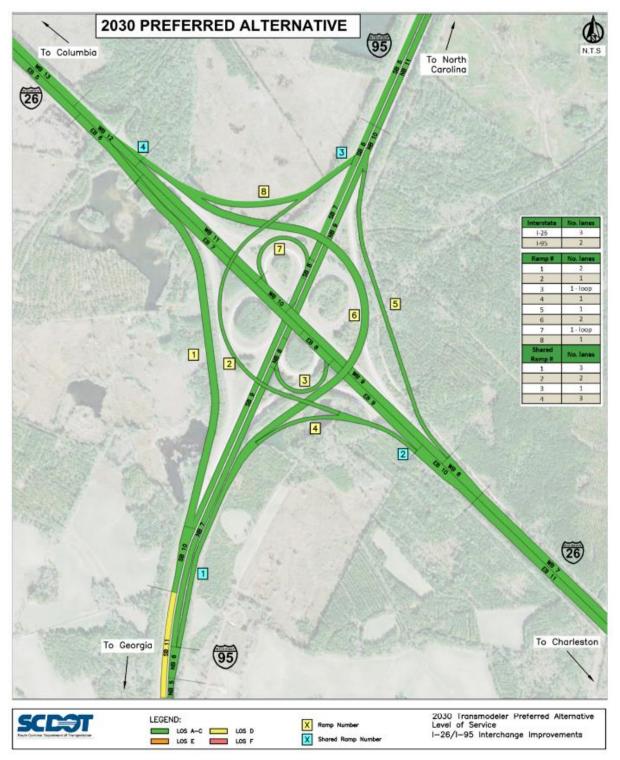


Figure 9.3: TransModeler LOS Results 2030 Build Preferred Alternative



To Charleston

2050 PREFERRED ALTERNATIVE 95 To Columbia To North Carolina BOTTLENECK WESTBOUND MERGE 4 8 QUEUING FROM SOUTHBOUND MERGE 5 6 1 2 4 2 1 BOTTLENECK SOUTHBOUND MERGE (26)

Figure 9.4: TransModeler LOS Results 2050 Build Preferred Alternative

To Georgia

LEGEND:

SCE

95

LOS A-C LOS D

## 9.2.4 Travel Times & Average Travel Speed through Corridor

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

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

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

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

				Trave	Time (mm	:ss)		
	ravel Time Segment	2022 Existing	2030 No Build	2030 Build Preferred	Time Diff	2050 No Build	2050 Build Preferred	Time Diff
Start	End			Alt			Alt	
	I-26 Eastbound, East of U.S. 15	08:15	08:12	08:05	-00:07	23:49	10:45	-13:04
I-26 Eastbound, West of S.C. 210	I-95 Northbound, North of U.S. 176	10:56	11:05	10:50	-00:15	26:43	13:30	-13:13
77031 01 3.0. 210	I-95 Southbound, South of U.S. 178	09:24	09:30	09:09	-00:20	25:02	17:49	-07:13
	I-26 Westbound, West of S.C. 210	08:15	08:12	06:37	-01:34	08:30	09:39	01:09
I-26 Westbound, East of U.S. 15	I-95 Northbound, North of U.S. 176	08:59	09:02	08:52	-00:10	09:16	09:04	-00:12
2031 01 0.3. 13	I-95 Southbound, South of U.S. 178	08:08	08:14	08:01	-00:13	08:29*	10:22	01:53
	I-26 Eastbound, East of U.S. 15	07:24	07:36	07:33	-00:04	25:40	07:43	-17:57
I-95 Northbound, South of U.S. 178	I-26 Westbound, West of S.C. 210	10:01	10:35	08:24	-02:12	29:09	11:30	-17:39
300111 01 0.3. 170	I-95 Northbound, North of U.S. 176	09:40	10:19	09:17	-01:01	28:39	09:28	-19:11
	I-26 Eastbound, East of U.S. 15	09:33	09:34	09:18	-00:15	09:44	09:36	-00:09
I-95 Southbound, North of U.S. 176	I-26 Westbound, West of S.C. 210	10:16	10:17	08:43	-01:34	10:27*	11:53	01:26
110/11/01/01/01/01	I-95 Southbound, South of U.S. 178		09:47	09:39	-00:08	09:54*	11:57	02:03
Total Time & 1	Total Time & Time saved compared to No Build			1:44:29	0:07:54	3:35:23	2:13:15	-1:22:08

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

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

				Average :	Speed (mph)		
	Travel Time Segment	Associated Ramp	2022 Existing	2030 No Build	2030 Build Preferred	2050 No Build	2050 Build Preferred
Start	End	Kamp	LAISIIIIG	Boild	Alt	Dolla	Alt
	I-26 Eastbound, East of U.S. 15	-	68	68	69	40	58
I-26 Eastbound, West of S.C. 210	I-95 Northbound, North of U.S. 176	3	68	67	68	45	60
77031 01 3.0. 210	I-95 Southbound, South of U.S. 178	1	66	66	66	40	46
I-26	I-26 Westbound, West of S.C. 210	-	68	69	70	66*	60
Westbound,	I-95 Northbound, North of U.S. 176	5	67	67	67	65*	66
East of U.S. 15	I-95 Southbound, South of U.S. 178	7	67	66	67	64*	58
I-95	I-26 Eastbound, East of U.S. 15	4	68	67	66	38	65
Northbound, South of	I-26 Westbound, West of S.C. 210	6	66	65	65	42	56
U.S. 178	I-95 Northbound, North of U.S. 176	-	68	66	68	48	67
I-95	I-26 Eastbound, East of U.S. 15	2	67	67	66	66*	65
Southbound, North of	I-26 Westbound, West of S.C. 210	8	68	68	67	67*	60
U.S. 176	I-95 Southbound, South of U.S. 178	-	69	68	68	67*	62
	Ave	rage Speed	67	67	67	54*	60

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

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

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

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

#### I-26 Westbound Merge

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

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

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

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

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

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

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

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

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

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

							De	nsity (¡	ocpmpl)	LO	S   Spe	eed (mp	h)				
Segment Description	Segment Type	# of Lanes	Pre	30 Bui eferre ernati	d	Pro	35 Buil eferre ernativ	d	Pre	0 Buile ferrec		Pre	15 Buil eferrec ernativ	ł	Pre	0 Build ferrec rnativ	
I-95 to I-26 Westbound	Ramp	2	20.1	С	49	22.1	С	49	23.7	С	48	25.0	С	48	29.3	D	48
Between Ramps	Basic	3	8.6	Α	71	9.7	Α	71	10.7	Α	70	11.7	В	71	12.8	В	70
On-Ramp from I-95 NB + SB	Merge	5	14.0	В	67	14.9	В	66	16.9	В	65	18.5	В	65	47.4	Е	36
West of I-26/I-95 System	Basic	4	13.8	В	69	15.6	В	68	17.0	В	68	18.5	В	67	78.6	F	26
Interchange	DUSIC	3	19.0	С	67	21.4	С	66	24.0	С	65	68.0	F	25	99.7	F	16

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

							De	nsity (p	cpmpl)	LO:	S   Spe	ed (mpł	1)				
Segment Description	Segment Type	# of Lanes	Pro	30 Bui eferre ernati	d	Pre	35 Bui eferre ernati	d	Pre	40 Bui eferre ernati	d	Pre	45 Bui eferre ernati	d	Pre	0 Buil ferrec	ď
I-26 Eastbound to I-95 Southbound	Ramp	2	20.4	С	48	22.2	С	47	29.0	D	41	101.6	F	10	121.3	F	7
North of I-26 EB Merge	Basic	2	16.3	С	68	15.2	В	68	19.1	С	66	22.3	С	57	23.2	С	54
On-Ramp from I-26 Eastbound	Merge	4	20.3	С	62	22.4	С	61	53.2	Е	32	99.7	F	12	110.5	F	10
South of I-26/I-95	Basic	3	20.2	С	67	21.8	С	65	76.5	F	17	119.4	F	11	125.0	F	11
Interchange	DUSIC	2	30.5	D	66	33.0	D	66	33.2	D	62	33.3	D	61	33.4	D	61

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

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

## 10. INTERCHANGE MODIFICATION REPORT

# 10.1 Design Exceptions & Operational Deficiencies

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

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

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

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

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

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

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

# **10.2 FHWA Policy Points**

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

#### Table 10.1: Responses to FHWA Policy Points

#### Policy Point 1 – Operations & Safety

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

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

#### Widening of Key Ramps

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

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

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

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

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

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

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

#### Other Safety Recommendations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### 11. CONCLUSIONS

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

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

# 11.1 Crash & Safety Analysis

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

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

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

Examining each of these locations, some patterns were noted:

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

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

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

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

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

#### 11.2 Traffic Forecast

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

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

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

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# 11.3 Capacity Analysis & Alternative Comparison

#### 11.3.1 No Build

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

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

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

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

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

# 11.3.2 Comparison of Build Alternatives

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

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

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

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

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

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

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

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

# 11.3.4 Summary of Initial Capacity Analysis

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

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

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

# 11.4 Refined Analysis of No Build Versus the Preferred Alternative

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

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

# 11.5 Design & Operational Exceptions

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

FHWA policy requires that all requests for new or revised access to an interstate
facility must provide sufficient supporting information to allow FHWA to
independently evaluate the request. The FHWA decision to approve a request
requires documentation of two key policy points as discussed in Section 10.2.
Table 10.1 addresses each of the Policy Points.

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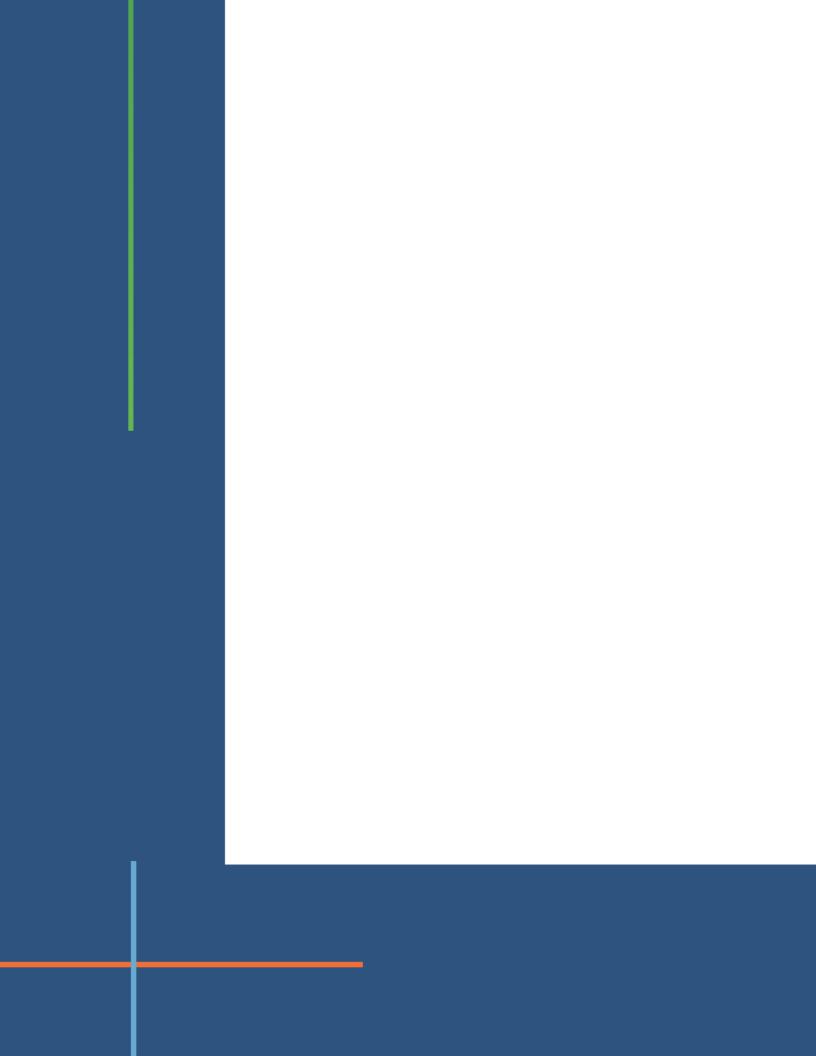
• Design exceptions are typically identified as part of the IMR. For this project, however, there are no anticipated design exceptions.

- There are some operational exceptions, however, to the identified congestion threshold of minimum acceptable LOS D operations in 2050. Detailed analysis of the two-lane merges is included in Section 8.3.2 and addressed as part of this summary. Specifically:
  - The existing four lane I-95 south of I-26 will be over capacity and operate at LOS F in the 2050 design year. No widening or capacity improvements are currently identified for the I-95 corridor in SCDOT's 2021-2027 Statewide Transportation Improvement Program (STIP). Improvement of the I-95 mainline is beyond the intent of the current I-26 at I-95 interchange improvements.
  - The proposed 5,000-foot southbound merge of I-95 and the two-lane ramp from I-26 eastbound will operate at LOS F in 2050. Queuing will extend onto the ramp and I-95 southbound approaches to the merge.
  - The proposed 4,000-foot westbound merge of I-26 and the proposed two-lane flyover from I-95 northbound will operate at LOS F in 2050 (even with the assumed widening of I-26 to six lanes in the No Build). Queuing is expected in the merging section but is not anticipated to back up onto the flyover ramp in 2050.
  - Additional traffic analysis was conducted in Section 9.2.5 to examine operations for interim years at these two key merge points between 2030 and 2050. Key findings for the I-26 westbound merge were:
    - The operations of the merge area are relatively uncongested through 2040 (LOS C and 65 mph). By 2045, however, the final three lane bottleneck operates at LOS F with speeds reduced to 25 mph. Congested operations, however, are focused on this segment and have not resulted in backup into the upstream segments.
    - By 2050, congested operations are noted in both the five lane (LOS E and 36 mph) and four lane (LOS F and 26 mph) merge segments. LOS D is observed on the ramp with minimal queuing. This matches the previous analysis where a 4,000-foot merge was deemed the minimum applicable merge length to prevent queuing back onto the flyover.
  - The I-95 southbound merge interim year analysis that the southbound merge is anticipated to operate at LOS F in 2050 and will see substantial congestion by 2040. Observations include:

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The ramp from I-26 eastbound degrades sooner with LOS D in 2040 quickly degrading to LOS F by 2045. A key measure is the travel speed on the ramp which decreases from 41 mph to 10 mph between 2030 and 2035.

- The key impacts and degraded flow are observed in the merge section. The key bottleneck is observed in the three-lane segment of the merge (more precisely, the bottleneck is at the point where the two-lane segment is reached so the delay is observed in the three-lane segment). This section is expected to degrade rapidly between 2035 (LOS C and 65 mph) to 2040 (LOS F and 17 mph). Flow continues to degrade, with density increasing between 2040 and 2045 (reflective of more stop and go operations) and decreasing in speed to 11 mph.
- As demonstrated, the southbound merge is anticipated to operate at LOS F in 2050 and will see substantial congestion by 2040. The solution to this issue, however, is not achievable by improvements to the interchange ramps or layout. Instead, it is recommended that widening of I-95 south of the I-26 interchange be considered as part of future projects.







I-26 at I-95 System Interchange Improvement

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# APPENDIX A. VEHICLE COUNT DATA



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Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		1.00	CD D	2000						asses 1,	, 2, 3 -						١	/ance F			
			SB Ra					/ance /estbo					SBR orthbo					ance r astbou			
Start Time	Left		Right			Left		Right	1		Left	Thru	Right			Left	Thru	Right			
					App. Total		•			App. Total									U-Turn	App. Total	Int. Total
07:00 AM	1	2	0	0	3	3	10	0	0	13	0	0	0	0	0	0	4	4	0	8	24
07:15 AM	1	2	1	0	4	2	9	0	0	11	0	0	0	0	0	0	5	6	0	11	26
07:30 AM	5	1	1	0	7	3	7	0	0	10	0	0	0	0	0	0	23	6	0	29	46
07:45 AM	2	4_	2_	0	8	0	5	0	0	5_	0	0	0	0	0	0	4	9	0	13	26
Total	9	9	4	0	22	8	31	0	0	39	0	0	0	0	0	0	36	25	0	61	122
1	ı										ı										
08:00 AM	2	2	1	0	5	5	11	0	0	16	0	0	0	0	0	0	12	7	0	19	40
08:15 AM	1	0	2	0	3	6	9	0	0	15	0	0	0	0	0	0	8	3	0	11	29
08:30 AM	3	0	7	0	10	3	8	0	0	11	0	0	0	0	0	0	6	6	0	12	33
08:45 AM	1	5	0	0	6	2	9	0	0	11	0	0	0	0	0	0	5	7	0	12	29
Total	7	7	10	0	24	16	37	0	0	53	0	0	0	0	0	0	31	23	0	54	131
·																					
09:00 AM	2	1	3	0	6	4	11	0	0	15	0	0	0	0	0	0	12	3	0	15	36
09:15 AM	5	0	0	0	5	3	6	0	0	9	0	0	0	0	0	0	4	7	0	11	25
09:30 AM	3	3	2	0	8	2	10	0	0	12	0	0	0	0	0	0	7	5	0	12	32
09:45 AM	2	0	3	0	5	1	7	0	0	8	0	0	0	0	0	0	4	8	0	12	25
Total	12	4	8	0	24	10	34	0	0	44	0	0	0	0	0	0	27	23	0	50	118
10:00 AM	1	4	5	0	10	4	6	0	0	10	0	0	0	0	0	0	13	6	0	19	39
10:15 AM	5	0	7	0	12	3	15	0	0	18	0	0	0	0	0	0	3	6	0	9	39
10:30 AM	0	1	4	0	5	2	6	0	0	8	0	0	0	0	0	0	8	17	0	25	38
10:45 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	6	2	0	8	15
Total	6	5	18	0	29	9	32	0	0	41	0	0	0	0	0	0	30	31	0	61	131
	_				- '										-						
11:00 AM	3	2	3	0	8	4	5	0	0	9	0	0	0	0	0	0	2	5	0	7	24
11:15 AM	4	0	2	0	6	9	14	0	0	23	0	0	0	0	0	0	12	6	0	18	47
11:30 AM	0	0	1	0	1	7	6	0	0	13	0	0	0	0	0	0	9	4	0	13	27
11:45 AM	0	Ö	2	Ö	2	0	9	0	Ō	9	0	0	0	0	0	Ö	7	4	Ö	11	22
Total	7	2	8	0	17	20	34	0	0	54	0	0	0	0	0	0	30	19	0	49	120
		_	_	-				-		-		_	-	-	-				•		
12:00 PM	3	2	1	0	6	6	12	0	0	18	0	0	0	0	0	0	4	5	0	9	33
12:15 PM	0	0	3	Ö	3	2	8	0	0	10	0	0	0	0	0	0	9	10	Ö	19	32
12:30 PM	3	3	2	Ö	8	2	4	0	0	6	0	0	0	0	0	0	4	3	Ö	7	21
12:45 PM	3	Ö	4	Ö	7	4	10	0	Ō	14	Ö	0	0	0	0	0	4	4	Ö	8	29
Total	9	5	10	0	24	14	34	0	0	48	0	0	0	0	0	0	21	22	0	43	115
		_		-			-	-				_	_	-							
01:00 PM	3	0	2	0	5	3	14	0	0	17	0	0	0	0	0	0	6	6	0	12	34
01:15 PM	2	0	2	Ö	4	1	8	Ö	Ö	9	Ö	Ö	Ö	0	Ö	0	5	9	Ö	14	27
01:30 PM	3	1	1	0	5	2	5	0	0	7	0	0	Ö	0	0	0	9	7	Ö	16	28
01:45 PM	2	0	4	0	6	3	16	0	Ö	19	0	0	0	0	Ö	0	6	3	ő	9	34
Total	10	<u>_</u>	9	0	20	9	43	0	0	52	0	0	0	0	0	0	26	25	0	51	123
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02:00 PM	5	2	1	0	8	4	14	0	0	18	0	0	0	0	0	0	8	7	0	15	41
02:15 PM	2	0	4	0	6	0	10	0	0	10	0	0	0	0	0	0	5	8	0	13	29
02:30 PM	4	0	1	0	5	4	14	0	0	18	0	0	0	0	Ö	0	8	5	ő	13	36
02:45 PM	3	1	2	0	6	1	12	0	0	13	0	0	0	0	0	0	6	4	0	10	29
Total	14	3	8	0	25	9	50	0	0	59	0	0	0	0	0	0	27	24	0	51	135
iolai	, ,,,	J	U	U	20	J	50	J	J	55	, 0	J	J	J	3	, ,	۷.	27	U	01	100
03:00 PM	1	2	2	0	5	3	12	0	0	15	0	0	0	0	0	0	4	6	0	10	30
03:15 PM	1	1	0	0	2	3	15	0	0	18	0	0	0	0	0	0	7	2	0	9	29
03:30 PM	2	0	6	0	8	4	19	0	0	23	0	0	0	0	0	0	11	7	0	18	49
03:45 PM	3	1	1	0	5	2	20	0	0	22	0	0	0	0	0	0	7	7	0	14	41
Total	7	<u>_</u>	9	0	20	12	66	0	0	<u></u>	0	0	0	0	0	0	29	22	0	51	149
i Ulai	,	4	Ð	U	20	12	00	U	U	70	ı	U	U	U	U	U	23	~~	U	31	143
04:00 PM	4	0	6	0	10	2	22	0	0	24	0	0	0	0	0	0	5	6	0	11	45
04:00 PM 04:15 PM	0	1	6	0	7	1	20	0	0	21	0	0	0	0	0	0	11	6	0	17	45 45
04.15 PM 04:30 PM	2	0	4	0	6	2	17	-	0		-	0	0	0	0	_	7	14	0		
04:30 PM 04:45 PM				-				0	_	19	0	-		-	-	0			-	21	46 42
	3	0_	2	0	5	3	17	0	0	20	0	0	<u>0</u>	<u>0</u>	0	0	10	8	0	18	43
Total	9	1	18	U	28	8	76	0	0	84	0	0	U	U	0	U	33	34	0	67	179
05:00 PM	0	0	_	0	5	2	15	^	0	17		0	0	0	0	_	44	7	0	18	40
U3.UU PIVI	U	0	5	0	5	2	15	0	0	17	0	U	0	U	U	0	11	7	U	18	40

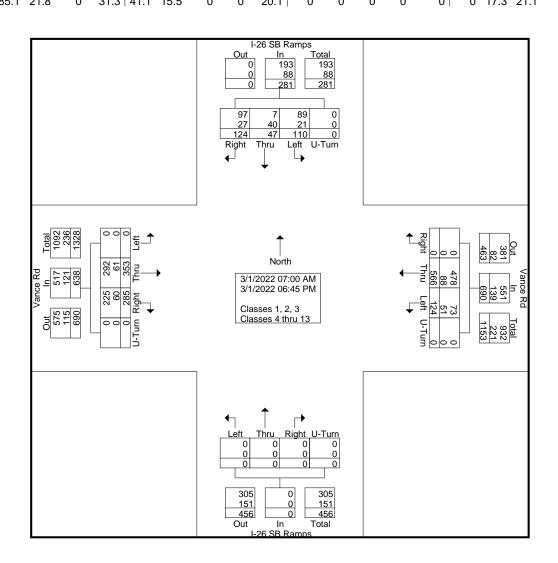


File Name: 15694201 - I-26 SB Ramps -- Vance Rd

Site Code : 15694201 Start Date : 3/1/2022

Page No : 2
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-26	SB R	amps			·V	ance f	Rd		,	I-26	SB R	amps			V	ance F	₹d		İ
		So	outhbo	ound			W	estbou	und			N	orthbo	und			E	astbou	nd		<u> </u>
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
05:15 PM	3	4	3	0	10	2	21	0	0	23	0	0	0	0	0	0	11	7	0	18	51
05:30 PM	2	1	1	0	4	0	17	0	0	17	0	0	0	0	0	0	6	3	0	9	30
05:45 PM	7	1	1	0	9	0	16	0	0	16	0	0	0	0	0	0	7	5	0	12	37_
Total	12	6	10	0	28	4	69	0	0	73	0	0	0	0	0	0	35	22	0	57	158
06:00 PM	5	0	1	0	6	1	18	0	0	19	0	0	0	0	0	0	11	5	0	16	41
06:15 PM	0	0	4	0	4	1	15	0	0	16	0	0	0	0	0	0	6	4	0	10	30
06:30 PM	3	0	5	0	8	2	10	0	0	12	0	0	0	0	0	0	9	4	0	13	33
06:45 PM	0	0	2	0	2	1	17	0	0	18	0	0	0	0	0	0	2	2	0	4	24
Total	8	0	12	0	20	5	60	0	0	65	0	0	0	0	0	0	28	15	0	43	128
																					i
Grand Total	110	47	124	0	281	124	566	0	0	690	0	0	0	0	0	0	353	285	0	638	1609
Apprch %	39.1	16.7	44.1	0		18	82	0	0		0	0	0	0		0	55.3	44.7	0		
Total %	6.8	2.9	7.7	0	17.5	7.7	35.2	0	0	42.9	0	0	0	0	0	0	21.9	17.7	0	39.7	
Classes 1, 2, 3	89	7	97	0	193	73	478	0	0	551	0	0	0	0	0	0	292	225	0	517	1261
% Classes 1, 2, 3	80.9	14.9	78.2	0	68.7	58.9	84.5	0	0	79.9	0	0	0	0	0	0	82.7	78.9	0	81	78.4
Classes 4 thru 13	21	40	27	0	88	51	88	0	0	139	0	0	0	0	0	0	61	60	0	121	348
% Classes 4 thru 13	19.1	85.1	21.8	0	31.3	41.1	15.5	0	0	20.1	0	0	0	0	0	0	17.3	21.1	0	19	21.6





File Name: 15694202 - I-26 NB Ramps -- Vance Rd

Site Code : 15694202 Start Date : 3/1/2022

Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-26	NB Ra	amns				/ance		asses i,	2, 3 -		NB R				\ \	ance F	3d		
			outhbo					/estbo					orthbo					astbou			
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	10	4	0	14	3	1	2	0	6	1	4	0	0	5	25
07:15 AM	0	0	0	0	0	0	8	2	0	10	3	1	2	0	6	0	6	0	0	6	22
07:30 AM	0	0	0	0	0	0	9	1	0	10	1	0	4	0	5	4	24	0	0	28	43
07:45 AM	0	0	0	0	0	0	3	4	0	7	3	0_	8	0_	11	0	6_	0	0	6	24_
Total	0	0	0	0	0	0	30	11	0	41	10	2	16	0	28	5	40	0	0	45	114
00 00 444	•	•	•	•	ا م	•		_	•	40		•		•	40		40	•	•	40	00
08:00 AM 08:15 AM	0	0	0	0	0	0	11 8	2 4	0	13 12	4 7	2	4 6	0	10 13	1	12 8	0 0	0	13	36 35
08:30 AM	0	0	0	0	0	0	o 6	4	0	10	6	1	0	0	7	2	8	0	0	10 10	35 27
08:45 AM	0	0	0	0	0	0	6	1	0	7	4	1	2	0	7	3	3	0	0	6	20
Total	0	0	0	0	0	0	31	11	0	42	21	4	12	0	37	8	31	0	0	39	118
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09:00 AM	0	0	0	0	0	0	8	5	0	13	7	1	2	0	10	2	11	0	0	13	36
09:15 AM	0	0	0	0	0	0	5	0	0	5	4	0	6	0	10	0	10	0	0	10	25
09:30 AM	0	0	0	0	0	0	10	4	0	14	1	0	6	0	7	1	9	0	0	10	31
09:45 AM	0	0	0	0	0	0	4	6	0	10	4	0	5	0	9	1	5_	0	0	6	25
Total	0	0	0	0	0	0	27	15	0	42	16	1	19	0	36	4	35	0	0	39	117
10.00 414	0	0	0	0	0	^	0	^	0	4.5	2	0	_	0	0	_	7	0	0	4.4	27
10:00 AM 10:15 AM	0	0	0	0	0	0	9	6 6	0	15 15	3 7	0 1	5 5	0 0	8 13	7 1	7 7	0 0	0	14 8	37 36
10:15 AM	0	0	0	0	0	0	6	5	0	11	2	0	11	0	13	4	5	0	0	9	33
10:45 AM	0	0	0	0	0	0	4	9	0	13	2	2	9	0	13	1	5	0	0	6	32
Total	0	0	0	0	0	0	28	26	0	54	14	3	30	0	47	13	24	0	0	37	138
. 010.	ŭ	ŭ	ŭ	Ū	9	ŭ			ŭ	٠.		ŭ		ŭ				ŭ	ŭ	٥.	
11:00 AM	0	0	0	0	0	0	3	6	0	9	4	4	9	0	17	1	4	0	0	5	31
11:15 AM	0	0	0	0	0	0	18	1	0	19	6	3	4	0	13	4	12	0	0	16	48
11:30 AM	0	0	0	0	0	0	9	5	0	14	3	1	5	0	9	2	7	0	0	9	32
11:45 AM	0_	0	0_	0	0	0	5	0	0	5	4	2_	8	0_	14	1_	6_	0	0	7	26
Total	0	0	0	0	0	0	35	12	0	47	17	10	26	0	53	8	29	0	0	37	137
12:00 PM	0	0	0	0	0	0	13	9	0	22	3	0	1	0	4	0	6	0	0	6	32
12:15 PM	0	0	ő	0	ő	0	7	3	Ö	10	3	3	3	Ö	9	4	6	Ö	0	10	29
12:30 PM	Ö	Ö	Ö	Ö	ő	0	4	2	Ö	6	2	0	3	Ö	5	0	7	Ö	0	7	18
12:45 PM	0	0	Ö	Ō	ō	0	11	4	0	15	3	3	5	Ö	11	1	6	0	0	7	33
Total	0	0	0	0	0	0	35	18	0	53	11	6	12	0	29	5	25	0	0	30	112
04.00 514	•	_	•			_		_	•	4.0	_		_	•		1 .	•		•		
01:00 PM	0	0	0	0	0	0	11	2	0	13	5	1	3	0	9	1	8	0	0	9	31
01:15 PM	0	0	0	0	0	0	6	2	0	8	3	1	8	0	12	1	6	0	0	7	27
01:30 PM 01:45 PM	0	0	0	0	0	0	5 9	5 3	0	10 12	3 10	2 1	7 6	0	12 17	3 0	8 9	0 0	0	11 9	33 38
Total	0	0	0	0	0	0	<u>9</u> 31	12	0	43	21	<u>_</u>	24	0	50	5	<u>9</u> _ 31	0	0	36	129
Total	U	O	U	U	0	U	31	12	U	40	21	3	27	U	30		31	U	U	50	125
02:00 PM	0	0	0	0	0	0	13	4	0	17	5	1	5	0	11	3	10	0	0	13	41
02:15 PM	0	0	0	0	0	0	3	3	0	6	7	0	7	0	14	1	6	0	0	7	27
02:30 PM	0	0	0	0	0	0	14	4	0	18	4	0	9	0	13	2	10	0	0	12	43
02:45 PM	0	0	0	0	0	0	13	6	0	19	1	1_	4	0	6	1_	8	0	0	9	34
Total	0	0	0	0	0	0	43	17	0	60	17	2	25	0	44	7	34	0	0	41	145
03:00 PM	0	0	0	0	0	0	5	5	0	10	9	0	3	0	12	1	3	0	1	5	27
03:15 PM	0	0	0	0	0	0	10	4	0	14	9	0	3	0	12	2	6	0	Ó	8	34
03:30 PM	0	0	0	0	0	0	13	4	0	17	9	0	9	0	18	2	11	0	0	13	48
03:45 PM	0	0	0	0	ő	0	13	5	0	18	9	0	6	0	15	2	8	0	Ö	10	43
Total	0	0	0	0	0	0	41	18	0	59	36	0	21	0	57	7	28	0	1	36	152
	_	_	_	_	_ 1	_		_	_				_	_	1		_	_	_		
04:00 PM	0	0	0	0	0	0	11	3	0	14	13	1	5	0	19	3	7	0	0	10	43
04:15 PM 04:30 PM	0	0	0	0	0	0	10	7	0	17 15	10	1	5	0	16	1	9	0	0	10 9	43
04:30 PM 04:45 PM	0	0	0	0	0	0	11 10	4 5	0	15 15	8 10	2	9 2	0	19 12	1	8 11	0 0	0	12	43 39
Total	0	0	0	0	0	0	42	<u>5</u> 19	0	61	41	<u>0</u>	21	0	66	6	35	0	0	41	168
	U	U	U	U	U	U	74	13	U	01	71	7	۱ ک	U	00		55	U	U	71	100
05:00 PM	0	0	0	0	0	0	8	1	0	9	9	2	2	0	13	0	11	0	0	11	33

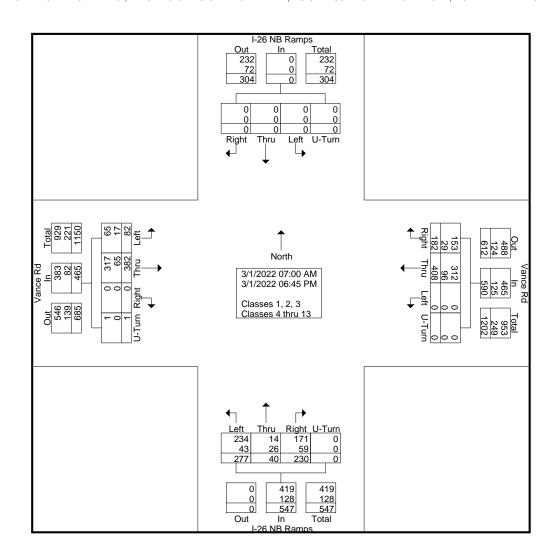


File Name: 15694202 - I-26 NB Ramps -- Vance Rd

Site Code : 15694202 Start Date : 3/1/2022

Page No : 2
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

										10000	_, _	O laco.	00 1 111	14 10							
		I-26	NB R	amps			\	/ance I	Rd			I-26	NB R	amps			V	'ance l	Rd		
		Sc	outhbo	und			W	estbou	und			N	orthbo	und			E	astbou	ınd		
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
05:15 PM	0	0	0	0	0	0	12	6	0	18	12	0	2	0	14	1	14	0	0	15	47
05:30 PM	0	0	0	0	0	0	6	4	0	10	10	0	5	0	15	1	6	0	0	7	32
05:45 PM	0	0	0	0	0	0	7	2	0	9	10	1	6	0	17	7	8	0	0	15	41
Total	0	0	0	0	0	0	33	13	0	46	41	3	15	0	59	9	39	0	0	48	153
06:00 PM	0	0	0	0	0	0	14	4	0	18	5	0	3	0	8	2	14	0	0	16	42
06:15 PM	0	0	0	0	0	0	5	2	0	7	10	0	2	0	12	2	4	0	0	6	25
06:30 PM	0	0	0	0	0	0	5	2	0	7	7	0	3	0	10	1	11	0	0	12	29
06:45 PM	0	0	0	0	0	0	8	2	0	10	10	0	1	0	11	0	2	0	0	2	23
Total	0	0	0	0	0	0	32	10	0	42	32	0	9	0	41	5	31	0	0	36	119
						_															
<b>Grand Total</b>	0	0	0	0	0	0	408	182	0	590	277	40	230	0	547	82	382	0	1	465	1602
Apprch %	0	0	0	0		0	69.2	30.8	0		50.6	7.3	42	0		17.6	82.2	0	0.2		
Total %	0	0	0	0	0	0	25.5	11.4	0	36.8	17.3	2.5	14.4	0	34.1	5.1	23.8	0	0.1	29	
Classes 1, 2, 3	0	0	0	0	0	0	312	153	0	465	234	14	171	0	419	65	317	0	1	383	1267
% Classes 1, 2, 3	0	0	0	0	0	0	76.5	84.1	0	78.8	84.5	35	74.3	0	76.6	79.3	83	0	100	82.4	79.1
Classes 4 thru 13	0	0	0	0	0	0	96	29	0	125	43	26	59	0	128	17	65	0	0	82	335
% Classes 4 thru 13	0	0	0	0	0	0	23.5	15.9	0	21.2	15.5	65	25.7	0	23.4	20.7	17	0	0	17.6	20.9





File Name: 15694203 - I-95 SB Ramps -- Old State Rd

Site Code : 15694203 Start Date : 3/1/2022

Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

			SB Ra					d State	e Rd	10000 1,	2, 5		SB R					d State			
Start Time	Left	Thru	Night Right	U-Turn		Left	Thru	estbo Right	U-Turn		Left	Thru	Orthbo Right	Una U-Turn		Left	Thru	<u>astboι</u> Right	U-Turn		Int. Total
07:00 AM	0	0	4	0-1um	App. Total	6	26	Nigiti 0	0-1um   0	App. Total	0	0	Night 0	0-1um 0	App. Total	0	24	Kigiit 4	0-1um 0	App. Total	64
07:15 AM	1	0	2	0	3	3	26	0	Ö	29	0	0	0	0	0	0	25	10	0	35	67
07:30 AM	0	Ö	1	0	1	3	31	0	0	34	Ö	0	Ö	0	0	Ö	37	4	0	41	76
07:45 AM	Ö	1	4	Õ	5	4	34	0	Ö	38	ő	0	Ö	0	Ö	Ö	34	5	0	39	82
Total	1	1	11	0	13	16	117	0	0	133	0	0	0	0	0	0	120	23	0	143	289
·																					
08:00 AM	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	0	19	3	0	22	54
08:15 AM	0	2	1	0	3	3	21	0	0	24	0	0	0	0	0	0	20	2	0	22	49
08:30 AM	0	0	2	0	2	2	33	0	0	35	0	0	0	0	0	0	28	2	0	30	67
08:45 AM	1_	0	0	0	1	1	25	0	0	26	0	0	0	0	0	0	18	2	0	20	47
Total	1	2	4	0	7	6	110	0	0	116	0	0	0	0	0	0	85	9	0	94	217
09:00 AM	1	0	1	0	2	ا ء	28	0	0	30		0	0	0	0	0	11	4	0	15	1 47
09:00 AM	1	0	2	0	2	2 5	26 24	0	0	29	0	0	0	0	0	0 0	14 21	1 3	0	24	47 56
09:30 AM	0	0	2	0	2	4	28	0	0	32	0	0	0	0	0	0	17	4	0	21	55 55
09:45 AM	0	0	2	0	2	1	28	0	0	29	0	0	0	0	0	0	19	2	0	21	52 52
Total	2	0	7	0	9	12	108	0	0	120	0	0	0	0	0	0	71	10	0	81	210
	_	Ü	•	Ū				·	Ū	0		·	ŭ	ŭ	•	ŭ		. •	·	٠.	
10:00 AM	3	1	4	0	8	3	24	0	0	27	0	0	0	0	0	0	18	3	0	21	56
10:15 AM	1	2	1	0	4	3	30	0	0	33	0	0	0	0	0	0	24	1	0	25	62
10:30 AM	1	0	0	0	1	2	16	0	0	18	0	0	0	0	0	0	19	2	0	21	40
10:45 AM	0	0	1	0	1	1	21	0	0	22	0	0	0	0	0	0	26	1_	0	27	50
Total	5	3	6	0	14	9	91	0	0	100	0	0	0	0	0	0	87	7	0	94	208
44.00.484	_	•		_		۱ .	0.5	•	•	00		•	•	_	0	_	00		•	0.4	
11:00 AM	0	0	1	0	1	4	25	0	0	29	0	0	0	0	0	0	23	1	0	24	54
11:15 AM	0	0	1	0	1	8	20	0	0	28	0	0	0	0	0	0	10	2	0	12	41
11:30 AM 11:45 AM	1 0	0	1 4	0	2 4	2	20 13	0	0 0	22 17	0	0	0	0	0	0 0	25 23	2 2	0	27 25	51 46
Total	1	0	7	0	8	18		0	0	96	0	0	0	0	0	0	<u>23</u> 81	<del></del>	0	88	192
Total		U	′	U	0	10	70	U	U	30	0	U	U	U	0	U	01	'	U	00	132
12:00 PM	2	0	3	0	5	3	31	0	0	34	0	0	0	0	0	0	22	4	0	26	65
12:15 PM	2	0	0	0	2	1	27	0	0	28	0	0	0	0	0	0	24	3	0	27	57
12:30 PM	1	0	1	0	2	7	22	0	0	29	0	0	0	0	0	0	23	2	0	25	56
12:45 PM	1_	1	3	0	5	4	28	0	0	32	0	0	0	0	0	0	25	2	0	27	64
Total	6	1	7	0	14	15	108	0	0	123	0	0	0	0	0	0	94	11	0	105	242
					_ 1						1 -				. 1						
01:00 PM	2	0	1	0	3	2	16	0	0	18	0	0	0	0	0	0	20	5	0	25	46
01:15 PM	0	0	1	0	1	5	29	0	0	34	0	0	0	0	0	0	22	1	0	23	58
01:30 PM	0	0	1	0	1	3	28	0	0	31	0	0	0	0	0	0	19	4	0	23	55
01:45 PM	0 2	0	<u>1</u> 4	0 0	1	12	22 95	<u>0</u>	<u>0</u> 0	24 107	0	<u>0</u>	<u>0</u>	0	0	<u>0</u> 0	20 81	<u>0</u> 10	0	20 91	<u>45</u> 204
Total	2	U	4	U	6	12	95	U	U	107	0	U	U	U	U	U	81	10	U	91	204
02:00 PM	0	0	4	0	4	3	22	0	0	25	0	0	0	0	0	0	28	5	0	33	62
02:15 PM	0	0	2	0	2	8	25	0	0	33	0	0	0	0	0	0	28	1	0	29	64
02:30 PM	0	0	5	0	5	2	32	0	0	34	0	0	0	0	0	0	19	0	0	19	58
02:45 PM	0	0	0	0	0	6	31	0	0	37	0	0	0	0	0	0	23	3	0	26	63
Total	0	0	11	0	11	19	110	0	0	129	0	0	0	0	0	0	98	9	0	107	247
	_	_		_	. 1	l -		_	_		l -	_	_	_	_ 1	_		_	_		l – -
03:00 PM	0	0	1	0	1	3	21	0	0	24	0	0	0	0	0	0	24	3	0	27	52
03:15 PM	0	0	1	0	1	4	29	0	0	33	0	0	0	0	0	0	15	3	0	18	52
03:30 PM	1	0	1	0	2	5	38	0	0	43	0	0	0	0	0	0	23	0	0	23	68 60
03:45 PM	<u>0</u> 1	0 0	<u>7</u> 	<u>0</u> _	<u>7</u> 11	15	<u>31</u> 119	<u>0</u> 0	<u>0</u> 0	34	0	0 0	<u>0</u> 0	<u>0</u> 0	0	<u>0</u> 0	24	<u>4</u> 10	<u>0</u> 0	28	69
Total	Т	U	10	U	11	15	119	U	U	134	ı U	U	U	U	U	U	86	10	U	96	241
04:00 PM	1	1	1	0	3	2	23	0	0	25	0	0	0	0	0	0	29	1	0	30	58
04:15 PM	1	0	1	0	2	1	27	0	0	28	0	0	0	0	0	0	31	2	0	33	63
04:30 PM	0	Ö	4	Ö	4	5	43	0	0	48	0	0	0	0	Ö	0	36	2	0	38	90
04:45 PM	0	1	2	Ō	3	1	35	0	0	36	0	0	0	0	0	0	26	2	0	28	67
Total	2	2	8	0	12	9	128	0	0	137	0	0	0	0	0	0	122	7	0	129	278
1	_	_		_	. 1	l -		_	_		l -	_	_	_	_ 1	_			_		l
05:00 PM	0	0	1	0	1	3	38	0	0	41	0	0	0	0	0	0	35	1	0	36	78

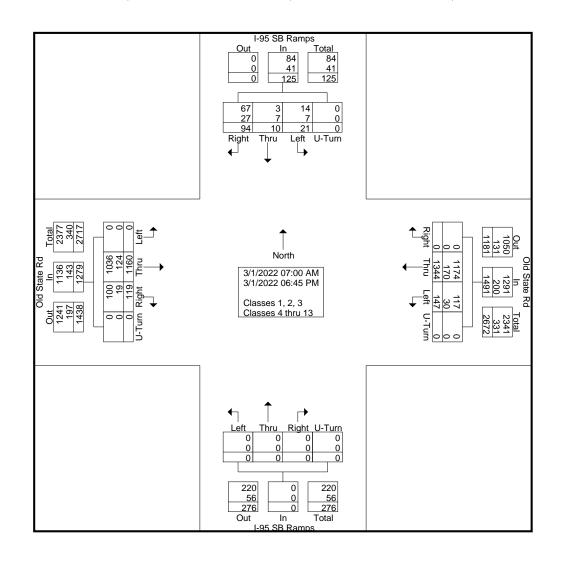


File Name: 15694203 - I-95 SB Ramps -- Old State Rd

Site Code : 15694203 Start Date : 3/1/2022

Page No : 2
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-95	SB R	amps			Öl	d State	Rd		·	I-95	SB R	amps			Ole	d State	Rd		
		S	outhbo	und			W	/estbo	und			N	orthbo	und			Е	astbou	ınd		
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
05:15 PM	0	0	3	0	3	3	47	0	0	50	0	0	0	0	0	0	40	1	0	41	94
05:30 PM	0	0	0	0	0	2	35	0	0	37	0	0	0	0	0	0	38	2	0	40	77
05:45 PM	0	0	6	0	6	3	56	0	0	59	0	0	0	0	0	0	32	2	0	34	99
Total	0	0	10	0	10	11	176	0	0	187	0	0	0	0	0	0	145	6	0	151	348
06:00 PM	0	0	2	0	2	0	23	0	0	23	0	0	0	0	0	0	19	4	0	23	48
06:15 PM	0	0	3	0	3	0	33	0	0	33	0	0	0	0	0	0	24	1	0	25	61
06:30 PM	0	0	3	0	3	2	22	0	0	24	0	0	0	0	0	0	27	4	0	31	58
06:45 PM	0	1	1	0	2	3	26	0	0	29	0	0	0	0	0	0	20	1_	0	21	52
Total	0	1	9	0	10	5	104	0	0	109	0	0	0	0	0	0	90	10	0	100	219
<b>Grand Total</b>	21	10	94	0	125	147	1344	0	0	1491	0	0	0	0	0	0	1160	119	0	1279	2895
Apprch %	16.8	8	75.2	0		9.9	90.1	0	0		0	0	0	0		0	90.7	9.3	0		
Total %	0.7	0.3	3.2	0	4.3	5.1	46.4	0	0	51.5	0	0	0	0	0	0	40.1	4.1	0	44.2	
Classes 1, 2, 3	14	3	67	0	84	117	1174	0	0	1291	0	0	0	0	0	0	1036	100	0	1136	2511
% Classes 1, 2, 3	66.7	30	71.3	0	67.2	79.6	87.4	0	0	86.6	0	0	0	0	0	0	89.3	84	0	88.8	86.7
Classes 4 thru 13	7	7	27	0	41	30	170	0	0	200	0	0	0	0	0	0	124	19	0	143	384
% Classes 4 thru 13	33.3	70	28.7	0	32.8	20.4	12.6	0	0	13.4	0	0	0	0	0	0	10.7	16	0	11.2	13.3





File Name: 15694204 - I-95 NB Ramps -- Old State Rd

Site Code : 15694204 Start Date : 3/1/2022

Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-95	NB R	amns				d Stat		asses i,	2, 3 -		NB R				Ol	d State	Rd		
			outhbo					/estbo					orthbo					astbou			
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	26	0	0	26	6	0	1	0	7	2	19	0	0	21	54
07:15 AM	0	0	0	0	0	0	27	1	0	28	2	0	2	0	4	4	24	0	0	28	60
07:30 AM	0	0	0	0	0	0	26	1	0	27	3	2	4	0	9	4	31	0	0	35	71
07:45 AM	0	0	0_	0	0	0	39	0	0	39	3	0_	1	0	4	5	33_	0_	0	38	81
Total	0	0	0	0	0	0	118	2	0	120	14	2	8	0	24	15	107	0	0	122	266
	_	_	_	_					_		_	_		_							
08:00 AM	0	0	0	0	0	0	29	1	0	30	3	0	1	0	4	1	17	0	0	18	52
08:15 AM	0	0	0	0	0	0	19	1	0	20	4	1	1	0	6	2	18	0	0	20	46
08:30 AM 08:45 AM	0	0	0	0	0	0	30 20	1	0	31	5 6	0 1	5 2	0	10	4	21 21	0 0	0	25 22	66
Total	0	0	0	0	0	0	<u>20</u>	1_ 4	0	21 102	18	2	9	0	9 29	8	77	0	0	<u>22</u> 85	<u>52</u> 216
Total	U	U	U	U	U I	U	90	4	U	102	10		9	U	29	0	′ ′	U	U	00	210
09:00 AM	0	0	0	0	0	0	28	0	0	28	3	0	1	0	4	3	12	0	0	15	47
09:15 AM	0	0	0	0	0	0	21	0	0	21	8	0	3	0	11	5	16	0	0	21	53
09:30 AM	0	0	Ö	0	0	0	23	0	Ö	23	8	1	4	Ö	13	4	14	Ö	0	18	54
09:45 AM	Ö	Ö	Ö	0	ő	Õ	20	Ö	Ö	20	8	1	2	Ö	11	4	14	Ö	0	18	49
Total	0	0	0	0	0	0	92	0	0	92	27	2	10	0	39	16	56	0	0	72	203
		_	_				-							_				_			
10:00 AM	0	0	0	0	0	0	21	2	0	23	7	0	3	0	10	5	18	0	0	23	56
10:15 AM	0	0	0	0	0	0	28	2	0	30	6	0	3	0	9	3	18	0	0	21	60
10:30 AM	0	0	0	0	0	0	16	1	0	17	5	0	2	0	7	5	19	0	0	24	48
10:45 AM	0	0	0	0	0	0	16	1	0	17	4	0	2	0	6	0	25	0	0	25	48
Total	0	0	0	0	0	0	81	6	0	87	22	0	10	0	32	13	80	0	0	93	212
44.00.414			_															_	•		
11:00 AM	0	0	0	0	0	0	21	0	0	21	9	0	0	0	9	3	19	0	0	22	52
11:15 AM	0	0	0	0	0	0	24	0	0	24	4	1	1	0	6	3	8	0	0	11	41
11:30 AM	0	0	0	0	0	0	13	0	0	13	6	0	1	0	7	5	19	0	0	24	44
11:45 AM	0	<u>0</u> 0	0 0	0	0	<u>0</u>	<u>14</u> 	<u>1</u> 1	0	15 73	7 26	<u>1</u> 2	<u>3</u>	<u>0</u> 0	11 33	3 14	21 67	<u> </u>	0	24	<u>50</u> 187
Total	U	U	U	U	U	U	12	1	U	13	20	2	5	U	33	14	67	U	U	81	107
12:00 PM	0	0	0	0	0	0	25	0	0	25	4	0	0	0	4	4	21	0	0	25	54
12:15 PM	0	0	0	0	0	0	28	2	0	30	5	3	4	0	12	2	19	0	0	21	63
12:30 PM	0	Ö	Ő	0	ő	0	18	0	Ö	18	5	Ő	1	Ö	6	3	25	Ő	0	28	52
12:45 PM	0	0	0	Ö	ō	0	25	Ö	0	25	11	1	2	Ō	14	4	21	Ö	Ō	25	64
Total	0	0	0	0	0	0	96	2	0	98	25	4	7	0	36	13	86	0	0	99	233
01:00 PM	0	0	0	0	0	0	15	0	0	15	6	1	2	0	9	3	19	0	0	22	46
01:15 PM	0	0	0	0	0	0	28	0	0	28	5	1	1	0	7	2	21	0	0	23	58
01:30 PM	0	0	0	0	0	0	24	0	0	24	5	1	3	0	9	5	14	0	0	19	52
01:45_PM	0	0	0	0	0	0	16	0	0	16	9	0_	3	0_	12	3	17	0	0	20	48_
Total	0	0	0	0	0	0	83	0	0	83	25	3	9	0	37	13	71	0	0	84	204
02:00 PM	0	0	0	0	0	0	20	4	0	24	2	2	2	Ω	0	5	20	0	0	25	E 1
02:00 PM 02:15 PM	0	0	0	0	0	0	20 29	1 2	0	21 31	3 5	2 1	3 1	0	8 7	3	20 28	0	0	25 31	54 69
02:15 PM 02:30 PM	0	0	0	0	0	0	29 29	0	0	29	5 5	0	3	0	8	0	28	0	0	20	57
02:45 PM	0	0	0	0	0	0	30	1	0	31	5	1	1	0	7	1	18	0	0	19	57
Total	0	0	0	0	0	0	108	4	0	112	18	4	8	0	30	9	86	0	0	95	237
iotai		J	J	J	5	J	.00	- <b>T</b>	0	112		7	J	J	00		50	J	Ū	55	20,
03:00 PM	0	0	0	0	0	0	20	2	0	22	7	0	4	0	11	4	25	0	0	29	62
03:15 PM	0	0	0	0	0	0	28	2	0	30	6	0	1	0	7	2	13	0	0	15	52
03:30 PM	0	0	0	0	0	0	28	0	0	28	13	1	2	0	16	1	21	0	0	22	66
03:45 PM	0	0	0	0	0	0	27	0	0	27	10	0	5	0	15	4	19	0	0	23	65
Total	0	0	0	0	0	0	103	4	0	107	36	1	12	0	49	11	78	0	0	89	245
		_	_	_	_ 1	_		_	_		_	_	_	_				_	_		
04:00 PM	0	0	0	0	0	0	15	0	0	15	7	0	0	0	7	7	26	0	0	33	55
04:15 PM	0	0	0	0	0	0	25	0	0	25	8	0	5	0	13	5	27	0	0	32	70
04:30 PM	0	0	0	0	0	0	40	1	0	41	5	1	2	0	8	2	30	0	0	32	81
04:45 PM	0	<u>0</u> 0	0	0	0	<u> </u>	28	0 1	0	28	10	<u>2</u> 3	<u>1</u> 8	0	13	7 21	23	0	0	30	<u>71</u> 277
Total	0	U	U	U	0	U	108	1	U	109	30	3	ŏ	0	41	21	106	0	0	127	211
05:00 PM	0	0	0	0	0	0	27	0	0	27	11	0	5	0	16	1	32	0	0	33	76
22.00 . 111		•	•	•	9	•		•	9		• • •	•	•	•			-	•	•		

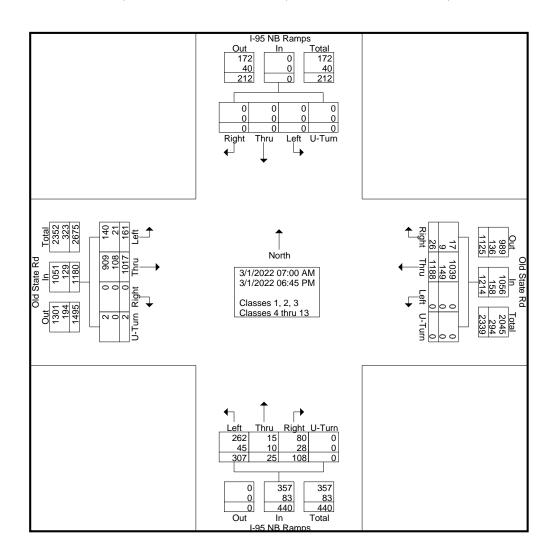


File Name: 15694204 - I-95 NB Ramps -- Old State Rd

Site Code : 15694204 Start Date : 3/1/2022

Page No : 2
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-95	NB R	amps			Öl	d State	Rd			I-95	NB R	amps			Old	d State	Rd		
		Sc	outhbo	und			W	estbou	und			N	orthbo	und			E	astbou	ınd		
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
05:15 PM	0	0	0	0	0	0	46	1	0	47	6	0	6	0	12	3	31	0	1	35	94
05:30 PM	0	0	0	0	0	0	32	0	0	32	7	1	3	0	11	7	35	0	0	42	85
05:45 PM	0	0	0	0	0	0	44	1_	0	45	16	0	3	0	19	4	27	0	0	31	95
Total	0	0	0	0	0	0	149	2	0	151	40	1	17	0	58	15	125	0	1	141	350
06:00 PM	0	0	0	0	0	0	16	0	0	16	3	0	1	0	4	4	15	0	0	19	39
06:15 PM	0	0	0	0	0	0	27	0	0	27	10	0	2	0	12	2	20	0	1	23	62
06:30 PM	0	0	0	0	0	0	17	0	0	17	5	0	1	0	6	5	24	0	0	29	52
06:45 PM	0	0	0	0	0	0	20	0	0	20	8	1	1_	0	10	2	19	0	0	21	51
Total	0	0	0	0	0	0	80	0	0	80	26	1	5	0	32	13	78	0	1	92	204
<b>Grand Total</b>	0	0	0	0	0	0	1188	26	0	1214	307	25	108	0	440	161	1017	0	2	1180	2834
Apprch %	0	0	0	0		0	97.9	2.1	0		69.8	5.7	24.5	0		13.6	86.2	0	0.2		
Total %	0	0	0	0	0	0	41.9	0.9	0	42.8	10.8	0.9	3.8	0	15.5	5.7	35.9	0	0.1	41.6	
Classes 1, 2, 3	0	0	0	0	0	0	1039	17	0	1056	262	15	80	0	357	140	909	0	2	1051	2464
% Classes 1, 2, 3	0	0	0	0	0	0	87.5	65.4	0	87	85.3	60	74.1	0	81.1	87	89.4	0	100	89.1	86.9
Classes 4 thru 13	0	0	0	0	0	0	149	9	0	158	45	10	28	0	83	21	108	0	0	129	370
% Classes 4 thru 13	0	0	0	0	0	0	12.5	34.6	0	13	14.7	40	25.9	0	18.9	13	10.6	0	0	10.9	13.1





File Name : 15694205 - I-95 SB Ramps -- Charleston Hwy Site Code : 15694205 Start Date : 3/1/2022

Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

			SB Ra					rlesto	า Hwy	13303 1,	2, 5		SBR					rlestor			
Start Time	Left	Thru	uthbou Right			Left	Thru	estbo Right			Left	Thru	orthbo Right			Left	Thru	astbou Right			
07:00 AM	<u>Leit  </u> 5	<u>1111u  </u> 3	Right	U-Turn	App. Total	12	101u 12	Right 0	U-Turn	App. Total	0	<u> 1111u</u>	Right 0	U-Turn	App. Total	<u>Leit  </u> 0	16	Right 4	U-Turn	App. Total	Int. Total 55
07:00 AM 07:15 AM	9	3 1	5 5	0	15	16	19	0	0	35	0	0	0	0	0	0	30	7	0	37	87
07:30 AM	8	0	5	0	13	13	20	0	0	33	0	0	0	0		0	27	2	0	29	75
	_	-		_				-	-		-	-	-	-	0	_			-	-	
07:45_AM	10	0	4_	0	14	19	15	0	0	34	0	0	0	0	0	0	19	8	0_	27	75
Total	32	4	17	0	53	60	66	0	0	126	0	0	0	0	0	0	92	21	0	113	292
00 00 414	_	•		•	•		4-7	•	•	00	•	•	•	•	0	_	40	_	•	00	
08:00 AM	5	0	1	0	6	5	17	0	0	22	0	0	0	0	0	0	19	3	0	22	50
08:15 AM	10	1	4	0	15	8	20	0	0	28	0	0	0	0	0	0	16	2	0	18	61
08:30 AM	10	0	3	0	13	7	15	0	0	22	0	0	0	0	0	0	20	7	0	27	62
08:45 AM	8	1	1_	0	10	18	9	0	0	27	0	0	0	0	0	0	24	5	0	29	66
Total	33	2	9	0	44	38	61	0	0	99	0	0	0	0	0	0	79	17	0	96	239
	_			_	40			_	_	0=	_	_		_					_	4.0	
09:00 AM	8	1	4	0	13	11	14	0	0	25	0	0	0	0	0	0	15	1	0	16	54
09:15 AM	12	1	6	0	19	7	14	0	0	21	0	0	0	0	0	0	20	4	0	24	64
09:30 AM	2	0	5	0	7	16	12	0	0	28	0	0	0	0	0	0	18	4	0	22	57
09:45 AM	13_	0	3_	0	16	9	22	0	0	31	0	0	0	0	0	0	18	4_	0	22	69
Total	35	2	18	0	55	43	62	0	0	105	0	0	0	0	0	0	71	13	0	84	244
1										1											ı
10:00 AM	12	0	3	0	15	15	15	0	0	30	0	0	0	0	0	0	11	8	0	19	64
10:15 AM	12	1	3	0	16	16	11	0	0	27	0	0	0	0	0	0	20	3	0	23	66
10:30 AM	8	0	2	0	10	15	16	0	0	31	0	0	0	0	0	0	20	4	0	24	65
10:45 AM	11	1_	5	0	17	10	13	0	1_	24	0	0	0	0	0	0	10	2	0	12	53
Total	43	2	13	0	58	56	55	0	1	112	0	0	0	0	0	0	61	17	0	78	248
																					ı
11:00 AM	9	0	5	0	14	11	14	0	0	25	0	0	0	0	0	0	17	4	0	21	60
11:15 AM	12	1	7	0	20	12	21	0	0	33	0	0	0	0	0	0	11	2	0	13	66
11:30 AM	13	1	1	0	15	15	22	0	0	37	0	0	0	0	0	0	16	6	0	22	74
11:45 AM	16	0	4	0	20	10	22	0	0	32	0	0	0	0	0	0	19	5	0	24	76_
Total	50	2	17	0	69	48	79	0	0	127	0	0	0	0	0	0	63	17	0	80	276
12:00 PM	16	0	10	0	26	16	25	0	0	41	0	0	0	0	0	0	28	4	0	32	99
12:15 PM	14	1	6	0	21	15	25	0	0	40	0	0	0	0	0	0	22	10	0	32	93
12:30 PM	11	3	2	0	16	23	22	0	0	45	0	0	0	0	0	0	17	3	0	20	81
12:45 PM	16	1	3	0	20	19	22	0	0	41	0	0	0	0	0	0	22	3	0	25	86
Total	57	5	21	0	83	73	94	0	0	167	0	0	0	0	0	0	89	20	0	109	359
01:00 PM	14	0	9	0	23	13	18	0	0	31	0	0	0	0	0	0	20	4	0	24	78
01:15 PM	17	1	4	0	22	12	19	0	0	31	0	0	0	0	0	0	16	4	0	20	73
01:30 PM	17	0	3	0	20	18	17	0	0	35	0	0	0	0	0	0	22	4	0	26	81
01:45 PM	18	0	4	0	22	19	21	0	0	40	0	0	0	0	0	0	18	9	0	27	89
Total	66	1	20	0	87	62	75	0	0	137	0	0	0	0	0	0	76	21	0	97	321
02:00 PM	7	2	5	0	14	18	31	0	0	49	0	0	0	0	0	0	26	6	0	32	95
02:15 PM	22	0	5	0	27	10	24	0	0	34	0	0	0	0	0	0	27	2	0	29	90
02:30 PM	16	1	4	0	21	17	19	0	1	37	0	0	0	0	0	0	24	1	0	25	83
02:45 PM	14	1	2	0	17	11	25	0	0	36	0	0	1	0	1	0	16	8	0	24	78
Total	59	4	16	0	79	56	99	0	1	156	0	0	1	0	1	0	93	17	0	110	346
					,					•					·						
03:00 PM	9	0	5	0	14	17	30	0	0	47	0	0	0	0	0	0	23	10	0	33	94
03:15 PM	9	0	3	0	12	19	29	0	0	48	0	0	0	0	0	0	25	0	0	25	85
03:30 PM	14	0	4	0	18	11	27	0	1	39	0	0	0	0	0	0	15	5	0	20	77
03:45 PM	9	0	5	0	14	16	37	0	0	53	0	0	0	0	0	0	13	3	0	16	83
Total	41	0	17	0	58	63	123	0	1	187	0	0	0	0	0	0	76	18	0	94	339
,						-				'											
04:00 PM	18	0	8	0	26	8	33	0	0	41	0	0	0	0	0	0	22	4	0	26	93
04:15 PM	14	1	2	Ö	17	19	27	0	0	46	Ö	0	Ö	0	Ö	Ö	20	9	Ö	29	92
04:30 PM	14	1	4	Ö	19	11	37	0	0	48	0	Ō	Ō	Ō	Ö	Ö	23	2	0	25	92
04:45 PM	12	0	5	Ö	17	12	26	0	0	38	0	Ō	Ō	Ō	0	Ö	20	6	0	26	81
Total	58	2	19	0	79	50	123	0	0	173	0	0	0	0	0	0	85	21	0	106	358
			-	-	- 1		-	-	-	= 1	-	-	-	-	- 1	-			-		
05:00 PM	9	1	4	0	14	17	29	0	0	46	0	0	0	0	0	0	29	3	0	32	92

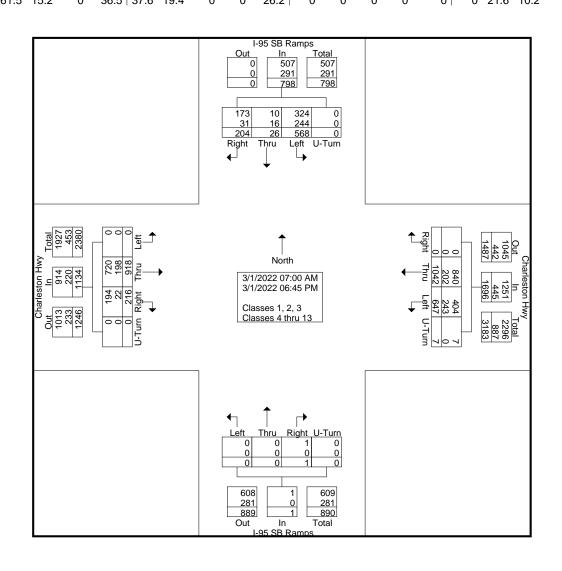


File Name: 15694205 - I-95 SB Ramps -- Charleston Hwy

Site Code : 15694205 Start Date : 3/1/2022

Page No : 2
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

	<u> </u>										1, 2, 0 0.00000 1 1110 10											
			SB R					I-95 SB Ramps						Charleston Hwy								
		S	outhbo	und		Westbound					Northbound						Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total	
05:15 PM	13	0	4	0	17	9	32	0	2	43	0	0	0	0	0	0	15	6	0	21	81	
05:30 PM	7	0	8	0	15	16	31	0	0	47	0	0	0	0	0	0	26	5	0	31	93	
05:45 PM	12	0	7	0	19	5	25	0	1_	31	0	0	0	0	0	0	18	5	0	23	73_	
Total	41	1	23	0	65	47	117	0	3	167	0	0	0	0	0	0	88	19	0	107	339	
06:00 PM	15	0	4	0	19	13	28	0	0	41	0	0	0	0	0	0	15	9	0	24	84	
06:15 PM	15	0	2	0	17	17	23	0	0	40	0	0	0	0	0	0	14	2	0	16	73	
06:30 PM	13	0	5	0	18	11	14	0	1	26	0	0	0	0	0	0	7	3	0	10	54	
06:45 PM	10	1	3	0	14	10	23	0	0	33	0	0	0	0	0	0	9	1	0	10	57	
Total	53	1	14	0	68	51	88	0	1	140	0	0	0	0	0	0	45	15	0	60	268	
Grand Total	568	26	204	0	798	647	1042	0	7	1696	0	0	1	0	1	0	918	216	0	1134	3629	
Apprch %	71.2	3.3	25.6	0		38.1	61.4	0	0.4		0	0	100	0		0	81	19	0			
Total %	15.7	0.7	5.6	0	22	17.8	28.7	0	0.2	46.7	0	0	0	0	0	0	25.3	6	0	31.2		
Classes 1, 2, 3	324	10	173	0	507	404	840	0	7	1251	0	0	1	0	1	0	720	194	0	914	2673	
% Classes 1, 2, 3	57	38.5	84.8	0	63.5	62.4	80.6	0	100	73.8	0	0	100	0	100	0	78.4	89.8	0	80.6	73.7	
Classes 4 thru 13	244	16	31	0	291	243	202	0	0	445	0	0	0	0	0	0	198	22	0	220	956	
% Classes 4 thru 13	43	61.5	15.2	0	36.5	37.6	19.4	0	0	26.2	0	0	0	0	0	0	21.6	10.2	0	19.4	26.3	





File Name: 15694206 - I-95 NB Ramps -- Charleston Hwy

Site Code : 15694206 Start Date : 3/1/2022

Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-95	NB R	amps				rlesto		asses i,	2, 3 -		NB R								
			outhbo			Westbound							orthbo								
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right			Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	24	11	0	35	2	1	4	0	7	3	18	0	0	21	63
07:15 AM	0	0	0	0	0	0	31	13	0	44	4	2	7	0	13	6	33	0	0	39	96
07:30 AM 07:45 AM	0	0	0 0	0	0	0	27 29	11 7	0	38 36	5 3	0 0	9 7	0	14 10	5 5	30 23	0 0	0	35 28	87 74
Total	0	0	0	0	0	0	<u>29</u> 111	42	0	153	14	3	27	0	44	19	<u>23</u> 104	0	0	123	320
Total	U	U	U	U	0	U		72	U	100	1 17	3	21	U	77	13	104	O	U	120	320
08:00 AM	0	0	0	0	0	0	17	9	0	26	5	0	7	0	12	0	24	0	0	24	62
08:15 AM	0	0	0	0	0	0	24	12	0	36	4	0	7	0	11	6	21	0	0	27	74
08:30 AM	0	0	0	0	0	0	19	12	0	31	3	0	6	0	9	4	26	0	0	30	70
08:45 AM	0	0	0	0	0	0	26	12	0	38	1	0	9	0	10	7	25	0	0	32	80
Total	0	0	0	0	0	0	86	45	0	131	13	0	29	0	42	17	96	0	0	113	286
09:00 AM	0	0	0	0	0	0	22	8	0	30	3	1	10	0	16	1	22	0	0	23	60
09:00 AM 09:15 AM	0	0	0	0	0	0	20	12	0	32	2	1	12 8	0	10	6	26	0	0	32	69 74
09:30 AM	0	0	0	0	0	0	26	14	0	40	1	1	13	0	15	3	15	0	1	19	74 74
09:45 AM	0	0	0	0	0	0	22	14	0	36	3	1	7	0	11	4	27	0	Ö	31	78
Total	0	0	0	0	0	0	90	48	0	138	9	3	40	0	52	14	90	0	1	105	295
10:00 AM	0	0	0	0	0	0	27	8	0	35	2	0	12	0	14	3	20	0	0	23	72
10:15 AM	0	0	0	0	0	0	23	8	0	31	2	0	6	0	8	1	28	0	1	30	69
10:30 AM	0	0	0	0	0	0	26	8	0	34	5	0	17	0	22	2	26	0	0	28	84
10:45 AM	<u> </u>	0	0	0	0	0	22 98	17 41	0	39 139	11	<u>0</u> 0	15 50	<u> </u>	17 61	10	18 92	0 0	0 1	103	78 303
Total	U	U	U	U	U	U	90	41	U	139	11	U	50	U	01	10	92	U	- 1	103	303
11:00 AM	0	0	0	0	0	0	24	9	0	33	2	0	17	0	19	2	24	0	0	26	78
11:15 AM	0	Ō	Ō	Ō	ō	Ō	28	8	0	36	4	Ö	10	Ō	14	2	21	Ō	0	23	73
11:30 AM	0	0	0	0	0	0	35	10	0	45	3	0	16	0	19	5	24	0	0	29	93
11:45 AM	0	0	0	0	0	0	29	14	0	43	5	0	11	0	16	3	32_	0	0	35	94_
Total	0	0	0	0	0	0	116	41	0	157	14	0	54	0	68	12	101	0	0	113	338
12:00 PM	0	0	0	0	0	0	32	11	0	43	10	0	29	0	39	2	41	0	0	43	125
12:15 PM	0	0	0	0	0	0	36	12	0	48	4	1	17	0	22	3	35	0	0	38	108
12:30 PM	0	0	0	0	0	0	39	18	0	57	6	0	18	0	24	0	26	0	0	26	107
12:45 PM	Ö	0	Ö	0	ő	0	35	15	0	50	8	1	9	Ö	18	3	36	Ö	0	39	107
Total	0	0	0	0	0	0	142	56	0	198	28	2	73	0	103	8	138	0	0	146	447
					- 1																
01:00 PM	0	0	0	0	0	0	25	17	0	42	3	0	17	0	20	3	30	0	0	33	95
01:15 PM	0	0	0	0	0	0	28	12	0	40	5	0	17	0	22	2	32	0	0	34	96
01:30 PM 01:45 PM	0	0	0	0	0	0	34 38	8 19	0	42 57	1	0	13 9	0	14 12	6 0	32 35	0 0	0	38 35	94 104
Total	0	0	0	0	0	0	125	56	0	181	12	0	<u></u> 56	0	68	11	129	0	0	140	389
. Otal	Ů	·	Ů	·	0	Ŭ	120	00	Ů			Ů	00	·	00	• • •	0	Ŭ	Ū		000
02:00 PM	0	0	0	0	0	0	41	16	0	57	6	2	10	0	18	2	30	0	0	32	107
02:15 PM	0	0	0	0	0	0	29	10	0	39	4	0	16	0	20	10	38	0	0	48	107
02:30 PM	0	0	0	0	0	0	34	12	0	46	3	1	12	0	16	4	37	0	0	41	103
02:45 PM	0	0	0	0	0	0	35	20	0	55	2	0	13	0	15	4	28	0	0	32	102
Total	0	0	0	0	0	0	139	58	0	197	15	3	51	0	69	20	133	0	0	153	419
03:00 PM	0	0	0	0	0	0	42	14	0	56	5	0	11	0	16	1	29	0	0	30	102
03:15 PM	0	0	0	0	0	0	47	11	0	58	6	1	9	0	16	4	31	0	0	35	102
03:30 PM	0	0	0	0	0	0	29	8	0	37	5	0	20	0	25	1	29	0	0	30	92
03:45 PM	0	0	0	0	0	0	50	5	0	55	4	0	13	0	17	1	21	0	0	22	94
Total	0	0	0	0	0	0	168	38	0	206	20	1	53	0	74	7	110	0	0	117	397
04:00 51:1	^	^	^	^	۰ ا	^	40	4.0	^	50			40	^	00	_	00	^	^	40	440
04:00 PM 04:15 PM	0	0	0	0	0	0	40	13	0	53	6	1	16	0	23	2	38	0	0	40	116
04:15 PM 04:30 PM	0	0	0	0	0	0	39 39	10 15	0	49 54	5 7	0	14 12	0	19 19	3 6	30 33	0 0	0	33 39	101 112
04:45 PM	0	0	0	0	0	0	30	9	0	39	7	2	17	0	26	1	31	0	0	32	97
Total	0	0	0	0	0	0	148	47	0	195	25	3	59	0	87	12	132	0	0	144	426
	-	-	-	-	- '	-	-											-	-		-
05:00 PM	0	0	0	0	0	0	41	14	0	55	7	0	19	0	26	7	32	0	0	39	120

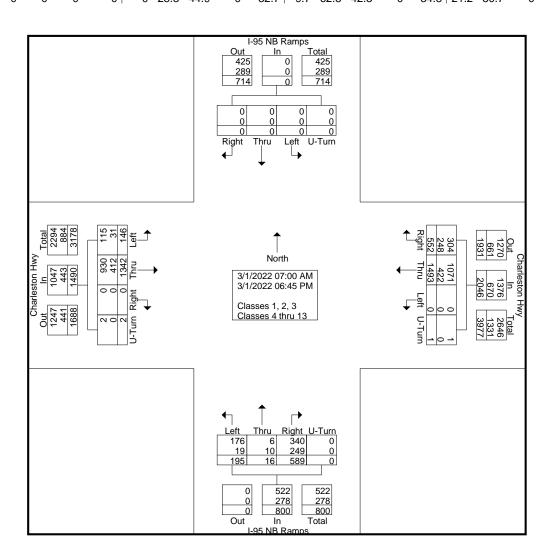


File Name: 15694206 - I-95 NB Ramps -- Charleston Hwy

Site Code : 15694206 Start Date : 3/1/2022

Page No : 2
Groups Printed- Classes 1, 2, 3 - Classes 4 thru 13

		I-95	NB R	amps		Charleston Hwy						I-95	NB R	amps							
		Sc	outhbo	und		Westbound						N	orthbo	und							
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
05:15 PM	0	0	0	0	0	0	40	12	0	52	3	0	12	0	15	2	29	0	0	31	98
05:30 PM	0	0	0	0	0	0	43	8	0	51	3	0	14	0	17	0	34	0	0	34	102
05:45 PM	0	0	0	0	0	0	30	5	0	35	4	0	9	0	13	1	29	0	0	30	78_
Total	0	0	0	0	0	0	154	39	0	193	17	0	54	0	71	10	124	0	0	134	398
06:00 PM	0	0	0	0	0	0	35	12	1	48	4	1	12	0	17	3	27	0	0	30	95
06:15 PM	0	0	0	0	0	0	32	13	0	45	7	0	14	0	21	2	26	0	0	28	94
06:30 PM	0	0	0	0	0	0	25	8	0	33	2	0	8	0	10	1	21	0	0	22	65
06:45 PM	0	0	0	0	0	0	24	8	0	32	4	0	9	0	13	0	19	0	0	19	64
Total	0	0	0	0	0	0	116	41	1	158	17	1	43	0	61	6	93	0	0	99	318
Grand Total	0	0	0	0	0	0	1493	552	1	2046	195	16	589	0	800	146	1342	0	2	1490	4336
Apprch %	0	0	0	0		0	73	27	0		24.4	2	73.6	0		9.8	90.1	0	0.1		
Total %	0	0	0	0	0	0	34.4	12.7	0	47.2	4.5	0.4	13.6	0	18.5	3.4	31_	0	0	34.4	
Classes 1, 2, 3	0	0	0	0	0	0	1071	304	1	1376	176	6	340	0	522	115	930	0	2	1047	2945
% Classes 1, 2, 3	0	0	0	0	0	0	71.7	55.1	100	67.3	90.3	37.5	57.7	0	65.2	78.8	69.3	0	100	70.3	67.9
Classes 4 thru 13	0	0	0	0	0	0	422	248	0	670	19	10	249	0	278	31	412	0	0	443	1391
% Classes 4 thru 13	0	0	0	0	0	0	28.3	44.9	0	32.7	9.7	62.5	42.3	0	34.8	21.2	30.7	0	0	29.7	32.1





Division: N/A  Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694207 I-95 SB Exit Ramp to Charleston Hwy N/A

WEEKDAY ADT: 1156 WEEKEND ADT: 1510

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	29	19	23	23	32	22	20	18	19
1:00 AM	0	0	0	0	0	0	0	0	0	15	15	22	22	22	20	23	21	22
2:00 AM	0	0	0	0	0	0	0	0	0	8	12	19	19	33	17	29	14	22
3:00 AM	0	0	0	0	0	0	0	0	0	11	15	15	15	29	15	29	17	23
4:00 AM	0	0	0	0	0	0	0	0	0	17	22	17	17	30	19	26	12	19
5:00 AM	0	0	0	0	0	0	0	0	0	20	21	26	26	42	24	30	10	20
6:00 AM	0	0	0	0	0	0	0	0	0	27	35	36	36	43	36	45	32	39
7:00 AM	0	0	0	0	0	0	0	0	0	37	51	57	57	71	55	54	31	43
8:00 AM	0	0	0	0	0	0	0	0	0	57	43	46	46	78	45	62	56	59
9:00 AM	0	0	0	0	0	0	0	0	0	65	56	51	51	75	53	102	88	95
10:00 AM	0	0	0	0	0	0	0	0	0	80	58	48	48	84	51	105	132	119
11:00 AM	0	0	0	0	0	0	0	0	0	85	69	70	70	122	70	108	131	120
12:00 PM	0	0	0	0	0	0	0	0	0	90	85	80	80	106	82	119	126	123
1:00 PM	0	0	0	0	0	0	0	0	0	105	91	102	102	117	98	136	126	131
2:00 PM	0	0	0	0	0	0	0	0	0	126	79	80	80	115	80	122	100	111
3:00 PM	0	0	0	0	0	0	0	0	0	92	59	83	83	107	75	97	101	99
4:00 PM	0	0	0	0	0	0	0	0	0	95	79	86	86	125	84	89	96	93
5:00 PM	0	0	0	0	0	0	0	0	0	72	65	74	74	85	71	73	85	79
6:00 PM	0	0	0	0	0	0	0	0	0	68	70	61	61	92	64	73	74	74
7:00 PM	0	0	0	0	0	0	0	0	0	71	52	58	58	62	56	60	57	59
8:00 PM	0	0	0	0	0	0	0	0	0	50	29	40	40	45	36	44	37	41
9:00 PM	0	0	0	0	0	0	0	0	0	30	34	35	35	70	35	47	36	42
10:00 PM	0	0	0	0	0	0	0	0	0	27	26	19	19	49	21	41	28	35
11:00 PM	0	0	0	0	0	0	0	0	0	13	21	33	33	43	29	28	29	29

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	176	41	73	222	690	1,557	2,268	2,353	1,514	571	85	7	3	0	9,560
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	185	4,755	1,548	173	351	138	15	417	1,742	39	95	32	20	141	9,651
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694207

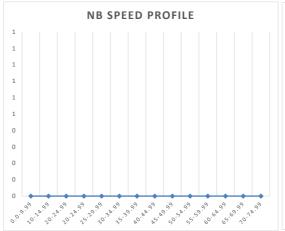
I-95 SB Exit Ramp to Charleston Hwy N/A

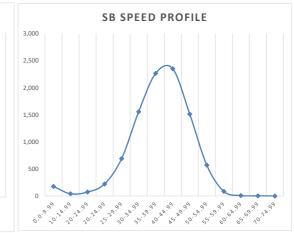
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TE	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	<b>22</b>	0	<b>19</b>	<b>22</b>	<b>19</b>
1:00 AM	0	<b>20</b>	0	<b>22</b>	<b>20</b>	22
2:00 AM	0	<b>17</b>	0	<b>22</b>	<b>1</b> 7	<b>22</b>
3:00 AM	0	<b>15</b>	0	23	<b>1</b> 5	23
4:00 AM	0	<b>19</b>	0	<b>1</b> 9	<b>19</b>	<b>19</b>
5:00 AM	0	<b>24</b>	0	<b>20</b>	<b>24</b>	<b>20</b>
6:00 AM	0	<b>3</b> 6	0	39	36	39
7:00 AM	0	55	0	43	55	43
8:00 AM	0	45	0	59	45	59
9:00 AM	0	53	0	95	53	95
10:00 AM	0	51	0	119	51	119
11:00 AM	0	70	0	120	70	120
12:00 PM	0	82	0	123	82	123
1:00 PM	0	98	0	131	98	131
2:00 PM	0	80	0	111	80	111
3:00 PM	0	75	0	99	75	99
4:00 PM	0	84	0	93	84	93
5:00 PM	0	71	0	79	71	79
6:00 PM	0	64	0	74	64	74
7:00 PM	0	56	0	59	56	59
8:00 PM	0	36	0	41	36	41
9:00 PM	0	35	0	42	35	42
10:00 PM	0	<b>21</b>	0	35	21	35
11:00 PM	0	<b>2</b> 9	0	<b>2</b> 9	<b>1</b> 5	29
TOTAL	0	1156	0	1510	1142	1510





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
IND	Percent	0%	0%	0%	0%	0%	
SB	Total	6,482	655	2,171	111	141	9,560
30	Percent	68%	7%	23%	1%	1%	

NOTE



Division: N/A  Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694208 I-95 SB On Ramp from Charleston Hwy

1256 1642

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	23	18	17	34	35	18	27	19	23
1:00 AM	0	0	0	0	0	0	0	0	0	14	13	18	22	31	16	21	22	22
2:00 AM	0	0	0	0	0	0	0	0	0	13	15	13	23	34	14	21	17	19
3:00 AM	0	0	0	0	0	0	0	0	0	12	10	23	28	26	17	25	12	19
4:00 AM	0	0	0	0	0	0	0	0	0	15	25	25	24	42	25	25	18	22
5:00 AM	0	0	0	0	0	0	0	0	0	23	38	36	34	53	37	38	19	29
6:00 AM	0	0	0	0	0	0	0	0	0	40	55	58	51	62	57	57	37	47
7:00 AM	0	0	0	0	0	0	0	0	0	44	82	82	76	105	82	57	57	57
8:00 AM	0	0	0	0	0	0	0	0	0	77	57	69	73	107	63	74	61	68
9:00 AM	0	0	0	0	0	0	0	0	0	69	58	55	71	83	57	130	90	110
10:00 AM	0	0	0	0	0	0	0	0	0	77	72	61	104	89	67	115	126	121
11:00 AM	0	0	0	0	0	0	0	0	0	88	66	77	249	115	72	109	164	137
12:00 PM	0	0	0	0	0	0	0	0	0	102	96	77	627	128	87	129	130	130
1:00 PM	0	0	0	0	0	0	0	0	0	115	85	110	625	127	98	107	133	120
2:00 PM	0	0	0	0	0	0	0	0	0	125	79	96	770	120	88	108	112	110
3:00 PM	0	0	0	0	0	0	0	0	0	116	79	106	811	138	93	106	110	108
4:00 PM	0	0	0	0	0	0	0	0	0	107	74	85	218	123	80	93	101	97
5:00 PM	0	0	0	0	0	0	0	0	0	68	69	67	86	101	68	83	155	119
6:00 PM	0	0	0	0	0	0	0	0	0	73	62	53	70	100	58	67	91	79
7:00 PM	0	0	0	0	0	0	0	0	0	59	47	55	52	72	51	46	62	54
8:00 PM	0	0	0	0	0	0	0	0	0	57	29	40	43	61	35	51	43	47
9:00 PM	0	0	0	0	0	0	0	0	0	31	27	35	44	46	31	46	46	46
10:00 PM	0	0	0	0	0	0	0	0	0	29	24	20	35	55	22	35	39	37
11:00 PM	0	0	0	0	0	0	0	0	0	17	21	32	26	43	27	27	23	25

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	84	90	632	1,545	2,039	2,709	1,590	334	52	6	0	1	0	0	9,082
Percent	36	1%	1%	7%	17%	22%	30%	18%	4%	1%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	3%	9%	11%	15%	9%	2%	0%	0%	0%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	То	otal
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	160	4,866	1,465	175	320	98	4	358	1,470	19	70	14	3	60	9,0	,082
Percent	36	2%	54%	16%	2%	4%	1%	0%	4%	16%	0%	1%	0%	0%	1%		
Average Percent		1%	27%	8%	1%	2%	1%	0%	2%	8%	0%	0%	0%	0%	0%		



| Division: N/A | County: | Dorchester | City: N/A | Con Road: | 1-95 SB On Ramp | Milepost: N/A | N/A | Con Road: | N/A

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694208

I-95 SB On Ramp from Charleston Hwy

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 HOLIPTE	RAFFIC VOLUI	AE CHIMANAD	v	
		24 - HOUK II	AFFIC VOLUI	VIE SUIVIIVIAK	1	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction	Average Weekend Direction Hourly Peak	Average Weekend Direction	Weekday Totel Both Directions	Weekend Totel Both Directions
			•	•		
12:00 AM	0	<b>18</b>	0	<b>23</b>	18	<b>23</b>
1:00 AM	0	<b>1</b> 6	0	<b>22</b>	<b>1</b> 6	<b>22</b>
2:00 AM	0	II 14	0	<b>1</b> 9	<b>1</b> 4	<b>1</b> 9
3:00 AM	0	<b>I</b> 17	0	<b>19</b>	<b>17</b>	<b>19</b>
4:00 AM	0	<b>25</b>	0	<b>22</b>	25	22
5:00 AM	0	37	0	<b>29</b>	37	<b>29</b>
6:00 AM	0	57	0	47	57	47
7:00 AM	0	82	0	57	82	57
8:00 AM	0	63	0	68	63	<b>6</b> 8
9:00 AM	0	57	0	110	57	110
10:00 AM	0	67	0	121	67	121
11:00 AM	0	72	0	137	72	137
12:00 PM	0	87	0	130	87	130
1:00 PM	0	98	0	120	98	120
2:00 PM	0	88	0	110	88	110
3:00 PM	0	93	0	108	93	108
4:00 PM	0	80	0	97	80	97
5:00 PM	0	68	0	119	68	119
6:00 PM	0	58	0	79	58	79
7:00 PM	0	51	0	54	51	54
8:00 PM	0	35	0	47	35	47
9:00 PM	0	31	0	46	31	46
10:00 PM	0	22	0	37	22	37
11:00 PM	0	<b>2</b> 7	0	25	13	25
TOTAL	0	1256	0	1642	1242	1642



			FHWA	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	0	0	0	0	0	0
IND	Percent	0	0	0	0	0	
SB	Total	6,491	597	1,847	87	60	13,278
30	Percent	49%	4%	14%	1%	0%	

## NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A 

Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No:

Start Time (24-hour clock):

DAD N ASSOCIATES LLC

15694209 I-95 NB On Ramp from Charleston Hwy N/A

WEEKDAY ADT: 1014 WEEKEND ADT: 933

Start Date:

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	10	20	14	7	14	14	12	8	10	0	0	0	0	0	0	0	0	0
1:00 AM	15	14	12	11	23	12	8	6	7	0	0	0	0	0	0	0	0	0
2:00 AM	7	9	9	22	22	13	17	10	14	0	0	0	0	0	0	0	0	0
3:00 AM	16	20	22	24	26	22	18	8	13	0	0	0	0	0	0	0	0	0
4:00 AM	34	32	38	44	30	38	28	5	17	0	0	0	0	0	0	0	0	0
5:00 AM	60	45	62	59	50	55	16	17	17	0	0	0	0	0	0	0	0	0
6:00 AM	63	53	63	70	66	62	50	22	36	0	0	0	0	0	0	0	0	0
7:00 AM	51	66	56	59	57	60	30	22	26	0	0	0	0	0	0	0	0	0
8:00 AM	47	60	39	78	58	59	46	34	40	0	0	0	0	0	0	0	0	0
9:00 AM	51	65	54	64	40	61	67	53	60	0	0	0	0	0	0	0	0	0
10:00 AM	36	52	64	52	76	56	49	61	55	0	0	0	0	0	0	0	0	0
11:00 AM	49	52	66	40	74	53	76	82	79	0	0	0	0	0	0	0	0	0
12:00 PM	88	66	65	64	75	65	62	81	72	0	0	0	0	0	0	0	0	0
1:00 PM	61	69	76	55	84	67	59	67	63	0	0	0	0	0	0	0	0	0
2:00 PM	85	82	61	53	74	65	61	65	63	0	0	0	0	0	0	0	0	0
3:00 PM	59	47	60	34	61	47	72	65	69	0	0	0	0	0	0	0	0	0
4:00 PM	81	65	58	68	87	64	43	74	59	0	0	0	0	0	0	0	0	0
5:00 PM	72	50	35	57	49	47	58	47	53	0	0	0	0	0	0	0	0	0
6:00 PM	62	48	28	44	36	40	38	75	57	0	0	0	0	0	0	0	0	0
7:00 PM	36	28	24	32	31	28	38	69	54	0	0	0	0	0	0	0	0	0
8:00 PM	33	31	26	33	24	30	32	31	32	0	0	0	0	0	0	0	0	0
9:00 PM	30	22	23	21	19	22	16	14	15	0	0	0	0	0	0	0	0	0
10:00 PM	13	9	16	17	21	14	16	17	17	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	19	26	15	19	10	10	10	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	62	88	211	700	1,408	1,448	1,722	1,106	281	56	14	0	1	0	7,097
Percent	IND	1%	1%	3%	10%	20%	20%	24%	16%	4%	1%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	1%	1%	5%	10%	10%	12%	8%	2%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	51	3,211	1,005	186	270	58	7	254	1,840	24	85	18	16	72	7,097
Percent	] ND	1%	45%	14%	3%	4%	1%	0%	4%	26%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	23%	7%	1%	2%	0%	0%	2%	13%	0%	1%	0%	0%	1%	



| Division: N/A | County: | Dorchester | City: N/A | On Road: | I-95 NB On Ramp | Milepost: N/A | N/A | Constant | N/A | Cons

Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No:

Start Date:

DAD N ASSOCIATES LLC

15694209

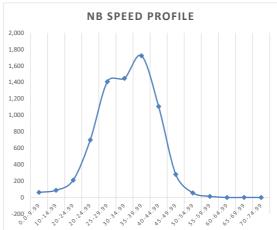
I-95 NB On Ramp from Charleston Hwy N/A

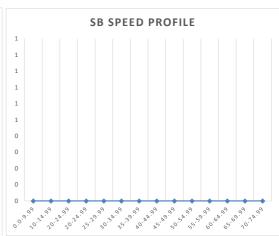
3

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	<b>14</b>	0	<b>10</b>	0	<b>14</b>	<b>1</b> 0
1:00 AM	<b>12</b>	0	<b>I</b> 7	0	12	7
2:00 AM	<b>13</b>	0	<b>1</b> 4	0	13	<b>1</b> 4
3:00 AM	22	0	<b>13</b>	0	22	13
4:00 AM	38	0	<b>17</b>	0	38	<b>17</b>
5:00 AM	55	0	<b>17</b>	0	55	<b>17</b>
6:00 AM	62	0	36	0	62	36
7:00 AM	60	0	26	0	60	26
8:00 AM	59	0	40	0	59	40
9:00 AM	61	0	60	0	61	60
10:00 AM	56	0	55	0	56	55
11:00 AM	53	0	79	0	53	79
12:00 PM	65	0	72	0	65	72
1:00 PM	67	0	63	0	67	63
2:00 PM	65	0	63	0	65	63
3:00 PM	47	0	69	0	47	69
4:00 PM	64	0	59	0	64	59
5:00 PM	47	0	53	0	47	53
6:00 PM	40	0	57	0	40	57
7:00 PM	28	0	54	0	28	54
8:00 PM	30	0	32	0	30	32
9:00 PM	22	0	<b>15</b>	0	22	<b>1</b> 5
10:00 PM	<b>1</b> 4	0	<b>17</b>	0	<b>1</b> 4	<b>17</b>
11:00 PM	<b>1</b> 9	0	10	0	10	<b>1</b> 0
TOTAL	1014	0	933	0	1004	933





			FHWA	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	4,267	521	2,118	119	72	7,097
ND	Percent	60%	7%	30%	2%	1%	
SB	Total	0	0	0	0	0	0
36	Percent	0	0	0	0	0	

NOTE



Division: N/A 

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

1095

1450

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694210 I-95 NB Exit Ramp to Charleston Hwy N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	8	25	14	21	19	20	12	12	12	0	0	0	0	0	0	0	0	0
1:00 AM	9	18	8	11	14	13	9	16	13	0	0	0	0	0	0	0	0	0
2:00 AM	5	17	12	19	14	15	15	11	13	0	0	0	0	0	0	0	0	0
3:00 AM	13	14	22	11	17	18	12	2	7	0	0	0	0	0	0	0	0	0
4:00 AM	24	21	26	33	18	24	10	8	9	0	0	0	0	0	0	0	0	0
5:00 AM	30	25	37	33	37	31	12	14	13	0	0	0	0	0	0	0	0	0
6:00 AM	36	31	45	50	46	38	28	10	19	0	0	0	0	0	0	0	0	0
7:00 AM	33	43	40	41	49	42	39	30	35	0	0	0	0	0	0	0	0	0
8:00 AM	49	42	25	50	53	34	41	34	38	0	0	0	0	0	0	0	0	0
9:00 AM	55	52	63	98	68	58	61	62	62	0	0	0	0	0	0	0	0	0
10:00 AM	45	61	64	367	74	63	80	75	78	0	0	0	0	0	0	0	0	0
11:00 AM	65	68	78	374	92	73	76	75	76	0	0	0	0	0	0	0	0	0
12:00 PM	111	101	86	317	95	94	62	92	77	0	0	0	0	0	0	0	0	0
1:00 PM	90	68	80	328	79	74	68	83	76	0	0	0	0	0	0	0	0	0
2:00 PM	86	70	76	286	80	73	64	81	73	0	0	0	0	0	0	0	0	0
3:00 PM	60	76	78	191	85	77	55	80	68	0	0	0	0	0	0	0	0	0
4:00 PM	99	88	62	317	82	75	64	291	178	0	0	0	0	0	0	0	0	0
5:00 PM	277	69	58	50	80	64	58	234	146	0	0	0	0	0	0	0	0	0
6:00 PM	195	64	47	40	48	56	58	296	177	0	0	0	0	0	0	0	0	0
7:00 PM	113	50	28	41	43	39	59	277	168	0	0	0	0	0	0	0	0	0
8:00 PM	71	47	28	35	34	38	34	94	64	0	0	0	0	0	0	0	0	0
9:00 PM	66	29	34	29	22	32	16	22	19	0	0	0	0	0	0	0	0	0
10:00 PM	24	18	31	26	27	25	30	20	25	0	0	0	0	0	0	0	0	0
11:00 PM	0	27	23	24	27	25	13	5	9	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	76	21	46	153	333	592	936	1,176	1,497	1,626	981	350	69	16	7,872
Percent	IND	1%	0%	1%	2%	4%	8%	12%	15%	19%	21%	12%	4%	1%	0%	
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	1%	2%	4%	6%	7%	10%	10%	6%	2%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	49	3,984	1,286	137	342	73	3	283	1,521	22	74	18	7	75	7,874
Percent		1%	51%	16%	2%	4%	1%	0%	4%	19%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	25%	8%	1%	2%	0%	0%	2%	10%	0%	0%	0%	0%	0%	



Milepost: N/A

 Division:
 N/A

 County:
 Dorchester

 City:
 N/A

 On Road:
 1-95 NB Exit Ramp

Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694210

I-95 NB Exit Ramp to Charleston Hwy

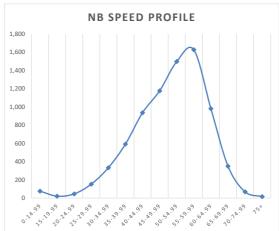
N/A

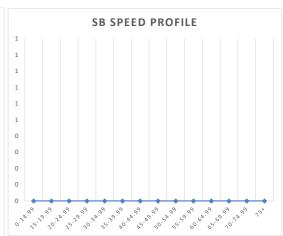
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	1	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	■ 20	0	12	0	20	12
1:00 AM		0	13	0	13	13
2:00 AM	_	0	13	0	D 15	13
3:00 AM	II 18	0	7	0	18	7
4:00 AM	<b>2</b> 4	0	9	0	<b>2</b> 4	9
5:00 AM	<b>31</b>	0	13	0	<b>31</b>	13
6:00 AM	<b>38</b>	0	19	0	38	19
7:00 AM	<b>42</b>	0	<b>35</b>	0	42	35
8:00 AM	<b>3</b> 4	0	<b>38</b>	0	34	38
9:00 AM	58	0	62	0	58	62
10:00 AM	63	0	78	0	63	78
11:00 AM	73	0	76	0	73	76
12:00 PM	94	0	77	0	94	77
1:00 PM	74	0	76	0	74	76
2:00 PM	73	0	73	0	73	73
3:00 PM	77	0	68	0	77	68
4:00 PM	75	0	178	0	75	178
5:00 PM	64	0	146	0	64	146
6:00 PM	<b>5</b> 6	0	177	0	<b>56</b>	177
7:00 PM	<b>3</b> 9	0	168	0	39	168
8:00 PM	<b>38</b>	0	64	0	38	64
9:00 PM	<b>32</b>	0	19	0	32	19
10:00 PM	<b>25</b>	0	<b>25</b>	0	<b>25</b>	<b>25</b>
11:00 PM	<b>2</b> 5	0	9	0	13	9
TOTAL	1095	0	1450	0	1082	1450





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	5,319	555	1,826	99	75	10,665
IND	Percent	50%	5%	17%	1%	1%	
SB	Total	0	0	0	0	0	0
36	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

## NOTE

3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 Reduced to one lane in each direction.



Speed Limit: N/A
Advisory Speed: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

Start Time (24-hour clock):

DAD N ASSOCIATES LLC
15694211
I-26 NB Exit Ramp to Vance Rd
N/A

WEEKDAY ADT: WEEKEND ADT:

Start Date:

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	3	7	4	3	6	5	7	8	8	0	0	0	0	0	0	0	0	0
1:00 AM	0	4	5	4	4	4	5	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	6	6	7	2	6	5	8	2	5	0	0	0	0	0	0	0	0	0
3:00 AM	8	5	10	8	5	8	5	5	5	0	0	0	0	0	0	0	0	0
4:00 AM	13	5	16	12	9	11	5	5	5	0	0	0	0	0	0	0	0	0
5:00 AM	13	11	15	23	17	16	17	6	12	0	0	0	0	0	0	0	0	0
6:00 AM	26	21	28	37	27	29	21	14	18	0	0	0	0	0	0	0	0	0
7:00 AM	38	27	36	54	39	39	31	21	26	0	0	0	0	0	0	0	0	0
8:00 AM	39	46	37	56	59	46	45	33	39	0	0	0	0	0	0	0	0	0
9:00 AM	32	37	44	39	46	40	47	38	43	0	0	0	0	0	0	0	0	0
10:00 AM	59	49	46	67	56	54	61	59	60	0	0	0	0	0	0	0	0	0
11:00 AM	74	65	44	68	56	59	65	63	64	0	0	0	0	0	0	0	0	0
12:00 PM	59	36	46	79	49	54	52	72	62	0	0	0	0	0	0	0	0	0
1:00 PM	67	55	55	73	68	61	38	61	50	0	0	0	0	0	0	0	0	0
2:00 PM	37	47	51	81	68	60	51	52	52	0	0	0	0	0	0	0	0	0
3:00 PM	57	62	57	57	78	59	36	105	71	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	59	53	58	60	41	473	257	0	0	0	0	0	0	0	0	0
5:00 PM	45	61	41	45	52	49	36	181	109	0	0	0	0	0	0	0	0	0
6:00 PM	27	42	19	34	28	32	31	30	31	0	0	0	0	0	0	0	0	0
7:00 PM	16	27	18	28	26	24	26	21	24	0	0	0	0	0	0	0	0	0
8:00 PM	10	19	12	31	28	21	12	21	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	12	10	11	11	11	19	16	18	0	0	0	0	0	0	0	0	0
10:00 PM	10	7	10	15	9	11	9	13	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	5	6	8	9	6	4	8	6	0	0	0	0	0	0	0	0	0

763

993

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	84	35	96	129	328	800	1,526	1,766	887	150	12	3	0	0	5,816
Percent	] IND	1%	1%	2%	2%	6%	14%	26%	30%	15%	3%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	3%	7%	13%	15%	8%	1%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	48	3,465	1,076	40	237	200	8	119	504	10	28	7	3	71	5,816
Percent	ND	1%	60%	19%	1%	4%	3%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	0%	2%	2%	0%	1%	4%	0%	0%	0%	0%	1%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

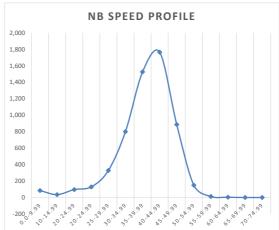
Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694211
I-26 NB Exit Ramp to Vance Rd
N/A

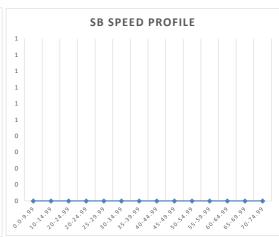
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUM	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	5	0	8	0	5	8
1:00 AM	4	0	6	0	4	6
2:00 AM	5	0	5	0	5	5
3:00 AM	8	0	5	0	8	5
4:00 AM	11	0	5	0	11	5
5:00 AM	16	0	12	0	16	12
6:00 AM	<b>2</b> 9	0	18	0	29	18
7:00 AM	<b>3</b> 9	0	<b>2</b> 6	0	39	26
8:00 AM	<b>46</b>	0	<b>3</b> 9	0	<b>46</b>	<b>3</b> 9
9:00 AM	<b>40</b>	0	<b>43</b>	0	<b>4</b> 0	43
10:00 AM	<b>54</b>	0	<b>60</b>	0	<b>5</b> 4	<b>60</b>
11:00 AM	<b>5</b> 9	0	<b>64</b>	0	<b>59</b>	<b>6</b> 4
12:00 PM	<b>54</b>	0	<b>62</b>	0	<b>5</b> 4	<b>62</b>
1:00 PM	<b>61</b>	0	<b>50</b>	0	<b>61</b>	50
2:00 PM	<b>60</b>	0	<b>52</b>	0	60	<b>52</b>
3:00 PM	59	0	71	0	59	71
4:00 PM	<b>60</b>	0	257	0	60	257
5:00 PM	<b>49</b>	0	109	0	49	109
6:00 PM	32	0	31	0	32	31
7:00 PM	<b>1</b> 24	0	24	0	24	24
8:00 PM	21	0	17	0	21	17
9:00 PM	11	0	18	0	11	18
10:00 PM	<b>11</b>	b	11	b	11	11
11:00 PM	<b>1</b> 6	0	6	0	3	6
TOTAL	763	0	993	0	760	993





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	4,589	485	633	38	71	5,816
IND	Percent	79%	8%	11%	1%	1%	
SB	Total	0	0	0	0	0	0
36	Percent	0	0	0	0	0	

NOTE



County: Dorchester
City: N/A
On Road: 1-26 SB Exit Ramp
Milepost: N/A

Speed Limit: N/A Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A

362

Contractor: Count Number: Location: 368

RR Crossing No:

DAD N ASSOCIATES LLC

15694212 I-26 SB Exit Ramp to Vance Rd N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	6	3	8	1	5	5	5	5
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	1	3	3	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	2	2	2	6	1	2	6	4	5
3:00 AM	0	0	0	0	0	0	0	0	0	3	2	3	5	6	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	7	10	7	7	7	9	2	5	4
5:00 AM	0	0	0	0	0	0	0	0	0	16	10	7	11	8	9	11	5	8
6:00 AM	0	0	0	0	0	0	0	0	0	9	18	15	13	8	17	4	5	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	21	23	32	13	22	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	11	25	13	19	21	19	22	10	16
9:00 AM	0	0	0	0	0	0	0	0	0	23	27	28	25	26	28	33	22	28
10:00 AM	0	0	0	0	0	0	0	0	0	22	28	22	22	31	25	30	21	26
11:00 AM	0	0	0	0	0	0	0	0	0	39	16	19	113	38	18	22	22	22
12:00 PM	0	0	0	0	0	0	0	0	0	27	26	26	69	28	26	32	28	30
1:00 PM	0	0	0	0	0	0	0	0	0	25	21	30	25	29	26	27	22	25
2:00 PM	0	0	0	0	0	0	0	0	0	30	27	23	119	47	25	26	30	28
3:00 PM	0	0	0	0	0	0	0	0	0	15	19	25	230	34	22	30	34	32
4:00 PM	0	0	0	0	0	0	0	0	0	34	27	28	31	37	28	30	22	26
5:00 PM	0	0	0	0	0	0	0	0	0	23	29	23	26	34	26	18	34	26
6:00 PM	0	0	0	0	0	0	0	0	0	18	20	20	18	19	20	18	22	20
7:00 PM	0	0	0	0	0	0	0	0	0	16	16	14	11	15	15	14	18	16
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	12	11	7	5	10	8
9:00 PM	0	0	0	0	0	0	0	0	0	8	1	5	7	17	3	9	10	10
10:00 PM	0	0	0	0	0	0	0	0	0	4	11	7	11	11	9	7	6	7
11:00 PM	0	0	0	0	0	0	0	0	0	6	5	6	9	12	6	12	3	8

								SPEED								
	DIRECTION	1.1-15.99	16.0-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	1.1-15.99	16.0-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	103	45	68	124	253	427	669	709	494	169	44	14	4	0	3,123
Percent	] <sup>36</sup>	3%	1%	2%	4%	8%	14%	21%	23%	16%	5%	1%	0%	0%	0%	
Average Percent		2%	1%	1%	2%	4%	7%	11%	11%	8%	3%	1%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	30	1,605	595	29	180	37	1	108	406	12	52	11	1	56	3,123
Percent	36	1%	51%	19%	1%	6%	1%	0%	3%	13%	0%	2%	0%	0%	2%	
Average Percent		0%	26%	10%	0%	3%	1%	0%	2%	7%	0%	1%	0%	0%	1%	



Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694212

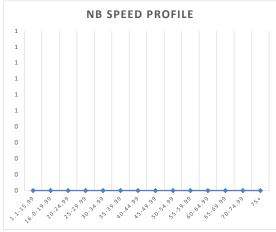
I-26 SB Exit Ramp to Vance Rd N/A

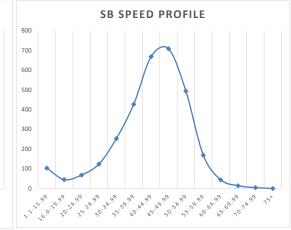
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	þ	<b>5</b>	Ó	<b>■</b> 5	<b>5</b>	<b>5</b>
1:00 AM	0	<b>1</b> 3	0	<b>■</b> 6	3	<b>6</b>
2:00 AM	ø	2	ø	<b>5</b>	2	<b>5</b>
3:00 AM	þ	<b>3</b>	ø	2	3	2
4:00 AM	þ	9	ø	<b>a</b> 4	9	4
5:00 AM	ø	9	6	<b>8</b>	9	8
6:00 AM	ę.	17	Ó	<u> </u>	17	<b>5</b>
7:00 AM	0	22	Ó	<b>a</b> 4	22	4
8:00 AM	•	19	•	16	19	16
9:00 AM	ø	28	ø	28	28	28
10:00 AM	ø	25	ø	26	25	26
11:00 AM	þ	18	ø	22	18	22
12:00 PM	ø	26	ø	30	26	30
1:00 PM	ø	26	Ó	25	26	25
2:00 PM	0	25	ó	28	25	28
3:00 PM	0	22	0	32	22	32
4:00 PM	ø	28	ø	26	28	26
5:00 PM	0	26	0	26	26	26
6:00 PM	0	20	0	20	20	20
7:00 PM	0	15	6	16	15	16
8:00 PM	0	7	0	<b>8</b>	<b>7</b>	8
9:00 PM	0	<b>1</b> 3	0	<b>10</b>	3	10
10:00 PM	0	9	0	7	9	7
11:00 PM	6	<b>6</b>	6	8	3	8
TOTAL	0	368	0	362	365	362





			FHWA	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
IND	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
SB	Total	2,230	247	526	64	56	3,123
36	Percent	71%	8%	17%	2%	2%	

## NOTE

3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.



Division: N/A
County: Dorchester
City: N/A
On Road: I-26 SB On Ramp
Milepost: N/A

Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694213 I-26 SB On Ramp from Vance Rd N/A

WEEKDAY ADT: 659 WEEKEND ADT: 593

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	4	6	1	7	3	4	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0	4	4	3	4	5	4	3	10	7
2:00 AM	0	0	0	0	0	0	0	0	0	2	5	2	7	0	4	10	1	6
3:00 AM	0	0	0	0	0	0	0	0	0	3	9	7	8	9	8	6	6	6
4:00 AM	0	0	0	0	0	0	0	0	0	13	22	27	28	24	25	4	7	6
5:00 AM	0	0	0	0	0	0	0	0	0	40	46	43	37	34	45	19	16	18
6:00 AM	0	0	0	0	0	0	0	0	0	34	61	47	59	52	54	18	6	12
7:00 AM	0	0	0	0	0	0	0	0	0	58	44	47	58	45	46	17	7	12
8:00 AM	0	0	0	0	0	0	0	0	0	42	49	48	63	47	49	27	11	19
9:00 AM	0	0	0	0	0	0	0	0	0	37	43	39	46	52	41	31	25	28
10:00 AM	0	0	0	0	0	0	0	0	0	54	47	38	50	37	43	41	31	36
11:00 AM	0	0	0	0	0	0	0	0	0	49	43	44	53	61	44	35	29	32
12:00 PM	0	0	0	0	0	0	0	0	0	40	50	41	119	51	46	50	39	45
1:00 PM	0	0	0	0	0	0	0	0	0	43	41	41	794	54	41	54	38	46
2:00 PM	0	0	0	0	0	0	0	0	0	42	37	39	405	50	38	58	37	48
3:00 PM	0	0	0	0	0	0	0	0	0	48	34	37	134	56	36	36	43	40
4:00 PM	0	0	0	0	0	0	0	0	0	51	43	31	82	62	37	40	50	45
5:00 PM	0	0	0	0	0	0	0	0	0	24	37	31	32	53	34	46	91	69
6:00 PM	0	0	0	0	0	0	0	0	0	30	21	23	36	31	22	32	49	41
7:00 PM	0	0	0	0	0	0	0	0	0	14	8	17	17	26	13	24	35	30
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	10	18	19	8	11	13	12
9:00 PM	0	0	0	0	0	0	0	0	0	8	9	10	10	23	10	20	21	21
10:00 PM	0	0	0	0	0	0	0	0	0	10	9	9	17	12	9	13	5	9
11:00 PM	0	0	0	0	0	0	0	0	0	5	5	5	12	10	5	6	4	5

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	112	45	52	128	471	1,053	1,633	455	34	3	0	0	0	0	3,986
Percent	<b>ЭВ</b>	3%	1%	1%	3%	12%	26%	41%	11%	1%	0%	0%	0%	0%	0%	
Average Percent		1%	1%	1%	2%	6%	13%	20%	6%	0%	0%	0%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Tot	tal
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	54	2,287	687	50	126	65	2	96	476	18	34	7	3	77	3,9	982
Percent	36	1%	57%	17%	1%	3%	2%	0%	2%	12%	0%	1%	0%	0%	2%		
Average Percent		1%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	1%		



| Division: N/A | County: | Dorchester | City: N/A | | -26 SB On Ramp | Milepost: N/A | N/A | Constant | Constant | N/A | Constant | Constan

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694213 I-26 SB On Ramp from Vance Rd

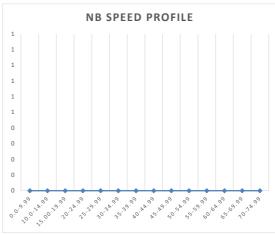
N/A

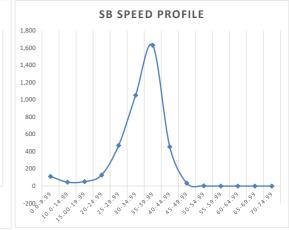
Start Date:

Start Time (24-hour clock):

3/1/22	
0:00	

		24 110115 71		45 6119 49 4 4 8		
		24 - HOUR II	RAFFIC VOLUI	VIE SUIVIIVIAR	r	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	4	0	5	4	<b>5</b>
1:00 AM	0	4	0	1 7	4	<b>7</b>
2:00 AM	0	4	0	6	4	<b>6</b>
3:00 AM	0	<b>8</b>	0	<b>6</b>	8	<b>6</b>
4:00 AM	0	25	0	<b>6</b>	25	<b>6</b>
5:00 AM	0	45	0	<b>18</b>	45	18
6:00 AM	0	54	0	<b>12</b>	54	12
7:00 AM	0	46	0	<b>12</b>	46	12
8:00 AM	0	49	0	<b>19</b>	49	<b>19</b>
9:00 AM	0	41	0	28	41	28
10:00 AM	0	43	0	36	43	<b>3</b> 6
11:00 AM	0	44	0	32	44	32
12:00 PM	0	46	0	45	46	45
1:00 PM	0	41	0	46	41	46
2:00 PM	0	38	0	48	38	48
3:00 PM	0	36	0	40	36	40
4:00 PM	0	37	0	45	37	45
5:00 PM	0	34	0	69	34	69
6:00 PM	0	22	0	41	22	41
7:00 PM	0	<b>13</b>	0	30	13	30
8:00 PM	0	<b>8</b>	0	<b>12</b>	8	<b>12</b>
9:00 PM	0	10	0	21	10	21
10:00 PM	0	<b>1</b> 9	0	<b>9</b>	9	<b>9</b>
11:00 PM	0	5	0	5	3	5
TOTAL	0	659	0	593	657	593





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
I ND	Percent	0	0	0	0	0	
SB	Total	3,028	243	590	44	77	6,078
36	Percent	50%	4%	10%	1%	1%	

## NOTE

3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.



Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694214 I-26 NB On Ramp from Vance Rd N/A

WEEKDAY ADT: 388 WEEKEND ADT: 504

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	4	5	2	3	5	8	3	6	0	0	0	0	0	0	0	0	0
1:00 AM	2	4	7	1	1	6	4	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	2	2	2	2	10	2	6	3	5	0	0	0	0	0	0	0	0	0
3:00 AM	11	1	7	8	3	4	9	5	7	0	0	0	0	0	0	0	0	0
4:00 AM	8	5	7	10	12	6	4	7	6	0	0	0	0	0	0	0	0	0
5:00 AM	12	8	23	14	15	16	5	4	5	0	0	0	0	0	0	0	0	0
6:00 AM	26	15	18	24	23	17	13	4	9	0	0	0	0	0	0	0	0	0
7:00 AM	23	18	25	21	24	22	13	17	15	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	23	34	41	25	21	27	24	0	0	0	0	0	0	0	0	0
9:00 AM	21	19	22	22	20	21	29	28	29	0	0	0	0	0	0	0	0	0
10:00 AM	37	45	27	35	40	36	33	43	38	0	0	0	0	0	0	0	0	0
11:00 AM	47	35	20	35	40	28	32	41	37	0	0	0	0	0	0	0	0	0
12:00 PM	26	34	24	46	28	29	39	60	50	0	0	0	0	0	0	0	0	0
1:00 PM	38	27	24	53	35	26	33	58	46	0	0	0	0	0	0	0	0	0
2:00 PM	27	24	31	58	34	28	42	53	48	0	0	0	0	0	0	0	0	0
3:00 PM	20	26	23	25	40	25	26	59	43	0	0	0	0	0	0	0	0	0
4:00 PM	36	30	28	27	36	29	34	36	35	0	0	0	0	0	0	0	0	0
5:00 PM	24	26	17	18	38	22	24	20	22	0	0	0	0	0	0	0	0	0
6:00 PM	19	16	10	27	14	13	19	35	27	0	0	0	0	0	0	0	0	0
7:00 PM	6	9	10	17	15	10	11	15	13	0	0	0	0	0	0	0	0	0
8:00 PM	14	11	5	16	24	8	14	16	15	0	0	0	0	0	0	0	0	0
9:00 PM	6	6	9	11	11	8	8	13	11	0	0	0	0	0	0	0	0	0
10:00 PM	14	3	7	10	4	5	6	11	9	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	2	3	6	4	7	2	5	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	159	23	36	68	245	518	927	631	129	11	4	1	1	0	2,753
Percent	IND	6%	1%	1%	2%	9%	19%	34%	23%	5%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	0%	1%	1%	4%	9%	17%	11%	2%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	22	1,542	540	45	148	36	1	56	193	7	23	7	1	134	2,755
Percent	ND	1%	56%	20%	2%	5%	1%	0%	2%	7%	0%	1%	0%	0%	5%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	10%	1%	3%	1%	0%	1%	4%	0%	0%	0%	0%	2%	



| Division: N/A | County: | Dorchester | City: N/A | -26 NB On Ramp | Milepost: N/A | N/A | Constant | Constant | N/A | Constant |

Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694214

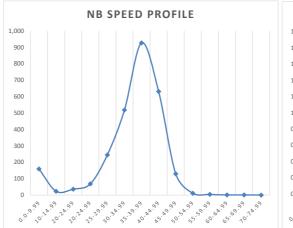
I-26 NB On Ramp from Vance Rd N/A

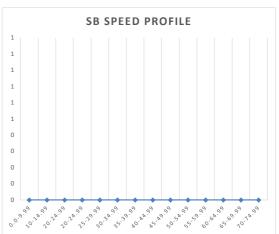
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	1	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	<b>□</b> 5	0	<b>■</b> 6	0	<b>5</b>	<b>■</b> 6
1:00 AM	<b>■</b> 6	0	<b>1</b> 6	0	<b>6</b>	<b>■</b> 6
2:00 AM	2	0	<b>I</b> 5	0	2	5
3:00 AM	4	0	<b>7</b>	0	<b>1</b> 4	<b>7</b>
4:00 AM	<b>■</b> 6	0	<b>1</b> 6	0	<b>6</b>	<b>6</b>
5:00 AM	<b>1</b> 6	0	<u> </u>	0	<b>1</b> 6	5
6:00 AM	<b>17</b>	0	<b>9</b>	0	17	9
7:00 AM	22	0	<b>15</b>	0	22	15
8:00 AM	<b>2</b> 5	0	24	0	<b>2</b> 5	24
9:00 AM	21	0	29	0	21	29
10:00 AM	36	0	38	0	36	38
11:00 AM	28	0	37	0	28	37
12:00 PM	29	0	50	0	29	50
1:00 PM	26	0	46	0	<b>2</b> 6	46
2:00 PM	28	0	48	0	28	48
3:00 PM	25	0	43	0	<b>2</b> 5	43
4:00 PM	29	0	35	0	29	35
5:00 PM	22	0	22	0	22	22
6:00 PM	<b>13</b>	0	27	0	13	27
7:00 PM	<b>10</b>	0	13	0	10	13
8:00 PM	■ 8	0	<b>15</b>	0	8	15
9:00 PM	■ 8	0	<b>11</b>	0	8	<b>1</b> 1
10:00 PM	I 5	0	<b>9</b>	0	5	9
11:00 PM	<b>1</b> 4	0	<b>1</b> 5	0	2	<b>I</b> 5
TOTAL	388	0	504	0	386	504





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	2,104	230	256	31	134	2,755
IND	Percent	76%	8%	9%	1%	5%	
SB	Total	0	0	0	0	0	0
36	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NOTE



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

168

164

Contractor: Count Number: Location:

RR Crossing No:

DAD N ASSOCIATES LLC 15694215 I-95 SB Exit Ramp to Old State Rd

N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	4	2	0	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	4	0	1	1	5	3
2:00 AM	0	0	0	0	0	0	0	0	0	4	0	1	1	2	1	4	3	4
3:00 AM	0	0	0	0	0	0	0	0	0	1	2	6	3	1	4	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	4	5	3	3	1	2
5:00 AM	0	0	0	0	0	0	0	0	0	5	5	3	6	1	4	1	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	3	4	5	8	13	5	7	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	2	13	6	6	9	10	9	3	6
8:00 AM	0	0	0	0	0	0	0	0	0	12	8	11	18	6	10	9	5	7
9:00 AM	0	0	0	0	0	0	0	0	0	10	9	16	9	9	13	11	1	6
10:00 AM	0	0	0	0	0	0	0	0	0	13	14	3	13	5	9	9	6	8
11:00 AM	0	0	0	0	0	0	0	0	0	15	8	18	69	14	13	8	14	11
12:00 PM	0	0	0	0	0	0	0	0	0	15	14	12	232	7	13	15	6	11
1:00 PM	0	0	0	0	0	0	0	0	0	13	6	12	330	19	9	12	13	13
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	17	366	16	14	11	4	8
3:00 PM	0	0	0	0	0	0	0	0	0	10	13	9	259	16	11	11	14	13
4:00 PM	0	0	0	0	0	0	0	0	0	16	10	9	48	8	10	5	16	11
5:00 PM	0	0	0	0	0	0	0	0	0	1	10	12	11	13	11	11	19	15
6:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	4	14	11	9	13	11
7:00 PM	0	0	0	0	0	0	0	0	0	13	3	6	7	6	5	10	12	11
8:00 PM	0	0	0	0	0	0	0	0	0	1	7	8	3	8	8	5	7	6
9:00 PM	0	0	0	0	0	0	0	0	0	3	1	4	7	2	3	6	5	6
10:00 PM	0	0	0	0	0	0	0	0	0	2	2	3	5	4	3	6	2	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	1	3	1	3	2	6	1	4

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	10	11	21	54	123	239	276	183	69	13	3	1	0	0	1,003
Percent	] <sup>36</sup> [	1%	1%	2%	5%	12%	24%	28%	18%	7%	1%	0%	0%	0%	0%	
Average Percent		0%	1%	1%	3%	6%	12%	14%	9%	3%	1%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	23	447	238	4	60	28	0	30	164	3	1	0	0	5	1,003
Percent	36	2%	45%	24%	0%	6%	3%	0%	3%	16%	0%	0%	0%	0%	0%	
Average Percent		1%	22%	12%	0%	3%	1%	0%	1%	8%	0%	0%	0%	0%	0%	



| Division: N/A | County: | Dorchester | City: N/A | | N/A | Con Road: | 1-95 SB Exit Ramp | Milepost: N/A | N/A | Con Road: | N/A | Con R

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694215

I-95 SB Exit Ramp to Old State Rd

N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TE	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	0	0	<b>3</b>	0	3
1:00 AM	0	1	0	<b>3</b>	1	3
2:00 AM	0	1	0	<b>4</b>	1	<b>4</b>
3:00 AM	0	4	0	0	4	0
4:00 AM	0	<b>3</b>	0	2	3	2
5:00 AM	0	<b>4</b>	0	1	4	1
6:00 AM	0	<u> </u>	0	<u> </u>	5	5
7:00 AM	0	10	0	6	10	6
8:00 AM	0	10	0	7	10	7
9:00 AM	0	13	0	6	13	6
10:00 AM	0	9	0	8	9	8
11:00 AM	0	13	0	11	13	11
12:00 PM	0	13	0	11	13	11
1:00 PM	0	9	0	13	9	13
2:00 PM	0	14	0	8	14	8
3:00 PM	0	11	0	13	11	13
4:00 PM	0	10	0	11	10	11
5:00 PM	0	11	0	15	11	15
6:00 PM	0	11	0	11	- 11	11
7:00 PM	0	<b>5</b>	0	11	5	11
8:00 PM	0	8	0	<b>6</b>	8	6
9:00 PM	0	<b>3</b>	0	<b>6</b>	3	6
10:00 PM	0	<b>3</b>	0	<b>4</b>	3	4
11:00 PM	0	2	0	<b>4</b>	1	4
TOTAL	0	168	0	164	167	164



			CLASSES			
	PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
otal	0	0	0	0	0	0
ercent	0	0	0	0	0	
otal	708	92	197	1	5	1,521
ercent	47%	6%	13%	0%	0%	
e	rcent	tal 0 rcent 0 tal 708	tal 0 0 0 rcent 0 0 tal 708 92	tal 0 0 0 0 rcent 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	tal 0 0 0 0 0 creent 0 0 0 0 0 tal 708 92 197 1	tal 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#### NOTE

3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction. Speed information removed as well.



Division: N/A Milepost: N/A

N/A Advisory Speed: N/A 560 WEEKDAY ADT: WEEKEND ADT: 975

Speed Limit:

Contractor: DAD N ASSOCIATES LLC Count Number: 15694216 Location: I-95 NB Exit Ramp to Old State Rd N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	12	3	4	7	6	6	8	7	0	0	0	0	0	0	0	0	0
1:00 AM	2	6	0	2	3	3	2	3	3	0	0	0	0	0	0	0	0	0
2:00 AM	6	8	6	5	5	6	9	4	7	0	0	0	0	0	0	0	0	0
3:00 AM	10	5	8	5	4	6	6	6	6	0	0	0	0	0	0	0	0	0
4:00 AM	10	9	8	13	13	10	5	6	6	0	0	0	0	0	0	0	0	0
5:00 AM	22	10	21	25	20	19	15	9	12	0	0	0	0	0	0	0	0	0
6:00 AM	19	22	24	19	21	22	19	17	18	0	0	0	0	0	0	0	0	0
7:00 AM	19	24	23	29	42	25	21	15	18	0	0	0	0	0	0	0	0	0
8:00 AM	35	29	36	33	37	33	44	38	41	0	0	0	0	0	0	0	0	0
9:00 AM	40	38	27	30	46	32	52	35	44	0	0	0	0	0	0	0	0	0
10:00 AM	43	34	26	22	43	27	43	41	42	0	0	0	0	0	0	0	0	0
11:00 AM	35	32	38	27	46	32	34	44	39	0	0	0	0	0	0	0	0	0
12:00 PM	42	37	41	23	56	34	53	45	49	0	0	0	0	0	0	0	0	0
1:00 PM	56	40	36	35	65	37	54	40	47	0	0	0	0	0	0	0	0	0
2:00 PM	53	30	41	36	61	36	52	47	50	0	0	0	0	0	0	0	0	0
3:00 PM	59	49	66	57	64	57	43	79	61	0	0	0	0	0	0	0	0	0
4:00 PM	58	41	54	37	71	44	51	546	299	0	0	0	0	0	0	0	0	0
5:00 PM	28	59	31	39	51	43	37	242	140	0	0	0	0	0	0	0	0	0
6:00 PM	32	33	17	25	32	25	17	28	23	0	0	0	0	0	0	0	0	0
7:00 PM	17	37	12	15	29	21	18	18	18	0	0	0	0	0	0	0	0	0
8:00 PM	7	17	14	20	17	17	18	15	17	0	0	0	0	0	0	0	0	0
9:00 PM	10	15	6	13	22	11	14	14	14	0	0	0	0	0	0	0	0	0
10:00 PM	13	8	6	10	24	8	10	11	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	4	7	10	6	8	7	8	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	93	33	33	40	56	71	187	413	788	1,258	1,196	618	203	39	5,028
Percent	IND	2%	1%	1%	1%	1%	1%	4%	8%	16%	25%	24%	12%	4%	1%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	0%	0%	1%	1%	2%	4%	8%	12%	12%	6%	2%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	23	2,993	1,054	65	255	40	5	161	362	5	4	1	2	74	5,044
Percent	l IND	0%	59%	21%	1%	5%	1%	0%	3%	7%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%	



Speed Limit: N/A
Advisory Speed: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC 15694216

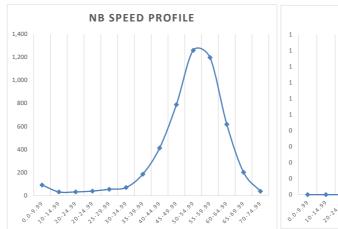
I-95 NB Exit Ramp to Old State Rd N/A

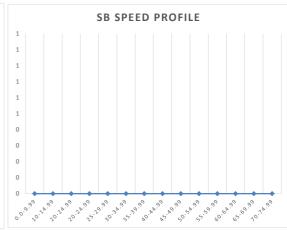
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TE	RAFFIC VOLUM	ME SUMMAR	<u>,                                      </u>	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM		0	7	0	6	7
1:00 AM		0	3	0	3	3
2:00 AM		0	7	0	6	7
3:00 AM	6	0	6	0	∮ 6	6
4:00 AM	10	0	6	0	10	6
5:00 AM	19	0	12	0	19	12
6:00 AM	22	0	I 18	0	22	18
7:00 AM	25	0	18	0	25	18
8:00 AM		0	41	0	33	<b>41</b>
9:00 AM	<b>32</b>	0	<b>4</b> 4	0	32	<b>4</b> 4
10:00 AM		0	<b>42</b>	0	27	42
11:00 AM	32	0	<b>3</b> 9	0	32	39
12:00 PM	<b>3</b> 4	0	<b>49</b>	0	34	<b>49</b>
1:00 PM	<b>37</b>	0	<b>47</b>	0	37	<b>4</b> 7
2:00 PM	<b>3</b> 6	0	<b>50</b>	0	<b>3</b> 6	<b>50</b>
3:00 PM	<b>57</b>	0	61	0	57	61
4:00 PM	<b>44</b>	0	299	0	<b>4</b> 4	299
5:00 PM	<b>43</b>	0	140	0	43	140
6:00 PM	<b>2</b> 5	0	<b>I</b> 23	0	25	23
7:00 PM	21	0	<b>I</b> 18	0	21	18
8:00 PM	17	0	17	0	17	17
9:00 PM	11	0	14	0	11	14
10:00 PM	8	0	11	0	8	11
11:00 PM	6	0	8	0	3	8
TOTAL	560	0	975	0	557	975





			FHW	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	4,070	365	528	7	74	5,044
IND	Percent	81%	7%	10%	0%	1%	
SB	Total	0	0	0	0	0	0
36	Percent	0%	0%	0%	0%	0%	

NOTE



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 312 WEEKDAY ADT: WEEKEND ADT: 311

Contractor: DAD N ASSOCIATES LLC Count Number: 15694217 Location: I-95 NB On Ramp from Old State Rd N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	3	2	3	5	3	2	2	2	0	0	0	0	0	0	0	0	0
1:00 AM	2	2	1	1	0	1	0	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	2	1	3	6	2	3	4	0	2	0	0	0	0	0	0	0	0	0
3:00 AM	7	5	5	7	1	6	3	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	7	3	5	5	3	4	3	4	4	0	0	0	0	0	0	0	0	0
5:00 AM	7	3	10	11	10	8	4	4	4	0	0	0	0	0	0	0	0	0
6:00 AM	9	11	14	15	11	13	9	7	8	0	0	0	0	0	0	0	0	0
7:00 AM	15	20	16	16	28	17	11	10	11	0	0	0	0	0	0	0	0	0
8:00 AM	11	15	19	20	16	18	16	20	18	0	0	0	0	0	0	0	0	0
9:00 AM	15	22	22	22	15	22	15	19	17	0	0	0	0	0	0	0	0	0
10:00 AM	16	17	14	31	24	21	22	23	23	0	0	0	0	0	0	0	0	0
11:00 AM	14	18	18	17	23	18	13	18	16	0	0	0	0	0	0	0	0	0
12:00 PM	15	19	21	22	24	21	24	29	27	0	0	0	0	0	0	0	0	0
1:00 PM	29	16	21	42	26	26	21	17	19	0	0	0	0	0	0	0	0	0
2:00 PM	25	19	8	40	26	22	22	18	20	0	0	0	0	0	0	0	0	0
3:00 PM	20	15	36	25	28	25	27	35	31	0	0	0	0	0	0	0	0	0
4:00 PM	16	28	25	32	19	28	24	42	33	0	0	0	0	0	0	0	0	0
5:00 PM	14	22	16	16	22	18	20	29	25	0	0	0	0	0	0	0	0	0
6:00 PM	15	14	16	13	11	14	10	17	14	0	0	0	0	0	0	0	0	0
7:00 PM	13	10	7	7	7	8	7	19	13	0	0	0	0	0	0	0	0	0
8:00 PM	5	7	8	5	5	7	6	9	8	0	0	0	0	0	0	0	0	0
9:00 PM	3	3	3	1	3	2	2	5	4	0	0	0	0	0	0	0	0	0
10:00 PM	3	5	1	4	7	3	4	7	6	0	0	0	0	0	0	0	0	0
11:00 PM	0	3	2	2	3	2	4	10	7	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	61	19	61	172	287	623	647	233	38	5	0	0	0	0	2,146
Percent	IND	3%	1%	3%	8%	13%	29%	30%	11%	2%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	7 36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	4%	7%	15%	15%	5%	1%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	33	1,462	449	25	123	46	0	75	222	4	1	0	1	44	2,485
Percent	IND .	1%	59%	18%	1%	5%	2%	0%	3%	9%	0%	0%	0%	0%	2%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	29%	9%	1%	2%	1%	0%	2%	4%	0%	0%	0%	0%	1%	



Speed Limit: N/A
Advisory Speed: N/A

 Contractor:
 DAD N ASSOCIATES LLC

 Count Number:
 15694217

 Location:
 I-95 NB On Ramp from Old State Rd

RR Crossing No: I-95 NB On N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 110115 7		45 61 18 48 4 4 8		
		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	3	0	2	0	3	2
1:00 AM	1	0	2	0	1	2
2:00 AM	<b>■</b> 3	0	2	0	3	2
3:00 AM	<b>6</b>	0	2	0	<b>6</b>	2
4:00 AM	4	0	<b>4</b>	0	<b>4</b>	<b>4</b>
5:00 AM	<b>8</b>	0	<b>4</b>	0	8	<b>4</b>
6:00 AM	13	0	<b>8</b>	0	13	8
7:00 AM	17	0	11	0	17	11
8:00 AM	18	0	18	0	18	18
9:00 AM	22	0	17	0	22	17
10:00 AM	21	0	23	0	21	23
11:00 AM	18	0	16	0	18	<b>1</b> 6
12:00 PM	21	0	27	0	21	27
1:00 PM	26	0	19	0	26	19
2:00 PM	22	0	20	0	22	20
3:00 PM	25	0	31	0	25	31
4:00 PM	28	0	33	0	28	33
5:00 PM	18	0	25	0	18	25
6:00 PM	14	0	14	0	14	14
7:00 PM	<b>8</b>	0	13	0	8	13
8:00 PM	<b>7</b>	0	<b>8</b>	0	7	8
9:00 PM	2	0	I 4	0	2	4
10:00 PM	<b>1</b> 3	0	<b>■</b> 6	0	3	<b>6</b>
11:00 PM		0	7	0	1	7
TOTAL	312	0	311	0	311	311

NB SPEED PROFILE	SB SPEED PROFILE
800	
700	1
600	
500	1
400	1
300	0
200	0
	0
100	0
0	
-1000 2 C 1 C 1 C 1 C 1 C 2 C 2 C 2 C 2 C 2 C	

			FHW	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	1,944	194	301	2	44	2,485
IND	Percent	78%	8%	12%	0%	2%	
SB	Total	0	0	0	0	0	0
36	Percent	0%	0%	0%	0%	0%	

NOTE



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor:
Count Number:
Location:
RR Crossing No:

Start Date:

Start Time (24-hour clock):

DAD N ASSOCIATES LLC
15694218
I-95 SB On Ramp from Old State Rd
N/A

 WEEKDAY ADT:
 427

 WEEKEND ADT:
 442

					NB										SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	-	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0		3	3	3	2	7	3	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0		1	3	2	0	4	3	4	6	5
2:00 AM	0	0	0	0	0	0	0	0	0		2	4	4	2	3	4	3	5	4
3:00 AM	0	0	0	0	0	0	0	0	0		1	7	5	8	9	6	3	2	3
4:00 AM	0	0	0	0	0	0	0	0	0		13	18	17	16	8	18	8	2	5
5:00 AM	0	0	0	0	0	0	0	0	0		17	29	28	26	25	29	10	4	7
6:00 AM	0	0	0	0	0	0	0	0	0		33	35	39	42	42	37	12	6	9
7:00 AM	0	0	0	0	0	0	0	0	0		34	39	28	32	37	34	13	9	11
8:00 AM	0	0	0	0	0	0	0	0	0		29	18	24	32	36	21	24	12	18
9:00 AM	0	0	0	0	0	0	0	0	0		31	24	26	38	36	25	30	15	23
10:00 AM	0	0	0	0	0	0	0	0	0		29	22	18	26	31	20	29	18	24
11:00 AM	0	0	0	0	0	0	0	0	0		29	26	31	27	28	29	33	23	28
12:00 PM	0	0	0	0	0	0	0	0	0		20	27	14	26	32	21	34	15	25
1:00 PM	0	0	0	0	0	0	0	0	0		17	23	25	31	47	24	24	23	24
2:00 PM	0	0	0	0	0	0	0	0	0		30	28	21	40	34	25	23	30	27
3:00 PM	0	0	0	0	0	0	0	0	0		25	24	22	50	25	23	26	35	31
4:00 PM	0	0	0	0	0	0	0	0	0		39	20	26	30	30	23	25	24	25
5:00 PM	0	0	0	0	0	0	0	0	0		22	16	28	20	18	22	18	142	80
6:00 PM	0	0	0	0	0	0	0	0	0		13	17	24	26	20	21	25	29	27
7:00 PM	0	0	0	0	0	0	0	0	0		24	8	14	24	25	11	23	26	25
8:00 PM	0	0	0	0	0	0	0	0	0		14	12	7	12	15	10	12	13	13
9:00 PM	0	0	0	0	0	0	0	0	0		8	15	10	15	10	13	17	7	12
10:00 PM	0	0	0	0	0	0	0	0	0		9	6	10	9	10	8	11	10	11
11:00 PM	0	0	0	0	0	0	0	0	0		6	2	2	5	8	2	8	3	6

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	32	37	150	505	1,073	762	154	11	2	0	0	0	0	0	2,726
Percent	36	1%	1%	6%	19%	39%	28%	6%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	1%	3%	9%	20%	14%	3%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	14	1,567	569	28	110	46	5	70	288	4	4	1	2	18	2,726
Percent	36	1%	57%	21%	1%	4%	2%	0%	3%	11%	0%	0%	0%	0%	1%	
Average Percent		0%	29%	10%	1%	2%	1%	0%	1%	5%	0%	0%	0%	0%	0%	



| Division: N/A | County: | Dorchester | City: N/A | | N/A | | 1-95 SB On Ramp | Milepost: N/A | N/A | | N

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694218

I-95 SB On Ramp from Old State Rd

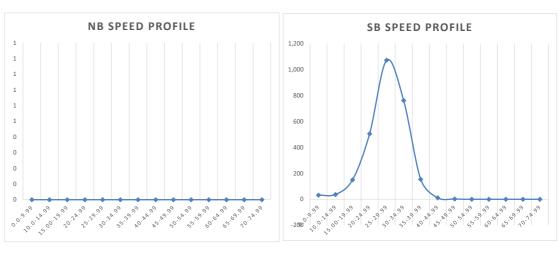
N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	4	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	3	0	5	3	5
1:00 AM	0	3	0	5	3	5
2:00 AM	0	<b>[</b> 4	0	4	4	4
3:00 AM	0	6	0	3	6	3
4:00 AM	0	<b>18</b>	0	5	18	5
5:00 AM	0	29	0	7	29	7
6:00 AM	0	37	0	9	37	9
7:00 AM	0	34	0	<b>11</b>	34	<b>11</b>
8:00 AM	0	<b>21</b>	0	<b>18</b>	21	<b>18</b>
9:00 AM	0	25	0	23	25	23
10:00 AM	0	<b>2</b> 0	0	24	20	24
11:00 AM	0	29	0	28	29	28
12:00 PM	0	<b>21</b>	0	25	21	25
1:00 PM	0	24	0	24	24	24
2:00 PM	0	25	0	27	25	27
3:00 PM	0	23	0	31	23	31
4:00 PM	0	23	0	25	23	25
5:00 PM	0	22	0	80	22	80
6:00 PM	0	21	0	<b>27</b>	21	27
7:00 PM	0	<b>11</b>	0	25	11	25
8:00 PM	0	10	0	<b>13</b>	10	13
9:00 PM	0	13	0	12	13	12
10:00 PM	0	<b>1</b> 8	0	<b>11</b>	8	<b>11</b>
11:00 PM	0	2	0	6	1	6
TOTAL	0	427	0	442	426	442



			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
I ND	Percent	0	0	0	0	0	
SB	Total	2,150	189	362	7	18	3,265
36	Percent	66%	6%	11%	0%	1%	

NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A

N/A

169

169

Contractor: Location:

Count Number: RR Crossing No: DAD N ASSOCIATES LLC

15694219 I-95 SB Exit Ramp to I-26 NB N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	3	3	2	2	3	7	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	2	2
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	2	1	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	3	2	2	2	3	2	4	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	8	6	8	5	3	6	2	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	8	3	5	5	2	4	2	3	3
7:00 AM	0	0	0	0	0	0	0	0	0	4	6	4	10	4	7	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	10	9	10	7	11	4	8
9:00 AM	0	0	0	0	0	0	0	0	0	12	7	10	14	14	10	9	8	9
10:00 AM	0	0	0	0	0	0	0	0	0	1	11	10	10	17	10	12	7	10
11:00 AM	0	0	0	0	0	0	0	0	0	13	12	12	17	17	14	13	11	12
12:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	23	7	12	18	3	11
1:00 PM	0	0	0	0	0	0	0	0	0	4	12	12	25	17	16	8	13	11
2:00 PM	0	0	0	0	0	0	0	0	0	26	14	9	13	9	12	11	14	13
3:00 PM	0	0	0	0	0	0	0	0	0	14	14	4	24	14	14	17	15	16
4:00 PM	0	0	0	0	0	0	0	0	0	19	6	10	11	10	9	9	17	13
5:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	9	11	7	10	13	12
6:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	11	6	8	6	12	9
7:00 PM	0	0	0	0	0	0	0	0	0	13	6	7	9	8	7	15	4	10
8:00 PM	0	0	0	0	0	0	0	0	0	7	6	3	4	9	4	7	7	7
9:00 PM	0	0	0	0	0	0	0	0	0	5	3	2	1	1	2	6	3	5
10:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	5	3	6	7	4	6
11:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	7	3	3	3	2	3

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	I IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	12	3	2	0	0	9	23	51	118	212	270	183	73	14	970
Percent	] <sup>36</sup> [	1%	0%	0%	0%	0%	1%	2%	5%	12%	22%	28%	19%	7%	1%	
Average Percent		1%	0%	0%	0%	0%	0%	1%	3%	6%	11%	14%	9%	4%	1%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	13	632	189	28	49	15	1	38	212	2	2	0	1	13	1,195
Percent	36	1%	53%	16%	2%	4%	1%	0%	3%	18%	0%	0%	0%	0%	1%	
Average Percent		1%	26%	8%	1%	2%	1%	0%	2%	9%	0%	0%	0%	0%	1%	



| Division: N/A | County: | Dorchester | N/A | | On Road: | 1-95 SB Exit Ramp | Milepost: N/A | N/A | On Road: 
 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694219

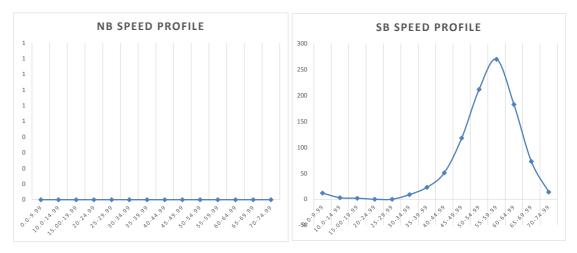
I-95 SB Exit Ramp to I-26 NB
N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	MF SUMMAR	,	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	ф	<b>3</b>	þ	<b>4</b>	3	<b>4</b>
1:00 AM	ф	1	þ	2	D 1	2
2:00 AM	ф	0	þ	2	0	2
3:00 AM	Ģ	3	þ	2	3	2
4:00 AM	0	<b>2</b>	0	<b>4</b>	2	<b>4</b>
5:00 AM	0	6	0	1	6	1
6:00 AM	Ф	<b>4</b>	0	<b>3</b>	4	3
7:00 AM	ø	7	þ	<b>4</b>	7	<b>4</b>
8:00 AM	0	7	0	8	7	8
9:00 AM	ф	10	Ð	9	10	9
10:00 AM	þ	10	þ	10	10	10
11:00 AM	ø	14	ø	12	14	12
12:00 PM	ф	12	þ	11	12	11
1:00 PM	ø	16	þ	11	16	11
2:00 PM	ф	12	þ	13	12	13
3:00 PM	0	14	ø	16	14	16
4:00 PM	ø	9	ø	13	9	13
5:00 PM	Ó	7	þ	12	7	12
6:00 PM	ø	8	0	9	8	9
7:00 PM	ø	7	0	10	7	10
8:00 PM	0	<b>4</b>	0	7	4	7
9:00 PM	•	<b>1</b> 2	0	<u> </u>	2	5
10:00 PM	0	6	0	6	6	6
11:00 PM	ġ.	3	0	3	2	3
TOTAL	0	169	0	169	167	169



			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
ND	Percent	0	0	0	0	0	
SB	Total	834	93	252	3	13	1,195
36	Percent	70%	8%	21%	0%	1%	

NOTE



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 915 WEEKDAY ADT: WEEKEND ADT: 828

Contractor: DAD N ASSOCIATES LLC Count Number: 15694220 Location: I-95 NB Exit Ramp to I-26 SB N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	14	7	10	9	12	9	13	14	14	0	0	0	0	0	0	0	0	0
1:00 AM	4	5	8	2	9	5	9	9	9	0	0	0	0	0	0	0	0	0
2:00 AM	7	5	12	9	5	9	5	9	7	0	0	0	0	0	0	0	0	0
3:00 AM	20	8	24	21	13	18	13	6	10	0	0	0	0	0	0	0	0	0
4:00 AM	35	19	47	47	55	38	20	12	16	0	0	0	0	0	0	0	0	0
5:00 AM	92	49	78	77	68	68	23	13	18	0	0	0	0	0	0	0	0	0
6:00 AM	70	72	41	65	67	59	27	14	21	0	0	0	0	0	0	0	0	0
7:00 AM	55	67	62	45	59	58	30	15	23	0	0	0	0	0	0	0	0	0
8:00 AM	54	57	36	49	57	47	42	33	38	0	0	0	0	0	0	0	0	0
9:00 AM	57	73	68	41	69	61	47	46	47	0	0	0	0	0	0	0	0	0
10:00 AM	44	66	68	24	72	53	51	51	51	0	0	0	0	0	0	0	0	0
11:00 AM	61	65	67	16	65	49	48	50	49	0	0	0	0	0	0	0	0	0
12:00 PM	75	63	73	17	79	51	47	64	56	0	0	0	0	0	0	0	0	0
1:00 PM	88	61	54	26	76	47	62	56	59	0	0	0	0	0	0	0	0	0
2:00 PM	77	83	75	22	78	60	67	57	62	0	0	0	0	0	0	0	0	0
3:00 PM	69	65	55	29	92	50	81	74	78	0	0	0	0	0	0	0	0	0
4:00 PM	67	62	70	24	97	52	52	66	59	0	0	0	0	0	0	0	0	0
5:00 PM	13	65	52	31	66	49	62	48	55	0	0	0	0	0	0	0	0	0
6:00 PM	17	53	32	14	57	33	68	20	44	0	0	0	0	0	0	0	0	0
7:00 PM	14	35	23	22	37	27	43	6	25	0	0	0	0	0	0	0	0	0
8:00 PM	18	29	24	29	44	27	33	18	26	0	0	0	0	0	0	0	0	0
9:00 PM	10	18	15	10	21	14	26	23	25	0	0	0	0	0	0	0	0	0
10:00 PM	11	20	20	17	24	19	22	30	26	0	0	0	0	0	0	0	0	0
11:00 PM	0	14	10	13	6	12	11	19	15	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	36	1	5	2	11	24	86	288	651	1,288	1,560	1,184	585	179	5,900
Percent	IND	1%	0%	0%	0%	0%	0%	1%	5%	11%	22%	26%	20%	10%	3%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	11%	13%	10%	5%	2%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	33	2,690	1,283	124	475	74	1	193	996	16	17	5	4	46	5,957
Percent		1%	45%	22%	2%	8%	1%	0%	3%	17%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	23%	11%	1%	4%	1%	0%	2%	8%	0%	0%	0%	0%	0%	



| Division: N/A | County: | Dorchester | N/A | | On Road: | 1-95 NB Exit Ramp | Milepost: N/A | N/A | On Road: | N/A | N/A | On Road: | N/A | N/

Speed Limit: N/A
Advisory Speed: N/A

 Contractor:
 DAD N ASSOCIATES LLC

 Count Number:
 15694220

 Location:
 I-95 NB Exit Ramp to I-26 S

I-95 NB Exit Ramp to I-26 SB N/A

RR Crossing No: Start Date:

Start Time (24-hour clock):

3/1/22 0:00

1		24 110115 7		45 6114 44 4 4 8		
		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	<b>9</b>	0	<b>14</b>	0	9	<b>14</b>
1:00 AM	5	0	<b>■</b> 9	0	5	<b>1</b> 9
2:00 AM	<b>1</b> 9	0	<b>1</b> 7	0	<b>9</b>	<b>I</b> 7
3:00 AM	<b>18</b>	0	10	0	18	10
4:00 AM	38	0	<b>16</b>	0	<b>3</b> 8	<b>1</b> 6
5:00 AM	68	0	<b>18</b>	0	68	18
6:00 AM	59	0	<b>21</b>	0	59	21
7:00 AM	58	0	23	0	58	23
8:00 AM	47	0	38	0	47	38
9:00 AM	61	0	47	0	61	47
10:00 AM	53	0	51	0	53	51
11:00 AM	49	0	49	0	49	49
12:00 PM	51	0	56	0	51	56
1:00 PM	47	0	59	0	47	59
2:00 PM	60	0	62	0	60	62
3:00 PM	50	0	78	0	50	78
4:00 PM	52	0	59	0	52	59
5:00 PM	49	0	55	0	49	55
6:00 PM	33	0	44	0	33	44
7:00 PM	27	0	<b>25</b>	0	27	25
8:00 PM	27	0	<b>2</b> 6	0	27	26
9:00 PM	<b>1</b> 4	0	25	0	14	25
10:00 PM	<b>19</b>	0	26	0	19	26
11:00 PM	12	0	<b>1</b> 5	0	6	<b>1</b> 5
TOTAL	915	0	828	0	909	828



			FHW	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	4,006	674	1,205	26	46	6,613
IND	Percent	61%	10%	18%	0%	1%	
SB	Total	0	0	0	0	0	0
36	Percent	0%	0%	0%	0%	0%	

# NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

4591

4776

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694221 I-95 SB Exit Ramp to I-26 SB - SB Speed N/A

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	71	33	34	47	63	34	61	31	46
1:00 AM	0	0	0	0	0	0	0	0	0	32	49	36	34	42	43	40	39	40
2:00 AM	0	0	0	0	0	0	0	0	0	45	38	40	53	54	39	37	13	25
3:00 AM	0	0	0	0	0	0	0	0	0	38	72	81	60	61	77	43	17	30
4:00 AM	0	0	0	0	0	0	0	0	0	62	146	152	171	123	149	66	40	53
5:00 AM	0	0	0	0	0	0	0	0	0	125	266	229	243	231	248	95	54	75
6:00 AM	0	0	0	0	0	0	0	0	0	230	277	288	292	290	283	108	66	87
7:00 AM	0	0	0	0	0	0	0	0	0	320	237	245	231	235	241	132	66	99
8:00 AM	0	0	0	0	0	0	0	0	0	273	246	294	279	273	270	183	123	153
9:00 AM	0	0	0	0	0	0	0	0	0	271	281	292	244	266	287	262	169	216
10:00 AM	0	0	0	0	0	0	0	0	0	337	245	281	232	319	263	290	208	249
11:00 AM	0	0	0	0	0	0	0	0	0	341	252	264	107	327	258	340	269	305
12:00 PM	0	0	0	0	0	0	0	0	0	329	302	264	101	325	283	328	329	329
1:00 PM	0	0	0	0	0	0	0	0	0	276	275	291	143	350	283	347	355	351
2:00 PM	0	0	0	0	0	0	0	0	0	315	229	294	69	462	262	371	420	396
3:00 PM	0	0	0	0	0	0	0	0	0	326	269	288	214	460	279	392	472	432
4:00 PM	0	0	0	0	0	0	0	0	0	321	318	268	332	464	293	386	437	412
5:00 PM	0	0	0	0	0	0	0	0	0	315	258	265	296	386	262	333	434	384
6:00 PM	0	0	0	0	0	0	0	0	0	264	223	230	225	373	227	269	338	304
7:00 PM	0	0	0	0	0	0	0	0	0	223	140	172	194	343	156	212	280	246
8:00 PM	0	0	0	0	0	0	0	0	0	152	99	140	203	261	120	155	269	212
9:00 PM	0	0	0	0	0	0	0	0	0	116	109	100	143	236	105	115	173	144
10:00 PM	0	0	0	0	0	0	0	0	0	92	78	81	107	148	80	111	123	117
11:00 PM	0	0	0	0	0	0	0	0	0	65	53	57	70	98	55	80	71	76

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	2,141	25	142	1,247	4,437	10,539	9,510	1,730	73	1	0	0	0	0	29,845
Percent	<b>ЭВ</b> [	7%	0%	0%	4%	15%	35%	32%	6%	0%	0%	0%	0%	0%	0%	
Average Percent		4%	0%	0%	2%	7%	18%	16%	3%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	368	15,645	5,585	563	3,258	108	1	1,890	534	7	41	13	11	1,821	29,845
Percent	36	1%	52%	19%	2%	11%	0%	0%	6%	2%	0%	0%	0%	0%	6%	
Average Percent		1%	26%	9%	1%	5%	0%	0%	3%	1%	0%	0%	0%	0%	3%	



| Division: N/A | County: | Dorchester | City: N/A | Con Road: | 195 SB Exit Ramp | Milepost: N/A | N/A | Con Road: | Con Road

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694221

I-95 SB Exit Ramp to I-26 SB - SB Speed

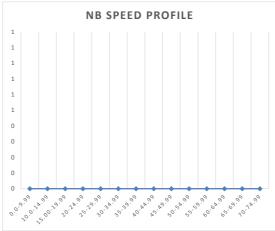
N/A

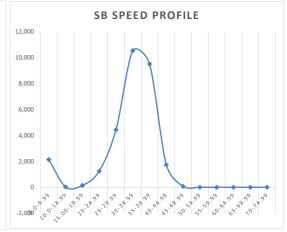
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	<b>I</b> 34	0	<b>46</b>	34	<b>46</b>
1:00 AM	0	43	0	<b>4</b> 0	43	<b>4</b> 0
2:00 AM	0	<b>3</b> 9	0	25	39	25
3:00 AM	0	<b>77</b>	0	30	<b>77</b>	30
4:00 AM	0	149	0	53	149	53
5:00 AM	0	248	0	<b>75</b>	248	<b>75</b>
6:00 AM	0	283	0	<b>87</b>	283	<b>87</b>
7:00 AM	0	241	0	99	241	99
8:00 AM	0	270	0	153	270	153
9:00 AM	0	287	0	216	287	216
10:00 AM	0	263	0	249	263	249
11:00 AM	0	258	0	305	258	305
12:00 PM	0	283	0	329	283	329
1:00 PM	0	283	0	351	283	351
2:00 PM	0	262	0	396	262	396
3:00 PM	0	279	0	432	279	432
4:00 PM	0	293	0	412	293	412
5:00 PM	0	262	0	384	262	384
6:00 PM	0	227	0	304	227	304
7:00 PM	0	156	0	246	156	246
8:00 PM	0	120	0	212	120	212
9:00 PM	0	105	0	144	105	144
10:00 PM	0	<b>80</b>	0	<b>117</b>	80	117
11:00 PM	0	<b>5</b> 5	0	<b>7</b> 6	28	76
TOTAL	0	4591	0	4776	4563	4776





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	0	0	0	0	0	0
NB	Percent	0	0	0	0	0	
SB	Total	21,598	3,930	2,431	65	1,821	33,935
36	Percent	64%	12%	7%	0%	5%	

#### NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A

Speed Limit:

N/A

Division:	N/A			_	Speed Lim	it·	N	/ <b>A</b>			Contractor			DAD N ASSO	CIATES LLC				
County:	Dorcheste N/A	r		<del>-</del>	Advisory S			/A	-		Count Num			15694222 I-95 NB Exit R		NB		<del>-</del> -	
On Road:	I-95 NB Ex	it Ramp		_	WEEKD	AY ADT:		84	142		RR Crossir	ng No:		N/A	•			_	
Milepost:	N/A			_	WEEKE	ND ADT:		11	304									=	
											Start Date: Start Time	(24-hour clo	ock):		3/1/22 0:00			<del>-</del> -	
					NB										SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak		Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Averag Weeke Direction Hourly P
12:00 AM	1 102	177	116	113	123	135	106	83	95		0	0	0	0	0	0	0	0	0
1:00 AN		122	109	110	124	114	115	77	96		0	0	0	0	0	0	0	0	0
2:00 AN		113	112	133 140	139	119 139	109	82	96		0	0	0	0	0	0	0	0	0
3:00 AM 4:00 AM		118 153	158 187	201	143 220	139	134 150	93 90	114 120		0	0	0	0	0	0	0	0	0
5:00 AN		166	239	256	264	220	236	150	193		0	0	0	0	0	0	0	0	0
6:00 AN		265	345	331	362	314	351	257	304		0	0	0	0	0	0	0	0	0
7:00 AM		321	433	422	503	392	477	433	455		0	0	0	0	0	0	0	0	0
8:00 AM		473	426	508	567	469	634	635	635		0	0	0	0	0	0	0	0	0
9:00 AM 10:00 AM	1	567 659	528 601	470 445	711 723	522 568	713 862	863 1,134	788 998		0	0	0	0	0	0	0	0	0
11:00 AN		659	600	357	742	539	776	1,179	978		0	0	0	0	0	0	0	0	0
12:00 PM	1,023	649	610	357	844	539	784	1,137	961		0	0	0	0	0	0	0	0	0
1:00 PM		721	627	340	819	563	775	998	887		0	0	0	0	0	0	0	0	0
2:00 PN	936	681	607	339	769	542	842	1,110	976		0	0	0	0	0	0	0	0	0
3:00 PM 4:00 PM	1 806 1 705	655 620	548 488	448 553	691 698	550 554	715 629	1,069 625	892 627		0	0	0	0	0	0	0	0	0
5:00 PM		532	446	417	633	465	518	486	502		0	0	0	0	0	0	0	0	0
6:00 PM		447	331	360	547	379	445	403	424		0	0	0	0	0	0	0	0	0
7:00 PM		291	289	318	403	299	336	278	307		0	0	0	0	0	0	0	0	0
8:00 PM		305	259	282	334	282	253	351	302		0	0	0	0	0	0	0	0	0
9:00 PM 10:00 PM	1 282	240 203	196 141	249	251 206	228 182	246 142	317 198	282 170		0	0	0	0	0	0	0	0	0
11:00 PM		157	118	165	154	147	87	124	106		0	0	0	0	0	0	0	0	0
	•	•		•	•	•		•				•	•	•	1			•	-
		DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	SPEED 35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL	
Tota!			164	393	2,489			18,748		214									4
Total Percent		NB	0%	393 1%	2,489 4%	13,584 22%	21,767 35%	30%	4,725 8%	0%	5 0%	0	0	0	0	0 0%	0 0%	62,089	ď
Total			0	0	0	0	0	0	0	0	0	0	0	0	0	0	070	0	
Percent		SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Average I	Percent		0%	0%	2%	11%	18%	15%	4%	0%	0%	0%	0%	0%	0%	0%			
									CLASS										7
		DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total	
Total			185	31,492	8,447	1,247	2,231	578	14	3,277	10,562	754	691	379	660	1,572		62,089	1
Percent		NB	0%	51%	14%	2%	4%	1%	0%	5%	17%	1%	1%	1%	1%	3%		02,000	Í
Total		SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	]
Percent		30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Average I	ercent		0%	25%	7%	1%	2%	0%	0%	3%	9%	1%	1%	0%	1%	1%			

Contractor:

DAD N ASSOCIATES LLC



 County:
 Dorchester

 City:
 N/A

 On Road:
 I-95 NB Exit Ramp

 Milepost:
 N/A

Advisory Speed: N/A

Count Number: Location: RR Crossing No: 15694222

I-95 NB Exit Ramp to I-26 NB

N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	135	0	95	0	135	95
1:00 AM	<b>114</b>	0	<b>■</b> 96	0	<b>114</b>	96
2:00 AM	<b>119</b>	0	<b>■</b> 96	0	<b>119</b>	96
3:00 AM	<b>139</b>	0	<b>114</b>	0	139	<b>114</b>
4:00 AM	<b>180</b>	0	120	0	180	120
5:00 AM	220	0	<b>193</b>	0	220	193
6:00 AM	314	0	304	0	314	304
7:00 AM	892	0	455	0	892	455
8:00 AM	469	0	635	0	469	635
9:00 AM	522	0	788	0	<b>52</b> 2	788
10:00 AM	568	0	998	0	<b>56</b> 8	998
11:00 AM	<b>53</b> 9	0	978	0	<b>53</b> 9	978
12:00 PM	<b>53</b> 9	0	961	0	<b>53</b> 9	961
1:00 PM	563	0	887	0	563	887
2:00 PM	542	0	976	0	542	976
3:00 PM	550	0	892	0	550	892
4:00 PM	554	0	627	0	554	627
5:00 PM	465	0	502	0	465	502
6:00 PM	379	0	424	0	379	424
7:00 PM	299	0	307	0	299	307
8:00 PM	282	0	302	0	282	302
9:00 PM	228	0	282	0	228	282
10:00 PM	<b>182</b>	0	<b>170</b>	0	182	<b>170</b>
11:00 PM	<b>1</b> 47	0	106	0	73	106
TOTAL	8442	0	11304	0	8368	11304



			FHWA	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	40,124	4,070	14,593	1,730	1,572	69,559
IND	Percent	58%	6%	21%	2%	2%	
SB	Total	0	0	0	0	0	0
30	Percent	0%	0%	0%	0%	0%	

### NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A Milepost: N/A

N/A Advisory Speed: N/A 4834 WEEKDAY ADT: WEEKEND ADT: 5026

Speed Limit:

Contractor: DAD N ASSOCIATES LLC 15694223 15694223 - I-26 NB Exit Ramp to I-95 NB Count Number: Location:

N/A

Start Date:

RR Crossing No:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	31	36	22	32	20	30	25	26	26	0	0	0	0	0	0	0	0	0
1:00 AM	35	30	29	25	23	28	34	19	27	0	0	0	0	0	0	0	0	0
2:00 AM	37	28	42	27	37	32	30	27	29	0	0	0	0	0	0	0	0	0
3:00 AM	73	27	58	65	61	50	36	27	32	0	0	0	0	0	0	0	0	0
4:00 AM	109	63	96	94	107	84	97	52	75	0	0	0	0	0	0	0	0	0
5:00 AM	218	99	169	196	196	155	157	127	142	0	0	0	0	0	0	0	0	0
6:00 AM	278	180	258	228	238	222	220	167	194	0	0	0	0	0	0	0	0	0
7:00 AM	309	258	268	242	297	256	277	261	269	0	0	0	0	0	0	0	0	0
8:00 AM	359	254	267	296	338	272	335	314	325	0	0	0	0	0	0	0	0	0
9:00 AM	349	310	283	319	394	304	334	473	404	0	0	0	0	0	0	0	0	0
10:00 AM	312	268	267	359	383	298	343	408	376	0	0	0	0	0	0	0	0	0
11:00 AM	291	296	305	474	390	358	303	450	377	0	0	0	0	0	0	0	0	0
12:00 PM	283	280	299	434	406	338	268	392	330	0	0	0	0	0	0	0	0	0
1:00 PM	310	282	317	553	452	384	256	444	350	0	0	0	0	0	0	0	0	0
2:00 PM	345	320	376	531	505	409	258	381	320	0	0	0	0	0	0	0	0	0
3:00 PM	355	306	375	501	476	394	238	414	326	0	0	0	0	0	0	0	0	0
4:00 PM	315	364	316	452	446	377	262	642	452	0	0	0	0	0	0	0	0	0
5:00 PM	284	300	228	272	340	267	202	318	260	0	0	0	0	0	0	0	0	0
6:00 PM	262	231	159	191	255	194	152	308	230	0	0	0	0	0	0	0	0	0
7:00 PM	151	147	105	142	164	131	151	284	218	0	0	0	0	0	0	0	0	0
8:00 PM	84	102	74	96	114	91	109	109	109	0	0	0	0	0	0	0	0	0
9:00 PM	53	63	57	50	90	57	87	74	81	0	0	0	0	0	0	0	0	0
10:00 PM	41	76	67	50	89	64	60	32	46	0	0	0	0	0	0	0	0	0
11:00 PM	0	53	31	31	55	38	41	27	34	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	164	1	2	6	27	64	339	1,126	2,842	5,633	8,122	6,944	3,164	983	29,690
Percent	] IND	1%	0%	0%	0%	0%	0%	1%	4%	10%	19%	27%	23%	11%	3%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	9%	14%	12%	5%	2%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	55	17,683	5,417	448	2,047	277	7	716	2,734	79	33	34	9	151	29,690
Percent	ND	0%	60%	18%	2%	7%	1%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭБ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	1%	3%	0%	0%	1%	5%	0%	0%	0%	0%	0%	



| Division: N/A | County: | Dorchester | N/A | | On Road: | 1-26 NB Exit Ramp | Milepost: N/A | N/A | On Road: | N/A | N/A | On Road: | N/A | N/

Speed Limit: N/A
Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 15694223

 Location:
 15694223 - I-26 NB Exit Ramp to I-95 NB

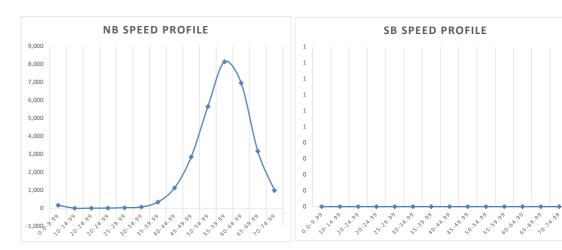
 RR Crossing No:
 N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	30	0	26	0	30	26
1:00 AM	28	0	27	0	28	27
2:00 AM	32	0	<b>2</b> 9	0	32	29
3:00 AM	<b>50</b>	0	32	0	50	32
4:00 AM	<b>84</b>	0	<b>75</b>	0	<b>8</b> 4	<b>7</b> 5
5:00 AM	155	0	142	0	155	142
6:00 AM	222	0	194	0	222	194
7:00 AM	256	0	269	0	<b>25</b> 6	269
8:00 AM	272	0	325	0	272	325
9:00 AM	304	0	404	0	304	404
10:00 AM	298	0	376	0	298	376
11:00 AM	358	0	377	0	358	377
12:00 PM	338	0	330	0	338	330
1:00 PM	384	0	350	0	384	350
2:00 PM	409	0	320	0	409	320
3:00 PM	394	0	326	0	394	326
4:00 PM	377	0	452	0	377	452
5:00 PM	267	0	260	0	267	260
6:00 PM	194	0	230	0	194	230
7:00 PM	131	0	218	0	131	218
8:00 PM	91	0	109	0	91	109
9:00 PM	<b>57</b>	0	<b>81</b>	0	<b>57</b>	81
10:00 PM	<b>6</b> 4	0	<b>4</b> 6	0	<b>6</b> 4	<b>4</b> 6
11:00 PM	38	0	34	0	19	34
TOTAL	4834	0	5026	0	4815	5026



	FHWA CLASSES												
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL						
NB	Total	23,155	2,779	3,529	76	151	35,350						
IND	Percent	66%	8%	10%	0%	0%							
SB	Total	0	0	0	0	0	0						
36	Percent	0%	0%	0%	0%	0%							

# NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 1047

 WEEKEND ADT:
 1002

 Contractor:
 DAD N ASSOCIATES LLC

 Count Number:
 15694223

 Location:
 I-26 NB Exit Ramp to I-95 NB

 RR Crossing No:
 N/A

3/1/22 0:00

Start Date:

Start Time (24-hour clock):

	NB									SB									
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	
12:00 AM	7	8	7	12	11	9	10	11	11	0	0	0	0	0	0	0	0	0	
1:00 AM	14	8	9	7	13	8	6	9	8	0	0	0	0	0	0	0	0	0	
2:00 AM	9	11	7	9	11	9	16	9	13	0	0	0	0	0	0	0	0	0	
3:00 AM	23	14	13	17	21	15	16	9	13	0	0	0	0	0	0	0	0	0	
4:00 AM	25	14	19	20	20	18	22	10	16	0	0	0	0	0	0	0	0	0	
5:00 AM	49	16	36	34	33	29	29	32	31	0	0	0	0	0	0	0	0	0	
6:00 AM	72	36	50	56	69	47	55	31	43	0	0	0	0	0	0	0	0	0	
7:00 AM	74	57	59	60	81	59	55	50	53	0	0	0	0	0	0	0	0	0	
8:00 AM	104	69	67	73	91	70	67	69	68	0	0	0	0	0	0	0	0	0	
9:00 AM	87	50	67	55	104	57	76	69	73	0	0	0	0	0	0	0	0	0	
10:00 AM	63	66	65	64	106	65	93	65	79	0	0	0	0	0	0	0	0	0	
11:00 AM	76	55	52	84	96	64	100	75	88	0	0	0	0	0	0	0	0	0	
12:00 PM	93	48	65	55	99	56	51	70	61	0	0	0	0	0	0	0	0	0	
1:00 PM	55	69	65	79	100	71	50	69	60	0	0	0	0	0	0	0	0	0	
2:00 PM	60	58	64	136	90	86	61	100	81	0	0	0	0	0	0	0	0	0	
3:00 PM	75	67	66	97	100	77	42	81	62	0	0	0	0	0	0	0	0	0	
4:00 PM	63	70	84	112	96	89	53	59	56	0	0	0	0	0	0	0	0	0	
5:00 PM	59	79	67	60	82	69	50	47	49	0	0	0	0	0	0	0	0	0	
6:00 PM	42	55	40	48	58	48	40	33	37	0	0	0	0	0	0	0	0	0	
7:00 PM	31	30	30	20	41	27	31	36	34	0	0	0	0	0	0	0	0	0	
8:00 PM	17	30	22	36	34	29	28	23	26	0	0	0	0	0	0	0	0	0	
9:00 PM	18	16	16	36	32	23	21	18	20	0	0	0	0	0	0	0	0	0	
10:00 PM	10	13	7	23	15	14	24	13	19	0	0	0	0	0	0	0	0	0	
11:00 PM	0	11	11	10	5	11	13	7	10	0	0	0	0	0	0	0	0	0	

	SPEED															
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	24	13	181	1,120	2,633	2,290	220	5	0	0	0	0	0	0	6,486
Percent	IND	0%	0%	3%	17%	41%	35%	3%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	1%	9%	20%	18%	2%	0%	0%	0%	0%	0%	0%	0%	

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	23	3,740	1,193	115	281	95	3	184	775	19	18	7	13	20	6,486
Percent	l IND	0%	58%	18%	2%	4%	1%	0%	3%	12%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%	



Speed Limit: N/A
Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 15694223

 Location:
 I-26 NB Exit Ramp to I-95 NB

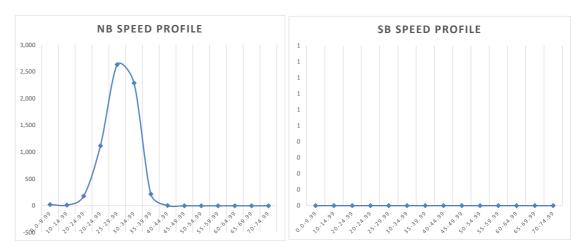
 RR Crossing No:
 N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	γ		
	NB	SB	NB	SB	1	Weekend Totel Both Directions	
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions		
12:00 AM	<b>9</b>	0	<b>11</b>	0	9	<b>11</b>	
1:00 AM	8	0	<b>E</b> 8	0	8	8	
2:00 AM	<b>1</b> 9	0	<b>13</b>	0	9	13	
3:00 AM	<b>15</b>	0	<b>13</b>	0	<b>15</b>	13	
4:00 AM	<b>18</b>	0	<b>1</b> 6	0	<b>18</b>	<b>16</b>	
5:00 AM	<b>29</b>	0	31	0	29	31	
6:00 AM	47	0	43	0	47	43	
7:00 AM	59	0	53	0	59	53	
8:00 AM	70	0	68	0	70	68	
9:00 AM	57	0	73	0	57	73	
10:00 AM	65	0	79	0	65	79	
11:00 AM	64	0	88	0	64	88	
12:00 PM	56	0	61	0	56	61	
1:00 PM	71	0	60	0	71	60	
2:00 PM	86	0	81	0	86	81	
3:00 PM	77	0	62	0	77	62	
4:00 PM	89	0	56	0	89	56	
5:00 PM	69	0	49	0	69	49	
6:00 PM	48	0	37	0	48	37	
7:00 PM	<b>27</b>	0	34	0	27	34	
8:00 PM	29	0	<b>2</b> 6	0	29	26	
9:00 PM	<b>23</b>	0	<b>2</b> 0	0	23	20	
10:00 PM	<b>1</b> 4	0	<b>19</b>	0	<b>1</b> 4	<b>19</b>	
11:00 PM	11	0	10	0	5	I 10	
TOTAL	1047	0	1002	0	1042	1002	



	FHWA CLASSES												
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL						
NB	Total	4,956	494	978	38	20	7,690						
IND	Percent	64%	6%	13%	0%	0%							
SB	Total	0	0	0	0	0	0						
36	Percent	0%	0%	0%	0%	0%							

### NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division:
County:
City:
On Road:
Milepost:
N/A
N/A
N/A
N/A

Speed Limit: N/A Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC 15694225 I-26 SB Exit Ramp to I-95 NB N/A

WEEKDAY ADT: 235 WEEKEND ADT: 307

3/1/22

	Start Time (24-hour clock):	0:00	_

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	2	3	1	3	2	3	8	6
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	2	1	3	2	3	7	5
2:00 AM	0	0	0	0	0	0	0	0	0	5	1	0	5	2	2	3	3	3
3:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	3	5	3	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	4	3	1	2	6	2	5	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	3	3	3	5	6	4	6	5	6
6:00 AM	0	0	0	0	0	0	0	0	0	5	5	7	7	2	6	6	10	8
7:00 AM	0	0	0	0	0	0	0	0	0	8	8	6	12	11	9	11	9	10
8:00 AM	0	0	0	0	0	0	0	0	0	17	9	8	22	11	13	15	14	15
9:00 AM	0	0	0	0	0	0	0	0	0	15	17	17	19	25	18	24	24	24
10:00 AM	0	0	0	0	0	0	0	0	0	20	16	13	11	31	13	25	19	22
11:00 AM	0	0	0	0	0	0	0	0	0	21	13	14	17	32	15	33	20	27
12:00 PM	0	0	0	0	0	0	0	0	0	25	13	14	18	26	15	38	21	30
1:00 PM	0	0	0	0	0	0	0	0	0	23	15	12	16	25	14	12	27	20
2:00 PM	0	0	0	0	0	0	0	0	0	22	10	19	19	37	16	18	27	23
3:00 PM	0	0	0	0	0	0	0	0	0	17	23	20	10	27	18	16	21	19
4:00 PM	0	0	0	0	0	0	0	0	0	20	12	11	13	21	12	13	12	13
5:00 PM	0	0	0	0	0	0	0	0	0	16	19	20	22	18	20	16	20	18
6:00 PM	0	0	0	0	0	0	0	0	0	8	13	13	12	19	13	8	24	16
7:00 PM	0	0	0	0	0	0	0	0	0	12	6	11	16	16	11	11	13	12
8:00 PM	0	0	0	0	0	0	0	0	0	14	2	10	10	10	7	7	9	8
9:00 PM	0	0	0	0	0	0	0	0	0	11	2	9	12	8	8	10	6	8
10:00 PM	0	0	0	0	0	0	0	0	0	3	3	2	18	14	8	5	6	6
11:00 PM	0	0	0	0	0	0	0	0	0	7	2	2	11	4	5	5	1	3

								SPEED				SPEED														
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL									
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0									
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99											
Total	SB	15	1	27	242	666	816	185	10	1	0	0	0	0	0		1,963									
Percent	<b>ЭВ</b>	1%	0%	1%	12%	34%	42%	9%	1%	0%	0%	0%	0%	0%	0%											
Average Percent		0%	0%	1%	6%	17%	21%	5%	0%	0%	0%	0%	0%	0%	0%											

								CLASS									
DIRECTION         1         2         3         4         5         6         7         8         9         10         11         12         13         Und.         Total														Total			
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	6	1,249	352	29	68	17	1	58	162	3	1	0	2	15	•	1,963
Percent	36	0%	64%	18%	1%	3%	1%	0%	3%	8%	0%	0%	0%	0%	1%		
Average Percent		0%	32%	9%	1%	2%	0%	0%	1%	4%	0%	0%	0%	0%	0%		



| Division: N/A | County: | Dorchester | City: N/A | -26 SB Exit Ramp | Milepost: N/A | N/A | Constant | N/A

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694225

I-26 SB Exit Ramp to I-95 NB N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOLIP TE	RAFFIC VOLUI	ME STIMMAD	v	
					•	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	2	0	<b>6</b>	2	<b>6</b>
1:00 AM	0	2	0	<b>5</b>	2	<b>5</b>
2:00 AM	0	2	0	<b>I</b> 3	2	3
3:00 AM			<b>6</b>	3	<b>6</b>	
4:00 AM	0	2	0	<b>4</b>	2	4
5:00 AM	0	<b>4</b>	0	<u> </u>	4	<b>6</b>
6:00 AM	0 6 0 8		<b>6</b>	8		
7:00 AM	0	9	0	10	9	10
8:00 AM	0	13	0	15	13	<b>1</b> 5
9:00 AM	0	18	0	24	18	24
10:00 AM	0	13	0	22	13	22
11:00 AM	0	<b>1</b> 5	0	27	<b>1</b> 5	27
12:00 PM	0	<b>1</b> 5	0	30	<b>1</b> 5	30
1:00 PM	0	14	0	20	14	20
2:00 PM	0	16	0	23	16	23
3:00 PM	0	18	0	19	18	19
4:00 PM	0	12	0	13	12	13
5:00 PM	0	20	0	18	20	18
6:00 PM	0	13	0	16	13	16
7:00 PM	0	11	0	12	11	12
8:00 PM	0	7	0	<b>8</b>	7	8
9:00 PM	0	<b>8</b>	0	<b>8</b>	8	8
10:00 PM	0	<b>8</b>	0	<b>6</b>	8	<b>6</b>
11:00 PM	0	<u> </u>	0	3	3	3
TOTAL	0	235	0	307	233	307



			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
ND	Percent	0	0	0	0	0	
SB	Total	1,607	115	223	3	15	1,963
36	Percent	82%	6%	11%	0%	1%	

NOTE



 Division:
 N/A

 County:
 Orangeburg

 City:
 N/A

 On Road:
 1-26 SB Exit Ramp

 Milepost:
 N/A

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 9670

 WEEKEND ADT:
 16081

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694226
I-26 SB Exit Ramp to I-95 SB
N/A

 Start Date:
 3/23/22

 Start Time (24-hour clock):
 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	147	140	141	143	161	141	253	200	207
1:00 AM	0	0	0	0	0	0	0	0	0	129	96	110	128	148	111	237	106	193
2:00 AM	0	0	0	0	0	0	0	0	0	80	97	123	105	151	108	166	80	159
3:00 AM	0	0	0	0	0	0	0	0	0	94	86	114	126	160	109	225	96	193
4:00 AM	0	0	0	0	0	0	0	0	0	149	128	122	141	192	130	202	93	197
5:00 AM	0	0	0	0	0	0	0	0	0	220	169	184	212	253	188	249	113	251
6:00 AM	0	0	0	0	0	0	0	0	0	273	224	251	261	298	245	303	189	301
7:00 AM	0	0	0	0	0	0	0	0	0	268	284	348	384	429	339	418	275	424
8:00 AM	0	0	0	0	0	0	0	0	0	280	371	419	402	624	397	685	454	655
9:00 AM	0	0	0	0	0	0	0	0	0	448	454	544	579	787	526	985	619	886
10:00 AM	0	0	0	0	0	0	0	0	0	684	480	565	659	957	568	1,316	1,038	1137
11:00 AM	0	0	0	0	0	0	0	0	0	870	561	680	861	1,113	701	1,304	1,159	1209
12:00 PM	0	0	0	0	0	0	0	0	0	819	627	706	878	1,200	737	1,447	1,224	1324
1:00 PM	0	0	0	0	0	0	0	0	0	741	678	687	940	1,274	768	1,369	1,143	1322
2:00 PM	0	0	0	0	0	0	0	0	0	772	644	594	901	1,157	713	1,323	1,242	1240
3:00 PM	0	0	0	0	0	0	0	0	0	771	605	713	878	1,184	732	1,440	1,137	1312
4:00 PM	0	0	0	0	0	0	0	0	0	556	564	599	826	942	663	1,132	959	1037
5:00 PM	0	0	0	0	0	0	0	0	0	514	438	497	741	959	559	968	862	964
6:00 PM	0	0	0	0	0	0	0	0	0	407	362	484	623	831	490	747	744	789
7:00 PM	0	0	0	0	0	0	0	0	0	314	274	415	495	693	395	569	544	631
8:00 PM	0	0	0	0	0	0	0	0	0	244	255	302	450	875	336	414	419	645
9:00 PM	0	0	0	0	0	0	0	0	0	225	250	258	403	574	304	344	351	459
10:00 PM	0	0	0	0	0	0	0	0	0	177	208	195	294	416	232	240	215	328
11:00 PM	0	0	0	0	0	0	0	0	0	127	136	169	230	305	178	143	174	224

					SPEED														
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		TOTAL		
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
Percent	I ND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+				
Total	SB	51	83	159	576	980	1,725	4,787	12,334	22,202	22,103	13,818	4,022	890	188		83,918		
Percent	, JB	0%	0%	0%	1%	1%	2%	6%	15%	26%	26%	16%	5%	1%	0%				
Average Percent		0%	0%	0%	0%	1%	1%	3%	7%	13%	13%	8%	2%	1%	0%				



Speed Limit: N/A
Advisory Speed: N/A

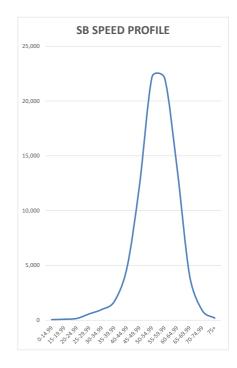
Contractor: Count Number: Location: RR Crossing No:

Start Date: Start Time (24-hour clock):

DAD N AS	SOCIATES LLC	
	cit Ramp to I-95 SB	
N/A	•	
	3/23/22	
	0:00	

		24 - HOUR TE	RAFFIC VOLUI	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak			Weekend Totel Both Directions
12:00 AM	0	141	0	207	141	207
1:00 AM	0	111	0	<b>193</b>	111	<b>193</b>
2:00 AM	0	108	0	<b>159</b>	108	159
3:00 AM	0	109	0	<b>193</b>	109	<b>193</b>
4:00 AM	0	130	0	<b>197</b>	130	<b>197</b>
5:00 AM	0	<b>188</b>	0	<b>251</b>	188	<b>251</b>
6:00 AM	0	<b>245</b>	0	301	245	301
7:00 AM	0	339	0	424	339	424
8:00 AM	0	397	0	655	397	655
9:00 AM	0	526	0	886	526	886
10:00 AM	0	<b>5</b> 68	0	1137	<b>5</b> 68	1137
11:00 AM	0	701	0	1209	701	1209
12:00 PM	0	737	0	1324	737	1324
1:00 PM	0	768	0	1322	768	1322
2:00 PM	0	713	0	1240	713	1240
3:00 PM	0	732	0	1312	732	1312
4:00 PM	0	663	0	1037	663	1037
5:00 PM	0	<b>5</b> 59	0	964	559	964
6:00 PM	0	490	0	789	490	789
7:00 PM	0	395	0	631	395	631
8:00 PM	0	<b>336</b>	0	645	336	645
9:00 PM	0	304	0	459	304	459
10:00 PM	0	<b>232</b>	0	328	232	328
11:00 PM	0	178	0	224	89	224
TOTAL	0	9670	0	16081	9581	16081





			Fl	HWA CLASS	SES										
	PV DUALS TTST TWINS UNDEFINED														
Total	NP	0	0	0	0	0	0								
Percent	NB NB		0%	0%	0%	0%									
Total	SB	63,743	2,815	16,608	752	0	83,918								
Percent	30	76%	3%	20%	1%	0%									
Average P	ercent	38%	2%	10%	0%	0%									



Speed Limit:
Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

560

479

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694225 I-26 SB Exit Ramp to I-95 NB

N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	9	3	4	3	5	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	4	6	4	4	4	4	4
2:00 AM	0	0	0	0	0	0	0	0	0	2	4	3	3	5	3	5	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	4	9	4	9	6	7	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	7	7	9	15	5	10	5	0	3
5:00 AM	0	0	0	0	0	0	0	0	0	10	18	21	20	15	20	15	5	10
6:00 AM	0	0	0	0	0	0	0	0	0	16	20	27	23	18	23	18	4	11
7:00 AM	0	0	0	0	0	0	0	0	0	24	34	26	37	31	32	31	4	18
8:00 AM	0	0	0	0	0	0	0	0	0	33	29	26	29	38	28	38	12	25
9:00 AM	0	0	0	0	0	0	0	0	0	32	27	39	30	31	32	31	19	25
10:00 AM	0	0	0	0	0	0	0	0	0	34	35	37	42	21	38	21	28	25
11:00 AM	0	0	0	0	0	0	0	0	0	48	38	32	61	40	44	40	33	37
12:00 PM	0	0	0	0	0	0	0	0	0	42	41	34	63	35	46	35	34	35
1:00 PM	0	0	0	0	0	0	0	0	0	36	31	29	41	41	34	41	31	36
2:00 PM	0	0	0	0	0	0	0	0	0	39	35	38	46	40	40	40	24	32
3:00 PM	0	0	0	0	0	0	0	0	0	41	36	37	41	47	38	47	31	39
4:00 PM	0	0	0	0	0	0	0	0	0	23	24	25	54	26	34	26	37	32
5:00 PM	0	0	0	0	0	0	0	0	0	38	38	39	34	51	37	51	25	38
6:00 PM	0	0	0	0	0	0	0	0	0	42	18	24	12	34	18	34	23	29
7:00 PM	0	0	0	0	0	0	0	0	0	17	23	17	12	18	17	18	23	21
8:00 PM	0	0	0	0	0	0	0	0	0	19	22	9	21	18	17	18	15	17
9:00 PM	0	0	0	0	0	0	0	0	0	12	11	8	16	28	12	28	7	18
10:00 PM	0	0	0	0	0	0	0	0	0	14	13	13	6	9	11	9	9	9
11:00 PM	0	0	0	0	0	0	0	0	0	8	16	6	5	3	9	13	3	8

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	78	14	17	33	115	377	676	843	643	263	60	8	1	0	3,128
Percent	<b>ЭВ</b>	2%	0%	1%	1%	4%	12%	22%	27%	21%	8%	2%	0%	0%	0%	
Average Percent		1%	0%	0%	1%	2%	6%	11%	13%	10%	4%	1%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	17	1,455	452	48	93	35	14	69	742	25	4	1	3	64	3,022
Percent	36	1%	48%	15%	2%	3%	1%	0%	2%	25%	1%	0%	0%	0%	2%	
Average Percent		0%	24%	7%	1%	2%	1%	0%	1%	12%	0%	0%	0%	0%	1%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694225

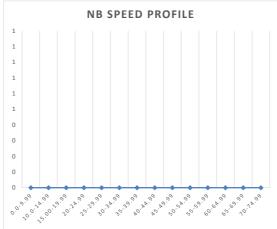
I-26 SB Exit Ramp to I-95 NB N/A

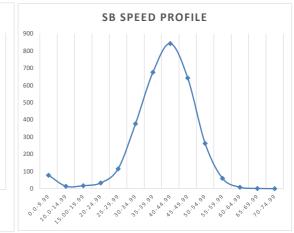
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TE	RAFFIC VOLUI	ME SUMMAR	1	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	<b>5</b>	0	3	<b>5</b>	3
1:00 AM	0	<b>I</b> 4	0	I 4	4	4
2:00 AM	0	3	0	3	3	3
3:00 AM	0	<b>7</b>	0	<b>I</b> 6	<b>7</b>	<b>6</b>
4:00 AM	0	10	0	3	10	3
5:00 AM	0	20	0	10	20	<b>10</b>
6:00 AM	0	23	0	<b>11</b>	<b>2</b> 3	<b>1</b> 1
7:00 AM	0	32	0	18	32	18
8:00 AM	0	28	0	25	28	25
9:00 AM	0	32	0	25	32	25
10:00 AM	0	38	0	25	38	25
11:00 AM	0	44	0	37	44	37
12:00 PM	0	46	0	35	46	35
1:00 PM	0	34	0	36	34	36
2:00 PM	0	40	0	32	40	32
3:00 PM	0	38	0	39	38	39
4:00 PM	0	34	0	32	34	32
5:00 PM	0	37	0	38	37	38
6:00 PM	0	18	0	29	18	29
7:00 PM	0	17	0	21	17	21
8:00 PM	0	17	0	17	17	17
9:00 PM	0	12	0	18	12	18
10:00 PM	0	<b>11</b>	0	9	<b>11</b>	9
11:00 PM	0	9	0	8	<u> </u>	8
TOTAL	0	560	0	479	556	479





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
I ND	Percent	0	0	0	0	0	
SB	Total	1,924	190	836	8	64	3,652
36	Percent	53%	5%	23%	0%	2%	

NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Speed Limit: N/A
Advisory Speed: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
15694228
I-26 SB Exit Ramp to US 15 NB
N/A

WEEKDAY ADT: WEEKEND ADT:

RR Crossing No:

3/1/22 0:00

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	2	8	4	4	5	8	7	8
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	2	5	2	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	1	1	4	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	5	3	3	4	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	5	3	3	0	3	2	2	2	2
5:00 AM	0	0	0	0	0	0	0	0	0	4	6	8	11	7	8	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	2	10	11	11	14	11	2	7	5
7:00 AM	0	0	0	0	0	0	0	0	0	10	24	19	15	7	19	2	6	4
8:00 AM	0	0	0	0	0	0	0	0	0	20	10	16	17	11	14	8	6	7
9:00 AM	0	0	0	0	0	0	0	0	0	23	16	14	10	12	13	12	19	16
10:00 AM	0	0	0	0	0	0	0	0	0	18	19	26	20	16	22	13	18	16
11:00 AM	0	0	0	0	0	0	0	0	0	20	15	14	11	20	13	14	18	16
12:00 PM	0	0	0	0	0	0	0	0	0	10	18	18	10	19	15	17	18	18
1:00 PM	0	0	0	0	0	0	0	0	0	20	17	14	6	20	12	12	15	14
2:00 PM	0	0	0	0	0	0	0	0	0	29	18	17	10	24	15	25	17	21
3:00 PM	0	0	0	0	0	0	0	0	0	16	18	21	14	20	18	18	15	17
4:00 PM	0	0	0	0	0	0	0	0	0	16	15	18	13	20	15	13	18	16
5:00 PM	0	0	0	0	0	0	0	0	0	18	21	20	13	23	18	23	13	18
6:00 PM	0	0	0	0	0	0	0	0	0	20	9	15	15	24	13	13	8	11
7:00 PM	0	0	0	0	0	0	0	0	0	11	8	9	8	13	8	17	9	13
8:00 PM	0	0	0	0	0	0	0	0	0	8	10	12	5	14	9	17	11	14
9:00 PM	0	0	0	0	0	0	0	0	0	5	5	9	13	13	9	13	3	8
10:00 PM	0	0	0	0	0	0	0	0	0	8	4	7	6	11	6	8	7	8
11:00 PM	0	0	0	0	0	0	0	0	0	5	3	4	7	6	5	10	2	6

259

246

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	I IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	28	14	54	348	899	474	41	0	0	0	0	0	0	0	1,858
Percent	36	2%	1%	3%	19%	48%	26%	2%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	9%	24%	13%	1%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	5	1,064	373	42	117	11	4	57	155	1	0	1	0	28	1,858
Percent	36	0%	57%	20%	2%	6%	1%	0%	3%	8%	0%	0%	0%	0%	2%	
Average Percent		0%	29%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%	



| Division: N/A | County: | Dorchester | City: N/A | | -26 SB Exit Ramp | Milepost: N/A | |

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694228

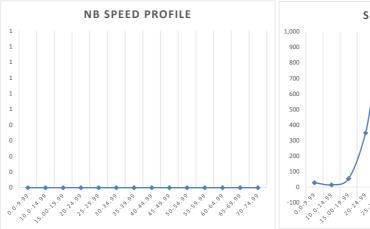
I-26 SB Exit Ramp to US 15 NB N/A

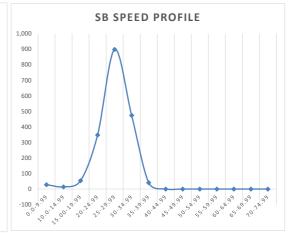
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	ф	<b>5</b>	þ	8	<u> </u>	8
1:00 AM	ф	<b>3</b>	þ	<b>6</b>	3	<b>6</b>
2:00 AM	ф	1	þ	<b>■</b> 3	1	3
3:00 AM	ø	<b>4</b>	Ð	2	<b>4</b>	2
4:00 AM	ø	2	0	2	D 2	2
5:00 AM	0	8	0	3	8	3
6:00 AM	9	11	0	<u> </u>	11	<u> </u>
7:00 AM	ф	19	þ	<b>4</b>	19	<b>4</b>
8:00 AM	0	14	þ	7	14	7
9:00 AM	ф	13	Ð	16	13	16
10:00 AM	þ	22	þ	16	22	16
11:00 AM	•	13	0	16	13	16
12:00 PM	ø	15	0	18	15	18
1:00 PM	ф	12	þ	14	12	14
2:00 PM	ø	15	þ	21	15	21
3:00 PM	0	18	0	17	18	17
4:00 PM	ø	15	þ	16	15	16
5:00 PM	ø	18	Ð	18	18	18
6:00 PM	ø	13	ø	11	13	11
7:00 PM	þ	8	0	13	8	13
8:00 PM	ø	9	0	14	9	14
9:00 PM	ø	9	0	8	9	8
10:00 PM	ø	<b>6</b>	Đ	8	<b>6</b>	8
11:00 PM	ф	<b>5</b>	þ	<b>6</b>	2	6
TOTAL	0	259	0	246	257	246





			FHWA (	CLASSES			
		PV	DUALS	ттѕт	TWINS	UNDEFIN ED	TOTAL
NB	Total	0	0	0	0	0	0
ND	Percent	0	0	0	0	0	
SB	Total	1,442	174	213	1	28	1,858
30	Percent	78%	9%	11%	0%	2%	

NOTE



Division: N/A Milepost: N/A

N/A Advisory Speed: N/A 659 WEEKDAY ADT: WEEKEND ADT: 424

Speed Limit:

Contractor: DAD N ASSOCIATES LLC Count Number: 15694229 Location: I-26 NB Exit Ramp to US 15 SB N/A RR Crossing No:

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	6	3	7	1	5	6	9	8	0	0	0	0	0	0	0	0	0
1:00 AM	5	2	4	3	4	3	1	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	5	6	9	7	4	7	1	2	2	0	0	0	0	0	0	0	0	0
3:00 AM	9	7	7	6	8	7	3	3	3	0	0	0	0	0	0	0	0	0
4:00 AM	12	7	15	8	7	10	2	2	2	0	0	0	0	0	0	0	0	0
5:00 AM	20	15	18	16	17	16	9	1	5	0	0	0	0	0	0	0	0	0
6:00 AM	22	13	27	25	19	22	15	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	23	20	29	24	21	24	25	8	17	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	27	27	27	27	17	23	20	0	0	0	0	0	0	0	0	0
9:00 AM	21	30	16	27	32	24	26	18	22	0	0	0	0	0	0	0	0	0
10:00 AM	33	37	39	41	35	39	25	23	24	0	0	0	0	0	0	0	0	0
11:00 AM	38	37	35	34	36	35	24	31	28	0	0	0	0	0	0	0	0	0
12:00 PM	38	38	39	46	48	41	31	35	33	0	0	0	0	0	0	0	0	0
1:00 PM	41	33	40	48	35	40	27	39	33	0	0	0	0	0	0	0	0	0
2:00 PM	49	50	57	57	56	55	34	26	30	0	0	0	0	0	0	0	0	0
3:00 PM	77	50	63	72	65	62	34	36	35	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	61	75	69	68	27	45	36	0	0	0	0	0	0	0	0	0
5:00 PM	47	76	47	41	44	55	19	30	25	0	0	0	0	0	0	0	0	0
6:00 PM	26	52	32	33	33	39	27	26	27	0	0	0	0	0	0	0	0	0
7:00 PM	26	37	16	36	22	30	25	13	19	0	0	0	0	0	0	0	0	0
8:00 PM	15	23	15	9	25	16	20	12	16	0	0	0	0	0	0	0	0	0
9:00 PM	11	13	13	14	16	13	18	11	15	0	0	0	0	0	0	0	0	0
10:00 PM	10	11	9	7	11	9	13	9	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	16	7	13	7	12	4	4	4	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	20	30	308	1,143	2,000	555	44	4	0	0	0	0	0	0	4,104
Percent	IND	0%	1%	8%	28%	49%	14%	1%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	4%	14%	24%	7%	1%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	8	2,260	869	44	168	88	0	58	546	29	2	2	8	22	4,104
Percent	] ND	0%	55%	21%	1%	4%	2%	0%	1%	13%	1%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	7%	0%	0%	0%	0%	0%	



| Division: N/A | County: | Dorchester | N/A | | On Road: | 1-26 NB Exit Ramp | Milepost: N/A | 
Speed Limit: N/A
Advisory Speed: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC 15694229

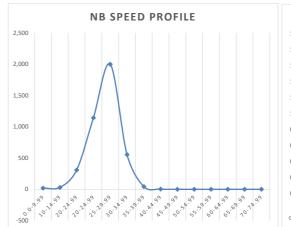
I-26 NB Exit Ramp to US 15 SB N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	v	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	•	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	<b>5</b>	b	<b>8</b>	ø	5	8
1:00 AM		þ	2	þ	3	2
2:00 AM		þ	2	0	<b>1</b> 7	2
3:00 AM		0	3	Ö	<b>7</b>	3
4:00 AM	<b>10</b>	þ	2	0	10	2
5:00 AM	<b>1</b> 6	þ	<b>■</b> 5	ø	<b>1</b> 6	5
6:00 AM	<b>22</b>	b	<b>11</b>	0	22	<b>11</b>
7:00 AM	24	þ	17	ø	24	<b>17</b>
8:00 AM	27	þ	20	0	27	20
9:00 AM	24	b	22	0	24	22
10:00 AM	39	þ	24	ø	39	24
11:00 AM	<b>3</b> 5	þ	28	ø	<b>3</b> 5	28
12:00 PM	41	þ	33	ø	41	<b>3</b> 3
1:00 PM	40	þ	33	þ	40	<b>3</b> 3
2:00 PM	55	þ	30	o	55	80
3:00 PM	62	þ	35	o	62	<b>3</b> 5
4:00 PM	68	þ	36	Ó	68	<b>3</b> 6
5:00 PM	55	þ	25	o	55	25
6:00 PM	39	0	27	0	39	27
7:00 PM	30	b	19	0	30	19
8:00 PM	<b>1</b> 6	0	16	0	16	<b>16</b>
9:00 PM	<b>13</b>	b	15	b	13	<b>1</b> 5
10:00 PM	9	b	<b>11</b>	b	<b>9</b>	<b>11</b>
11:00 PM	12	b	<b>1</b> 4	Ó	<b>6</b>	4
TOTAL	659	Ö	424	0	653	424



1				30	SPE	LD	r IXV						
1													
1													
1													
1													
1													
1													
0													
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0		$\leftarrow$	<b>—</b>	_	_	-	<u> </u>	-	_	-	_	-	<b>—</b>
0.0	9.99	20.24.99	0.24.99	19.99	35.35	9.99	A.99	3.50.5	*.9° 55	3.00.0	k.9° 6	3.99 71	×.99

			FHW	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	3,137	300	633	12	22	4,104
IND	Percent	76%	7%	15%	0%	1%	
SB	Total	0	0	0	0	0	0
30	Percent	0%	0%	0%	0%	0%	

NOTE



| Speed Limit: N/A | N/A

 Contractor:
 DAD N ASSOCIATES LLC

 Count Number:
 15694230

 Location:
 I-26 NB Exit Ramp to US 15 NB

 RR Crossing No:
 N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	2	3	2	2	1	2	3	1	2	0	0	0	0	0	0	0	0	0
1:00 AM	1	2	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	2	1	0	1	1	3	2	3	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	6	4	6	3	3	2	3	0	0	0	0	0	0	0	0	0
6:00 AM	7	3	8	6	8	6	5	3	4	0	0	0	0	0	0	0	0	0
7:00 AM	8	7	8	7	11	7	15	1	8	0	0	0	0	0	0	0	0	0
8:00 AM	18	9	13	11	8	11	15	14	15	0	0	0	0	0	0	0	0	0
9:00 AM	15	5	17	5	22	9	16	13	15	0	0	0	0	0	0	0	0	0
10:00 AM	16	13	10	16	17	13	17	9	13	0	0	0	0	0	0	0	0	0
11:00 AM	13	17	10	18	16	15	15	22	19	0	0	0	0	0	0	0	0	0
12:00 PM	12	12	17	25	33	18	26	20	23	0	0	0	0	0	0	0	0	0
1:00 PM	14	14	13	23	21	17	13	29	21	0	0	0	0	0	0	0	0	0
2:00 PM	21	22	24	16	20	21	15	16	16	0	0	0	0	0	0	0	0	0
3:00 PM	16	14	26	18	28	19	26	22	24	0	0	0	0	0	0	0	0	0
4:00 PM	30	35	25	35	30	32	18	24	21	0	0	0	0	0	0	0	0	0
5:00 PM	18	27	17	16	13	20	16	12	14	0	0	0	0	0	0	0	0	0
6:00 PM	10	14	15	11	10	13	17	6	12	0	0	0	0	0	0	0	0	0
7:00 PM	7	16	10	9	8	12	13	5	9	0	0	0	0	0	0	0	0	0
8:00 PM	6	3	6	5	6	5	9	5	7	0	0	0	0	0	0	0	0	0
9:00 PM	1	2	1	3	5	2	8	8	8	0	0	0	0	0	0	0	0	0
10:00 PM	7	6	4	2	3	4	3	0	2	0	0	0	0	0	0	0	0	0
11:00 PM	0	7	1	2	2	3	2	1	2	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	14	8	11	9	21	63	151	379	524	364	112	21	4	0	1,681
Percent	IND	1%	0%	1%	1%	1%	4%	9%	23%	31%	22%	7%	1%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	1%	2%	4%	11%	16%	11%	3%	1%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	9	1,081	389	10	106	10	3	18	43	3	0	0	0	9	1,681
Percent	l IND	1%	64%	23%	1%	6%	1%	0%	1%	3%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	32%	12%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	



Speed Limit: N/A
Advisory Speed: N/A

 Contractor:
 DAD N ASSOCIATES LLC

 Count Number:
 15694230

 Location:
 I-26 NB Exit Ramp to US 15 NB

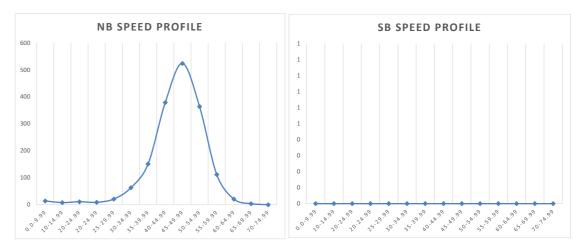
 RR Crossing No:
 N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	2	0	<b>I</b> 2	0	2	2
1:00 AM	1	0	1	0	1	1
2:00 AM	1	0	0	0	1	0
3:00 AM	1	0	3	0	1	3
4:00 AM	1	0	1	0	1	1
5:00 AM		0	3	0	3	3
6:00 AM	<b>■</b> 6	0	4	0	<b>6</b>	<b>4</b>
7:00 AM	7	0	<b>8</b>	0	7	8
8:00 AM	<b>11</b>	0	15	0	11	<b>1</b> 5
9:00 AM	9	0	15	0	9	<b>1</b> 5
10:00 AM	13	0	13	0	13	13
11:00 AM	15	0	19	0	<b>1</b> 5	19
12:00 PM	18	0	23	0	18	23
1:00 PM	17	0	21	0	17	21
2:00 PM	21	0	16	0	21	<b>1</b> 6
3:00 PM	19	0	24	0	19	24
4:00 PM	32	0	21	0	32	21
5:00 PM	20	0	14	0	20	14
6:00 PM	13	0	12	0	13	12
7:00 PM	12	0	9	0	12	9
8:00 PM	<u> </u>	0	<b>7</b>	0	<u> </u>	7
9:00 PM	2	0	<b>8</b>	0	2	8
10:00 PM	<b>4</b>	0	2	0	<b>4</b>	2
11:00 PM	3	0	2	0	2	2
TOTAL	236	0	238	0	234	238



			FHW.	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	1,479	129	64	0	9	1,681
IND	Percent	88%	8%	4%	0%	1%	
SB	Total	0	0	0	0	0	0
36	Percent	0%	0%	0%	0%	0%	

NOTE



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 574

 WEEKEND ADT:
 375

Contractor: DAD N ASSOCIATES LLC
Count Number: 15694231
Location: US 15 NB Exit Ramp to I-26 NB
RR Crossing No: N/A

Start Date: Start Time (24-hour clock): 3/23/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	3	2	6	7	4	7	4	5	0	0	0	0	0	0	0	0	0
1:00 AM	6	4	3	3	5	3	4	7	3	0	0	0	0	0	0	0	0	0
2:00 AM	5	4	6	9	9	6	6	1	5	0	0	0	0	0	0	0	0	0
3:00 AM	8	4	4	3	8	4	1	3	3	0	0	0	0	0	0	0	0	0
4:00 AM	12	14	10	19	20	14	7	5	9	0	0	0	0	0	0	0	0	0
5:00 AM	20	18	17	18	15	18	12	4	9	0	0	0	0	0	0	0	0	0
6:00 AM	24	23	21	27	25	24	7	4	11	0	0	0	0	0	0	0	0	0
7:00 AM	36	31	39	25	34	32	21	18	18	0	0	0	0	0	0	0	0	0
8:00 AM	27	45	44	38	49	42	25	17	25	0	0	0	0	0	0	0	0	0
9:00 AM	37	63	37	39	40	46	28	26	23	0	0	0	0	0	0	0	0	0
10:00 AM	44	42	45	35	23	41	36	32	20	0	0	0	0	0	0	0	0	0
11:00 AM	41	33	30	40	40	34	41	33	27	0	0	0	0	0	0	0	0	0
12:00 PM	36	32	35	34	52	34	36	33	29	0	0	0	0	0	0	0	0	0
1:00 PM	28	35	41	37	51	38	32	31	28	0	0	0	0	0	0	0	0	0
2:00 PM	41	46	35	51	44	44	29	36	24	0	0	0	0	0	0	0	0	0
3:00 PM	48	32	34	44	46	37	36	64	27	0	0	0	0	0	0	0	0	0
4:00 PM	45	31	32	35	43	33	27	63	23	0	0	0	0	0	0	0	0	0
5:00 PM	29	28	37	40	39	35	19	38	19	0	0	0	0	0	0	0	0	0
6:00 PM	23	25	26	31	28	27	20	32	16	0	0	0	0	0	0	0	0	0
7:00 PM	21	24	12	19	25	18	29	19	18	0	0	0	0	0	0	0	0	0
8:00 PM	11	9	13	11	15	11	18	18	11	0	0	0	0	0	0	0	0	0
9:00 PM	6	11	5	16	12	11	17	9	10	0	0	0	0	0	0	0	0	0
10:00 PM	7	12	11	9	11	11	14	7	8	0	0	0	0	0	0	0	0	0
11:00 PM	6	10	8	7	4	8	7	7	4	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	9	34	599	1,537	1,551	191	4	0	0	0	0	0	0	0	3,925
Percent	IND	0%	1%	15%	39%	40%	5%	0%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	8%	20%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	4	1,903	491	58	92	56	13	98	1,120	43	2	0	14	31	3,925
Percent	IND	0%	48%	13%	1%	2%	1%	0%	2%	29%	1%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	24%	6%	1%	1%	1%	0%	1%	14%	1%	0%	0%	0%	0%	



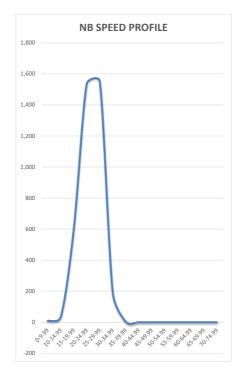
 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

Start Date: Start Time (24-hour clock):

		24 - HOUR TE	RAFFIC VOLUM	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	<b>4</b>	0	<b>5</b>	0	4	<b></b> 5
1:00 AM	3	0	3	0	3	3
2:00 AM	<b>6</b>	0	<b>5</b>	0	<b>6</b>	5
3:00 AM	4	0	3	0	4	3
4:00 AM	14	0	<b>9</b>	0	14	9
5:00 AM	18	0	<b>9</b>	0	18	9
6:00 AM	24	0	<b>11</b>	0	24	<b>11</b>
7:00 AM	32	0	18	0	32	18
8:00 AM	42	0	25	0	42	<b>2</b> 5
9:00 AM	46	0	23	0	46	23
10:00 AM	41	0	20	0	41	20
11:00 AM	34	0	27	0	34	27
12:00 PM	34	0	29	0	34	29
1:00 PM	38	0	28	0	38	28
2:00 PM	44	0	24	0	44	24
3:00 PM	37	0	27	0	37	27
4:00 PM	33	0	23	0	33	23
5:00 PM	35	0	19	0	35	19
6:00 PM	27	0	<b>1</b> 6	0	27	16
7:00 PM	18	0	18	0	18	18
8:00 PM	<b>11</b>	0	<b>11</b>	0	<b>1</b> 1	<b>11</b>
9:00 PM	<b>11</b>	0	<b>10</b>	0	<b>1</b> 1	<b>10</b>
10:00 PM	<b>11</b>	0	<b>8</b>	0	<b>1</b> 1	8
11:00 PM	<b>8</b>	0	4	0	4	4
TOTAL	574	0	375	0	570	375



	SB SPEED PROFILE
1	
1	
1	
1	
1	
1	
0	
0	
0	
0	
0	

			FI	HWA CLAS	SES			
		PV	DUALS	TTST	TWINS	UNDE	FINED	TOTAL
Total	NB	2,398	219	1,261	16	3	1	3,925
Percent	IND	61%	6%	32%	0%	1	%	
Total	SB	0	0	0	0	(	)	0
Percent	36	0%	0%	0%	0%	0%	0%	
Average P	ercent	31%	3%	16%	0%	0%		



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 1452 WEEKDAY ADT: WEEKEND ADT: 523

Contractor: DAD N ASSOCIATES LLC Count Number: 15694232 Location: US 15 NB Exit Ramp to I-26 SB N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
		T	T		1			1	ı	· · · · · · · · · · · · · · · · · · ·		T	I	-			1	1
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	6	3	4	2	9	2	3	3	0	0	0	0	0	0	0	0	0
1:00 AM	4	2	2	5	4	4	3	4	4	0	0	0	0	0	0	0	0	0
2:00 AM	15	1	6	10	7	7	1	3	2	0	0	0	0	0	0	0	0	0
3:00 AM	21	7	26	34	26	33	10	2	6	0	0	0	0	0	0	0	0	0
4:00 AM	42	36	57	63	47	93	19	10	15	0	0	0	0	0	0	0	0	0
5:00 AM	78	44	79	75	74	123	21	7	14	0	0	0	0	0	0	0	0	0
6:00 AM	57	74	76	56	58	150	16	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	49	59	49	43	49	108	34	11	23	0	0	0	0	0	0	0	0	0
8:00 AM	42	38	53	44	46	91	39	20	30	0	0	0	0	0	0	0	0	0
9:00 AM	40	40	36	44	35	76	36	33	35	0	0	0	0	0	0	0	0	0
10:00 AM	36	41	44	48	26	85	36	38	37	0	0	0	0	0	0	0	0	0
11:00 AM	49	41	42	75	51	83	42	42	42	0	0	0	0	0	0	0	0	0
12:00 PM	42	58	28	95	47	86	30	34	32	0	0	0	0	0	0	0	0	0
1:00 PM	37	38	29	116	45	67	38	27	33	0	0	0	0	0	0	0	0	0
2:00 PM	26	36	33	235	56	69	36	37	37	0	0	0	0	0	0	0	0	0
3:00 PM	29	33	35	60	39	68	35	46	41	0	0	0	0	0	0	0	0	0
4:00 PM	40	35	41	46	41	76	32	40	36	0	0	0	0	0	0	0	0	0
5:00 PM	41	32	30	23	31	62	30	37	34	0	0	0	0	0	0	0	0	0
6:00 PM	25	32	19	22	28	51	25	36	31	0	0	0	0	0	0	0	0	0
7:00 PM	26	22	6	18	17	28	8	41	25	0	0	0	0	0	0	0	0	0
8:00 PM	7	11	13	14	16	24	10	23	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	15	12	8	10	27	10	9	10	0	0	0	0	0	0	0	0	0
10:00 PM	8	4	9	6	11	13	4	5	5	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	6	5	4	19	10	4	7	0	0	0	0	0	0	0	0	0

								SPEED					SPEED														
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		TOTAL										
Total	NB	15	10	3	17	111	373	728	1,260	1,063	350	58	9	1	0		3,998										
Percent	IND	0%	0%	0%	0%	3%	9%	18%	32%	27%	9%	1%	0%	0%	0%												
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99												
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0										
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%												
Average Percent		0%	0%	0%	0%	1%	5%	9%	16%	13%	4%	1%	0%	0%	0%												

						CLASS														
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total			
Total	NB	12	2,259	898	51	173	59	0	59	455	16	4	0	1	11		3,998			
Percent	] ND	0%	57%	22%	1%	4%	1%	0%	1%	11%	0%	0%	0%	0%	0%					
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%					



| Division: N/A | County: | Dorchester | City: | N/A | On Road: | US 15 NB Exit Ramp | Milepost: N/A | |

Speed Limit: N/A
Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 15694232

 Location:
 US 15 NB Exit Ramp to I-26 SB

 RR Crossing No:
 N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB	i i	
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	9	0	3	0	9	3
1:00 AM	4	0	4	0	4	4
2:00 AM	7	0	2	0	7	2
3:00 AM	33	0	6	0	33	6
4:00 AM	93	0	<b>I</b> 15	0	93	15
5:00 AM	123	0	14	0	123	14
6:00 AM	150	0	<b>11</b>	0	150	11
7:00 AM	108	0	<b>23</b>	0	108	<b>23</b>
8:00 AM	91	0	30	0	91	30
9:00 AM	<b>7</b> 6	0	<b>3</b> 5	0	<b>7</b> 6	35
10:00 AM	85	0	<b>37</b>	0	85	37
11:00 AM	83	0	42	0	83	42
12:00 PM	86	0	32	0	86	32
1:00 PM	67	0	33	0	67	33
2:00 PM	69	0	<b>37</b>	0	69	37
3:00 PM	68	0	41	0	68	41
4:00 PM	76	0	<b>3</b> 6	0	<b>7</b> 6	<b>36</b>
5:00 PM	62	0	<b>3</b> 4	0	62	34
6:00 PM	<b>51</b>	0	<b>3</b> 1	0	51	31
7:00 PM	<b>28</b>	0	<b>25</b>	0	<b>28</b>	<b>25</b>
8:00 PM	<b>2</b> 4	0	17	0	<b>2</b> 4	17
9:00 PM	<b>27</b>	0	10	0	<b>27</b>	10
10:00 PM	13	0	5	0	I 13	5
11:00 PM	19	0	7	0	10	7
TOTAL	1452	0	523	0	1443	523



			FHW.	A CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
NB	Total	3,169	283	530	5	11	3,998
IND	Percent	79%	7%	13%	0%	0%	
SB	Total	0	0	0	0	0	0
36	Percent	0%	0%	0%	0%	0%	

# NOTE

3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.



Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694233

US 15 SB Exit Ramp to I-26 SB

N/A

WEEKDAY ADT:
WEEKEND ADT:

Start Date: Start Time (24-hour clock): 3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	3	4	2	3	4	1	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	2	5	4	2	3	5	1	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	11	12	11	9	12	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	13	18	25	22	22	22	8	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	18	16	15	10	17	7	3	5
8:00 AM	0	0	0	0	0	0	0	0	0	15	13	10	16	9	12	6	5	6
9:00 AM	0	0	0	0	0	0	0	0	0	10	12	14	8	11	13	10	10	10
10:00 AM	0	0	0	0	0	0	0	0	0	8	8	7	7	9	8	12	3	8
11:00 AM	0	0	0	0	0	0	0	0	0	9	3	7	95	8	5	7	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	4	5	8	178	9	7	11	12	12
1:00 PM	0	0	0	0	0	0	0	0	0	8	12	9	258	10	11	10	6	8
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	8	245	11	10	9	8	9
3:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	282	9	11	7	8	8
4:00 PM	0	0	0	0	0	0	0	0	0	8	6	7	81	8	7	14	10	12
5:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	7	4	6	8	9	9
6:00 PM	0	0	0	0	0	0	0	0	0	4	4	8	6	11	6	9	12	11
7:00 PM	0	0	0	0	0	0	0	0	0	4	1	10	5	5	6	5	5	5
8:00 PM	0	0	0	0	0	0	0	0	0	1	5	2	4	6	4	4	8	6
9:00 PM	0	0	0	0	0	0	0	0	0	4	2	2	2	6	2	7	4	6
10:00 PM	0	0	0	0	0	0	0	0	0	1	2	1	3	3	2	4	4	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	2	4	0	0	3	7	0	4

168

136

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	I IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	38	1	5	57	365	371	60	6	0	0	0	0	0	0	903
Percent	36	4%	0%	1%	6%	40%	41%	7%	1%	0%	0%	0%	0%	0%	0%	
Average Percent		2%	0%	0%	3%	20%	21%	3%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	2	572	194	4	59	7	0	11	16	0	0	0	0	38	903
Percent	36	0%	63%	21%	0%	7%	1%	0%	1%	2%	0%	0%	0%	0%	4%	
Average Percent		0%	32%	11%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	



| Division: N/A | County: | Dorchester | N/A | | On Road: | US 15 SB Exit Ramp | Milepost: N/A | N/A | On Road: | On Road

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694233

US 15 SB Exit Ramp to I-26 SB N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TE	RAFFIC VOLUM	ME SUMMAR	·	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	0	0	þ	<b>3</b>	0	3
1:00 AM	ф	1	þ	1	1	1
2:00 AM	ø	1	þ	0	1	0
3:00 AM	6	<b>4</b>	0	1	<b>4</b>	1
4:00 AM	ф	<b>5</b>	Đ	1	<u> </u>	1
5:00 AM	¢	12	0	<b>3</b>	12	3
6:00 AM	ф	22	0	5	22	5
7:00 AM	ø	17	ø	5	17	5
8:00 AM	ø	12	0	6	12	<b>6</b>
9:00 AM	ø	13	6	10	13	10
10:00 AM	•	<b>8</b>	0	8	8	8
11:00 AM	•	<u> </u>	0	6	<b>5</b>	6
12:00 PM	•	7	0	12	7	12
1:00 PM	ø	11	þ	8	11	8
2:00 PM	ø	10	þ	9	10	9
3:00 PM	ø	11	þ	8	11	8
4:00 PM	ø	7	þ	12	7	12
5:00 PM	ø	<b>6</b>	þ	9	6	9
6:00 PM	ø	<b>6</b>	Ó	11	6	11
7:00 PM	ø	<b>6</b>	0	5	6	5
8:00 PM	ø	<b>4</b>	0	6	<b>4</b>	6
9:00 PM	ø	2	0	6	2	6
10:00 PM	ø	2	0	4	2	4
11:00 PM	0	3	0	4	2	<b>4</b>
TOTAL	0	168	0	136	167	136



	FHWA CLASSES													
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL							
NB	Total	0	0	0	0	0	0							
IND	Percent	0	0	0	0	0								
SB	Total	768	70	27	0	38	903							
36	Percent	85%	8%	3%	0%	4%								

NOTE

3/3/3022 Traffic volumes not included in the counts due to SCDOT maintenance project on I-95. I-95 reduced to one lane in each direction.



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 155

 WEEKEND ADT:
 472

Start Date:
Start Time (24-hour clock):

N/A	
	3/1/22
	0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	3	4	2	3	3	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	5	4	2	3	3	1	2	0	0	0	0	0	0	0	0	0
5:00 AM	3	13	11	12	11	12	9	2	7	0	0	0	0	0	0	0	0	0
6:00 AM	2	18	18	25	22	20	22	8	15	0	0	0	0	0	0	0	0	0
7:00 AM	3	15	18	16	15	16	10	7	8	0	0	0	0	0	0	0	0	0
8:00 AM	5	10	13	10	16	11	9	6	8	0	0	0	0	0	0	0	0	0
9:00 AM	10	8	12	14	8	11	11	10	6	0	0	0	0	0	0	0	0	0
10:00 AM	3	9	8	7	7	8	9	12	5	0	0	0	0	0	0	0	0	0
11:00 AM	5	4	3	7	95	5	8	7	34	0	0	0	0	0	0	0	0	0
12:00 PM	12	8	5	8	178	7	9	11	62	0	0	0	0	0	0	0	0	0
1:00 PM	6	6	12	9	258	9	10	10	89	0	0	0	0	0	0	0	0	0
2:00 PM	8	7	11	8	245	9	11	9	85	0	0	0	0	0	0	0	0	0
3:00 PM	8	8	10	12	282	10	9	7	97	0	0	0	0	0	0	0	0	0
4:00 PM	10	5	6	7	81	6	8	14	30	0	0	0	0	0	0	0	0	0
5:00 PM	9	4	5	7	7	5	4	8	4	0	0	0	0	0	0	0	0	0
6:00 PM	12	4	4	8	6	5	11	9	6	0	0	0	0	0	0	0	0	0
7:00 PM	5	1	1	10	5	4	5	5	3	0	0	0	0	0	0	0	0	0
8:00 PM	8	4	5	2	4	4	6	4	3	0	0	0	0	0	0	0	0	0
9:00 PM	4	1	2	2	2	2	6	7	3	0	0	0	0	0	0	0	0	0
10:00 PM	4	1	2	1	3	1	3	4	2	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	2	4	0	2	0	7	0	0	0	0	0	0	0	0	0	0

	SPEED															
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	202	7	30	242	852	720	94	6	0	0	0	0	0	0	2,153
Percent	IND	9%	0%	1%	11%	40%	33%	4%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		5%	0%	1%	6%	20%	17%	2%	0%	0%	0%	0%	0%	0%	0%	

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	10	1,232	357	15	116	26	0	83	110	9	0	0	2	193	2,153
Percent	IND	0%	57%	17%	1%	5%	1%	0%	4%	5%	0%	0%	0%	0%	9%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	29%	8%	0%	3%	1%	0%	2%	3%	0%	0%	0%	0%	4%	



| Division: N/A | | Dorchester | City: 0 | US 15 SB Exit Ramp | Milepost: N/A | |

 Speed Limit:
 N/A

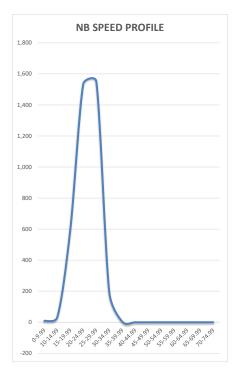
 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

Start Date: Start Time (24-hour clock):

DAD N ASSOCIATES LLC	
5694234	
JS 15 SB Exit Ramp to I-26 NB	
N/A	
3/1/22	
0.00	

	24 - HOUR TRAFFIC VOLUME SUMMARY  NB SB NB SB														
	NB	SB	NB	SB											
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions									
12:00 AM	• 0	0	0	0	• 0	0									
1:00 AM	• 0	0	0	0	0	0									
2:00 AM	1	0	0	0	1	0									
3:00 AM	3	0	2	0	3	2									
4:00 AM	3	0	2	0	3	2									
5:00 AM	<b>12</b>	0	7	0	<b>12</b>	7									
6:00 AM	<b>20</b>	0	<b>1</b> 5	0	<b>20</b>	<b>1</b> 5									
7:00 AM	<b>16</b>	0	<b>8</b>	0	<b>16</b>	8									
8:00 AM	<b>11</b>	0	<b>8</b>	0	<b>11</b>	8									
9:00 AM	<b>11</b>	0	6	0	<b>1</b> 1	6									
10:00 AM	8	0	5	0	8	5									
11:00 AM	5	0	34	0	5	34									
12:00 PM	7	0	62	0	7	62									
1:00 PM	<b>9</b>	0	89	0	9	89									
2:00 PM	<b>9</b>	0	85	0	<b>9</b>	85									
3:00 PM	<b>1</b> 0	0	97	0	10	97									
4:00 PM	6	0	30	0	6	30									
5:00 PM	5	0	4	0	5	4									
6:00 PM	5	0	6	0	5	6									
7:00 PM	4	0	l 3	0	4	3									
8:00 PM	4	0	l 3	0	4	3									
9:00 PM	2	0	3	0	2	3									
10:00 PM	1	0	2	0	1	2									
11:00 PM	2	0	0	0	1	0									
TOTAL	155	0	472	0	154	472									



	SB SPEED PROFILE
1	
1	
1	
1	
1	
1	
0 —	
0 —	
0 —	
0 —	
0999	

			FI	HWA CLAS	SES										
	PV DUALS TTST TWINS UNDEFINED														
Total	NB	1,599	157	202	2	1:	93	2,153							
Percent	IND	74%	7%	9%	0%	9	%								
Total	SB	0	0	0	0		0	0							
Percent	35	0%	0%	0%	0%	0%	0%								
Average Percent 37% 4% 5% 0% 4%															



County: N/A
Con Road: I-26 N of I-95
Milepost: N/A

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

45496

57378

Contractor: Count Number: Location:

RR Crossing No:

DAD N ASSOCIATES LLC 15694235 I-26 N of I-95 Interchange

N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	183	305	205	208	224	239	215	205	210	379	245	291	306	372	268	413	336	375
1:00 AM	210	216	202	195	209	204	209	150	180	262	206	199	303	333	203	349	264	307
2:00 AM	203	206	248	250	294	235	178	131	155	232	195	217	280	293	206	274	202	238
3:00 AM	328	239	330	333	326	301	210	147	179	230	306	300	331	390	303	316	149	233
4:00 AM	486	340	441	433	506	405	328	196	262	261	404	430	446	510	417	317	172	245
5:00 AM	818	461	692	728	696	627	545	284	415	427	606	594	618	666	600	476	208	342
6:00 AM	1,095	726	1,053	1,056	1,077	945	911	526	719	685	965	975	1,061	962	970	623	335	479
7:00 AM	1,392	1,113	1,319	1,320	1,397	1251	1,332	963	1148	1,109	1,033	1,044	1,111	1,177	1039	850	542	696
8:00 AM	1,586	1,386	1,296	1,421	1,565	1368	1,821	1,486	1654	1,150	1,183	1,228	1,237	1,422	1206	1,307	846	1077
9:00 AM	1,797	1,390	1,480	1,094	1,905	1321	2,039	2,174	2107	1,352	1,401	1,389	1,586	1,790	1395	1,787	1,382	1585
10:00 AM	1,551	1,610	1,554	1,165	2,091	1443	2,127	2,642	2385	1,695	1,503	1,419	1,242	1,888	1461	2,338	1,822	2080
11:00 AM	1,573	1,674	1,589	1,429	2,128	1564	1,951	2,706	2329	1,748	1,517	1,416	1,162	2,239	1467	2,499	2,277	2388
12:00 PM	1,857	1,667	1,592	1,651	2,368	1637	1,913	2,726	2320	2,048	1,472	1,565	1,370	2,276	1519	2,485	2,346	2416
1:00 PM	1,942	1,697	1,659	1,676	2,575	1677	1,718	2,603	2161	1,892	1,486	1,522	1,049	2,619	1504	2,372	2,602	2487
2:00 PM	1,981	1,717	1,697	1,720	2,504	1711	1,866	2,469	2168	1,808	1,498	1,677	1,626	2,595	1588	2,238	2,679	2459
3:00 PM	1,720	1,746	1,633	1,697	2,472	1692	1,760	2,758	2259	1,705	1,563	1,494	1,691	2,876	1529	2,024	2,476	2250
4:00 PM	1,616	1,706	1,466	1,607	2,424	1593	1,658	1,902	1780	1,599	1,531	1,655	2,029	2,700	1593	1,917	2,297	2107
5:00 PM	1,200	1,487	1,145	1,458	1,969	1363	1,049	1,254	1152	1,412	1,303	1,501	1,689	2,595	1402	1,654	1,791	1723
6:00 PM	991	1,189	870	1,073	1,447	1044	1,156	1,383	1270	1,363	944	1,086	1,314	2,206	1015	1,054	2,054	1554
7:00 PM	841	776	623	838	1,015	746	982	1,110	1046	982	739	841	1,108	1,837	790	1,213	1,464	1339
8:00 PM	650	727	581	628	734	645	742	809	776	770	272	684	975	1,615	478	988	1,306	1147
9:00 PM	494	549	402	435	558	462	569	585	577	639	598	709	899	1,167	654	778	1,004	891
10:00 PM	365	396	308	379	435	361	393	414	404	507	434	451	821	922	443	678	596	637
11:00 PM	0	311	236	301	311	283	245	266	256	392	303	365	554	693	334	470	379	425

	SPEED																
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	то	OTAL
Total	NB	3	3	3	5	7	17	85	441	2,112	9,038	27,466	40,683	47,715	53,946	181	31,524
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164	4,434
Percent	] 36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	8%	11%	13%	15%		

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	132,491	0	0	9,243	0	0	0	36,152	0	0	0	3,638	0	181,524
Percent	] NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent	36	0%	0%	0%	0%	0%	0%	0%	1%	2%	7%	17%	20%	22%	30%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	9%	10%	11%	15%	



| Division: N/A | County: | Dorchester | City: N/A | -26 N of I-95 | Milepost: N/A | N/A | Constant | N/A |

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694235

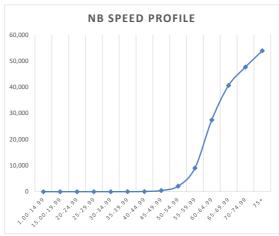
I-26 N of I-95 Interchange
N/A

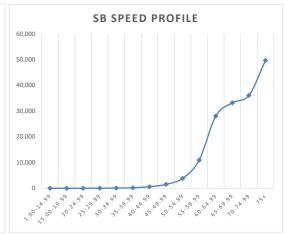
Start Date:

Start Time (24-hour clock):

3/1/22	
0:00	

		24 - HOUR TE	RAFFIC VOLUM	ME SUMMAR	γ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	<b>239</b>	<b>268</b>	<b>I</b> 210	<b>375</b>	507	<b>585</b>
1:00 AM	204	203	180	307	407	486
2:00 AM	235	206	155	238	441	393
3:00 AM	301	303	179	233	604	411
4:00 AM	405	417	<b>1</b> 262	245	822	<b>507</b>
5:00 AM	627	600	<b>415</b>	342	1227	<b>757</b>
6:00 AM	945	970	719	479	1915	1198
7:00 AM	1251	1039	1148	<b>696</b>	<b>22</b> 89	1844
8:00 AM	1368	1206	1654	1077	<b>25</b> 73	2730
9:00 AM	1321	1395	2107	1585	<b>271</b> 6	3691
10:00 AM	1443	1461	2385	2080	2904	4465
11:00 AM	1564	1467	2329	2388	3031	4717
12:00 PM	1637	1519	2320	2416	3155	4735
1:00 PM	1677	1504	2161	2487	3181	4648
2:00 PM	1711	1588	2168	2459	3299	4626
3:00 PM	1692	1529	2259	2250	3221	4509
4:00 PM	1593	1593	1780	2107	3186	3887
5:00 PM	1363	1402	1152	1723	2765	2874
6:00 PM	1044	1015	1270	1554	2059	2824
7:00 PM	746	790	1046	1339	1536	2385
8:00 PM	645	478	776	1147	1123	1923
9:00 PM	462	654	<b>577</b>	891	1116	1468
10:00 PM	361	443	<b>404</b>	637	804	1041
11:00 PM	283	334	256	425	308	680
TOTAL	23117	22380	27903	29475	45188	57378





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
NB	Total	132,491	9,243	36,152	3,638	0	181,524
IND	Percent	73%	5%	20%	2%	0%	
SB	Total	127,309	13,315	30,312	221	0	171,157
36	Percent	74%	8%	18%	0%	0%	

## NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance. Only the I-26 EB direction effected by lane closer on I-95.



 Speed Limit:
 70

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 39898

 WEEKEND ADT:
 47483

Start Date: Start Time (24-hour clock): 3/23/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	189	172	170	326	165	223	150	286	200	266	161	169	193	267	174	237	314	273
1:00 AM	117	109	123	287	124	173	141	154	140	217	165	157	139	182	154	220	173	192
2:00 AM	123	125	132	149	152	135	126	112	130	146	144	136	153	205	144	155	127	162
3:00 AM	156	181	162	174	179	172	118	99	132	218	238	246	247	236	244	118	122	159
4:00 AM	293	262	228	228	252	239	134	100	162	357	386	374	396	385	385	155	112	217
5:00 AM	468	395	358	383	438	379	240	185	288	678	640	612	603	607	618	225	124	319
6:00 AM	765	695	631	593	605	640	471	295	457	1,168	983	1,064	1,020	1,009	1022	346	177	511
7:00 AM	1,091	1,055	1,010	962	966	1009	920	527	804	890	854	924	898	855	892	438	190	494
8:00 AM	1,361	1,161	1,157	1,194	1,222	1171	1,246	832	1100	915	1,059	1,053	892	1,078	1001	710	373	720
9:00 AM	1,583	1,256	1,274	1,503	1,523	1344	1,547	1,374	1481	1,206	1,180	1,142	1,361	1,233	1228	978	474	895
10:00 AM	1,747	1,265	1,271	1,778	1,512	1438	1,736	1,995	1748	1,442	1,158	1,194	1,298	1,300	1217	1,214	925	1146
11:00 AM	1,565	1,288	1,330	1,674	1,798	1431	1,783	2,482	2021	1,591	1,196	1,212	1,507	1,526	1305	1,555	1,218	1433
12:00 PM	1,371	1,216	1,271	1,508	1,907	1332	1,473	2,375	1918	1,401	1,129	1,195	1,484	1,781	1269	1,548	1,450	1593
1:00 PM	1,420	1,189	1,280	1,461	1,955	1310	1,365	2,217	1846	1,443	1,233	1,328	1,541	1,917	1367	1,624	1,712	1751
2:00 PM	1,258	1,268	1,431	1,527	1,988	1409	1,314	2,240	1847	1,375	1,191	1,369	1,594	2,065	1385	1,656	1,978	1900
3:00 PM	1,361	1,381	1,441	1,537	2,057	1453	1,273	1,955	1762	1,366	1,229	1,385	1,612	2,286	1409	1,718	2,126	2043
4:00 PM	1,346	1,403	1,339	1,406	2,013	1383	1,272	1,949	1745	1,431	1,266	1,401	1,604	2,082	1424	1,565	2,059	1902
5:00 PM	1,236	1,302	1,223	1,374	1,907	1300	1,268	1,672	1616	1,121	1,130	1,330	1,469	1,942	1310	1,502	1,969	1804
6:00 PM	1,079	980	1,007	1,100	1,810	1029	1,006	1,338	1385	961	885	1,054	1,176	1,575	1038	1,259	1,903	1579
7:00 PM	676	674	750	827	1,208	750	950	1,038	1065	673	660	726	927	1,330	771	1,029	1,533	1297
8:00 PM	536	572	468	543	754	528	793	936	828	582	532	545	741	1,328	606	832	1,174	1111
9:00 PM	441	430	344	405	549	393	714	631	631	489	470	492	649	877	537	775	929	860
10:00 PM	279	255	252	291	422	266	543	394	453	359	353	324	412	669	363	580	646	632
11:00 PM	247	266	252	236	335	251	337	296	323	275	270	246	318	428	278	376	420	408

								SPEED		SPEED														
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		TOTAL							
Total	NB	1	0	1	0	2	14	33	123	570	2,671	12,036	26,439	36,577	73,754		152,221							
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	17%	24%	48%									
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+									
Total	CD	0	2	1	3	6	4	30	97	517	2,296	9,663	25,457	44,575	68,549		151,200							
Percent	3B	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	17%	29%	45%									
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	7%	17%	27%	47%									



 Speed Limit:
 70

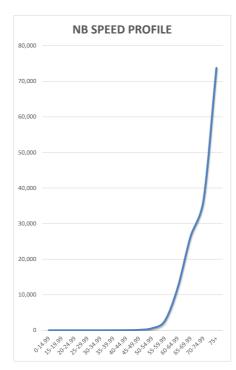
 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

Start Date: Start Time (24-hour clock):

DAD N A	SSOCIATES LLC	
1569423	6	
I-26 S of	I-95 Interchange	
N/A	-	
	3/23/22	
	0.00	

		24 - HOUR TE	RAFFIC VOLUM	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	223	174	200	273	<b>397</b>	473
1:00 AM	173	154	140	192	327	331
2:00 AM	135	144	130	162	280	292
3:00 AM	172	244	132	159	416	291
4:00 AM	239	<b>385</b>	162	217	<b>625</b>	<b>379</b>
5:00 AM	379	E 618	288	319	997	<b>606</b>
6:00 AM	■ 640	1022	457	<b>511</b>	1662	968
7:00 AM	1009	<b>892</b>	<b>804</b>	<b>494</b>	1901	1299
8:00 AM	<b>1171</b>	1001	1100	720	2172	1820
9:00 AM	1344	1228	1481	<b>895</b>	2572	2376
10:00 AM	1438	1217	1748	1146	2655	2894
11:00 AM	1431	1305	2021	1433	2736	3454
12:00 PM	1332	1269	1918	1593	2601	3511
1:00 PM	1310	1367	1846	1751	2677	3597
2:00 PM	1409	1385	1847	1900	2793	3747
3:00 PM	1453	1409	1762	2043	2862	3805
4:00 PM	1383	1424	1745	1902	2806	3647
5:00 PM	1300	1310	<b>1</b> 616	1804	2609	3420
6:00 PM	<b>1029</b>	1038	1385	1579	2067	2964
7:00 PM	<b>750</b>	771	1065	1297	1521	2363
8:00 PM	<b>■</b> 528	<b>■</b> 606	<b>828</b>	1111	1134	<b>19</b> 39
9:00 PM	393	537	631	<b>860</b>	930	1492
10:00 PM	266	<b>363</b>	453	632	629	1085
11:00 PM	251	278	323	408	265	731
TOTAL	19757	20141	24081	23402	39633	47483



80,000 -	
70,000 -	1
60,000 -	
50,000 -	
40,000 -	
30,000 -	
20,000 -	
10,000 -	
0.24	

**SB SPEED PROFILE** 

			FI	HWA CLASS	SES		
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	119,978	7,478	24,565	200	0	152,221
Percent	IND	79%	5%	16%	0%	0%	
Total	SB	118,522	6,260	25,828	590	0	151,200
Percent	30	78%	4%	17%	0%	0%	
Average P	ercent	79%	5%	17%	0%	0%	



 Speed Limit:
 70

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 30279

 WEEKEND ADT:
 37754

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694237 I-95 N of I-26 Interchange

RR Crossing No: Start Date:

3/25/22 0:00

N/A

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	204	271	209	244	200	241	202	299	234	240	187	211	180	228	193	212	226	222
1:00 AM	164	148	163	192	193	168	217	198	203	197	163	181	173	217	172	201	185	201
2:00 AM	149	158	149	156	178	154	197	156	177	151	142	153	166	236	154	206	150	197
3:00 AM	157	160	148	159	185	156	202	138	175	180	180	172	210	230	187	209	186	208
4:00 AM	175	202	184	186	222	191	199	140	187	271	248	263	287	296	266	237	187	240
5:00 AM	282	261	291	258	270	270	238	199	236	390	336	358	394	427	363	274	216	306
6:00 AM	400	392	360	326	401	359	377	279	352	556	484	566	556	593	535	363	266	407
7:00 AM	515	568	548	511	569	542	612	465	549	608	538	554	613	733	568	533	368	545
8:00 AM	707	694	641	689	686	675	852	673	737	758	662	670	679	792	670	716	589	699
9:00 AM	945	814	831	883	899	843	1,208	1,067	1058	869	769	769	981	1,064	840	953	796	938
10:00 AM	1,106	1,011	910	1,153	1,217	1025	1,504	1,301	1341	1,085	836	913	1,041	1,158	930	1,176	1,152	1162
11:00 AM	1,205	873	959	1,129	1,273	987	1,599	1,629	1500	1,058	943	950	1,114	1,263	1002	1,347	1,392	1334
12:00 PM	1,251	1,011	1,064	1,147	1,464	1074	1,443	1,636	1514	1,089	887	990	1,122	1,313	1000	1,271	1,307	1297
1:00 PM	1,286	1,444	1,064	1,271	1,483	1260	1,599	1,611	1564	1,093	968	993	1,136	1,350	1032	1,319	1,422	1364
2:00 PM	1,183	1,273	1,072	1,205	1,547	1183	1,482	1,447	1492	1,108	953	994	1,154	1,413	1034	1,263	1,474	1383
3:00 PM	1,196	1,268	1,027	1,106	1,599	1134	1,384	1,517	1500	964	905	927	1,254	1,383	1029	961	1,423	1256
4:00 PM	1,278	1,208	1,122	1,131	1,474	1154	1,302	1,622	1466	930	885	848	1,158	1,412	964	1,452	1,374	1413
5:00 PM	1,260	1,101	935	1,119	1,367	1052	1,364	1,368	1366	774	839	833	1,022	1,209	898	1,040	1,239	1163
6:00 PM	892	897	840	864	1,231	867	948	1,127	1102	651	655	730	791	994	725	892	1,031	972
7:00 PM	725	630	629	758	973	672	797	847	872	516	543	602	692	969	612	717	849	845
8:00 PM	574	618	449	546	737	538	572	630	646	419	433	484	595	790	504	607	602	666
9:00 PM	456	438	401	492	584	444	678	531	598	330	416	383	508	649	436	403	546	533
10:00 PM	363	347	333	379	500	353	537	442	493	258	308	294	331	489	311	380	401	423
11:00 PM	339	295	237	311	364	281	370	264	333	207	204	242	253	299	233	295	262	285

	SPEED															
	DIRECTION 0-14.99 15-19.99 20-24.99 25-29.99 30-34.99 35-39.99 40-44.99 45-49.99 50-54.99 55-59.99 60-64.99 65-69.99 70-74.99 75+															тот
Total	NB	0	0	0	0	5	2	20	66	302	1,327	8,634	19,799	29,529	63,076	122,
Percent	] IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	16%	24%	51%	
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	0	1	0	1	3	3	12	70	301	916	7,088	16,957	25,455	62,046	112,
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	15%	23%	55%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	16%	23%	53%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	#DIV/0!														
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		#DIV/0!														



 Speed Limit:
 70

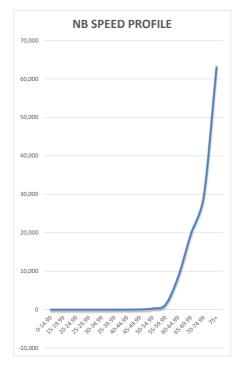
 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

Start Date: Start Time (24-hour clock):

DAD N A	SSOCIATES LLC	
1569423	7	
I-95 N of	I-26 Interchange	
N/A		
	3/25/22	
	0.00	

		24 - HOUR TE	RAFFIC VOLUI	ME SUMMAR	Υ	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	241	193	234	222	434	456
1:00 AM	168	172	203	201	340	404
2:00 AM	154	154	177	197	308	374
3:00 AM	156	187	175	208	343	■ 383
4:00 AM	191	266	187	240	457	427
5:00 AM	270	<b>363</b>	236	306	633	541
6:00 AM	359	S35	<b>352</b>	<b>407</b>	895	760
7:00 AM	<b>542</b>	<b>568</b>	<b>549</b>	<b>545</b>	1111	1093
8:00 AM	<b>675</b>	<b>670</b>	737	<b>699</b>	1345	1436
9:00 AM	<b>843</b>	840	1058	938	1682	1996
10:00 AM	1025	930	1341	1162	1955	2503
11:00 AM	987	1002	1500	1334	1989	2834
12:00 PM	1074	1000	1514	1297	2074	2811
1:00 PM	1260	1032	1564	1364	2292	2928
2:00 PM	1183	1034	1492	1383	2217	2875
3:00 PM	1134	1029	1500	1256	2162	2756
4:00 PM	1154	964	1466	1413	2117	2879
5:00 PM	1052	898	1366	1163	1950	2529
6:00 PM	867	<b>725</b>	1102	972	1592	2074
7:00 PM	672	<b>612</b>	872	845	1285	1717
8:00 PM	<b>538</b>	<b>504</b>	<b>646</b>	<b>666</b>	1042	1313
9:00 PM	<b>444</b>	<b>436</b>	<b>598</b>	<b>533</b>	879	1130
10:00 PM	353	311	<b>493</b>	423	664	916
11:00 PM	D 281	233	333	285	257	618
TOTAL	15621	14658	19695	18059	30022	37754



	SB SPEED PROFILE
70,000	
60,000	
50,000	
40,000	
30,000	
20,000	
10,000	
0,	

			FI	HWA CLAS	SES		
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	77,695	18,949	21,451	4,665	0	122,760
Percent	NB	63%	15%	17%	4%	0%	
Total	SB	80,856	6,987	24,044	966	0	112,853
Percent		72%	6%	21%	1%	0%	
Average F	Percent	67%	11%	19%	2%	0%	



| Division: N/A | County: Orangeburg | Bowman | County: N/A | County: Division | Division | County | C

 WEEKDAY ADT:
 41771

 WEEKEND ADT:
 56293

70

Speed Limit:

Start Date:

Start Time (24-hour clock):

N/A 3/23/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Pea
12:00 AM	229	238	268	259	311	255	333	235	293	257	216	254	254	336	241	386	232	318
1:00 AM	229	244	265	264	295	258	292	188	258	210	230	251	271	362	251	428	233	341
2:00 AM	234	293	288	311	339	297	305	209	284	285	263	280	314	380	286	387	250	339
3:00 AM	364	379	386	343	344	369	333	248	308	392	316	331	405	466	351	458	289	404
4:00 AM	508	495	516	497	511	503	468	332	437	494	427	487	559	588	491	543	365	499
5:00 AM	607	659	637	643	696	646	744	475	638	666	601	670	689	811	653	742	516	690
6:00 AM	809	874	800	833	890	836	1,181	844	972	773	757	847	855	1,167	820	1,110	841	1039
7:00 AM	991	1,095	1,058	1,159	1,267	1104	1,621	1,271	1386	983	950	1,041	1,103	1,482	1031	1,633	1,319	1478
8:00 AM	1,298	1,360	1,244	1,481	1,655	1362	2,175	1,768	1866	1,275	1,158	1,192	1,451	1,806	1267	2,157	1,796	1920
9:00 AM	1,702	1,183	1,425	1,644	1,913	1417	2,404	2,365	2227	1,779	1,229	1,345	1,598	2,024	1391	2,349	2,201	2191
10:00 AM	1,761	1,342	1,620	1,862	2,130	1608	2,513	2,619	2421	1,636	1,328	1,437	1,769	2,185	1511	2,474	2,363	2341
11:00 AM	1,923	2,041	1,600	1,915	2,295	1852	2,494	2,512	2434	1,571	1,344	1,478	1,826	2,258	1549	2,374	2,272	2301
12:00 PM	2,463	1,836	1,562	1,612	1,921	1670	1,796	2,543	2087	2,443	1,660	1,329	1,378	1,825	1456	1,595	2,296	1905
1:00 PM	2,414	1,776	1,517	1,462	1,668	1585	2,342	2,402	2137	2,123	1,548	1,359	1,440	1,762	1449	2,165	2,134	2020
2:00 PM	2,673	1,860	1,432	1,558	1,555	1617	2,098	2,053	1902	1,918	1,292	1,229	1,268	1,709	1263	1,933	2,074	1905
3:00 PM	2,203	1,797	1,438	1,379	1,682	1538	2,036	2,299	2006	1,761	1,101	1,129	1,079	1,568	1103	1,767	2,062	1799
4:00 PM	1,875	1,315	1,262	1,106	1,329	1228	1,875	1,492	1565	1,555	980	1,011	1,058	1,281	1016	1,724	1,476	1494
5:00 PM	1,430	1,047	1,004	888	1,068	980	1,381	1,113	1187	1,198	749	769	920	1,078	813	1,352	1,209	1213
6:00 PM	1,021	966	848	698	838	837	1,204	899	980	868	618	637	727	938	661	1,486	868	1097
7:00 PM	800	710	665	590	730	655	968	916	871	788	465	506	577	808	516	1,098	725	877
8:00 PM	686	573	576	531	590	560	662	920	724	559	391	438	465	638	431	665	539	614
9:00 PM	451	527	446	392	480	455	501	509	497	426	309	358	389	488	352	638	373	500
10:00 PM	322	388	313	345	344	349	446	417	402	336	300	346	327	354	324	462	414	410
11:00 PM	272	294	292	274	311	287	438	297	349	294	261	294	280	332	278	481	281	365

								SPEED								
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	148	265	484	775	924	729	693	929	1,293	3,183	10,746	28,504	52,449	77,641	178,763
Percent	IND	0%	0%	0%	0%	1%	0%	0%	1%	1%	2%	6%	16%	29%	43%	
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	2	1	5	45	35	38	38	129	336	1,659	11,981	31,150	50,645	71,220	167,284
Percent	] <sup>36</sup>	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	19%	30%	43%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	17%	30%	43%	



 Division:
 N/A

 County:
 Orangeburg

 City:
 Bowman

 On Road:
 1-95

 Milepost:
 N/A

 Speed Limit:
 70

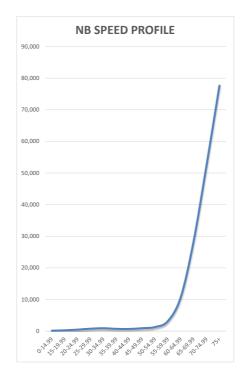
 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

Start Date: Start Time (24-hour clock):

DAD N ASS	SOCIATES LLC
15694238	
I-95 S of I-2	26 Interchange
N/A	
	3/23/22
	0:00

		24 - HOUR TE	RAFFIC VOLUI	ME SUMMAR	Y	
	NB	SB	NB	SB		
					Weekday	Weekend
Start Time	Average	Average	Average	Average	Totel Both	Totel Both
	Weekday	Weekday	Weekend	Weekend	Directions	Directions
	Direction	Direction	Direction	Direction		
	Hourly Peak	Hourly Peak	Hourly Peak	Hourly Peak		
12:00 AM	255	241	293	318	496	611
1:00 AM	258	251	258	341	508	599
2:00 AM	297	286	284	339	583	E 623
3:00 AM	<b>369</b>	351	308	404	720	713
4:00 AM	503	491	437	499	994	936
5:00 AM	646	<b>653</b>	638	<b>690</b>	1300	1328
6:00 AM	<b>836</b>	<b>820</b>	972	<b>1039</b>	1655	2011
7:00 AM	<b>1104</b>	<b>1031</b>	1386	1478	2135	2864
8:00 AM	1362	1267	1866	1920	2629	3786
9:00 AM	1417	1391	2227	2191	2808	4419
10:00 AM	1608	1511	2421	2341	3119	4761
11:00 AM	1852	1549	2434	2301	3401	4735
12:00 PM	1670	1456	2087	1905	3126	3992
1:00 PM	1585	1449	2137	2020	3034	4158
2:00 PM	1617	1263	1902	1905	2880	3807
3:00 PM	1538	<b>1103</b>	2006	1799	2641	3805
4:00 PM	1228	<b>1016</b>	1565	1494	2244	3059
5:00 PM	980	<b>813</b>	1187	1213	1792	2400
6:00 PM	<b>837</b>	661	980	<b>1097</b>	1498	2078
7:00 PM	655	516	871	877	<b>1171</b>	1748
8:00 PM	<b>560</b>	431	724	614	991	1338
9:00 PM	455	352	<b>497</b>	<b>500</b>	807	996
10:00 PM	349	324	402	410	673	812
11:00 PM	287	278	349	365	283	713
TOTAL	22267	19504	28233	28060	41489	56293



	SB SPEED PROFILE
80,000	
70,000	
60,000	
50,000	
40,000	
30,000	
20,000	
10,000	
0	

			FI	HWA CLAS	SES		
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	NB	126,599	9,288	37,421	5,455	0	178,763
Percent	ND	71%	5%	21%	3%	0%	
Total	SB	123,337	8,161	35,294	492	0	167,284
Percent	36	74%	5%	21%	0%	0%	
Average Percent		72%	5%	21%	2%	0%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694239
Vance Rd W of I-26 SB Ramps
N/A

 WEEKDAY ADT:
 2048

 WEEKEND ADT:
 2013

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	1	2	2	3	2	6	10	8	3	5	2	13	8	4	11	8	10
1:00 AM	4	3	4	5	1	4	9	2	6	5	3	4	6	2	4	7	11	9
2:00 AM	8	5	10	9	8	8	6	3	5	6	9	6	7	5	8	8	3	6
3:00 AM	35	9	26	24	21	20	5	7	6	1	6	13	3	3	10	7	1	4
4:00 AM	44	21	47	41	44	36	17	16	17	6	5	5	7	8	5	3	5	4
5:00 AM	71	41	64	84	62	63	20	8	14	15	13	11	12	14	12	7	8	8
6:00 AM	75	77	78	90	73	82	26	11	19	13	29	21	32	18	25	19	9	14
7:00 AM	58	60	56	74	65	63	38	25	32	30	35	46	60	39	41	28	10	19
8:00 AM	56	54	49	59	66	54	54	45	50	41	48	33	60	56	41	46	23	35
9:00 AM	48	52	44	65	54	54	55	52	54	46	41	43	54	59	42	95	42	69
10:00 AM	56	63	60	74	85	66	63	44	54	47	51	43	53	61	47	77	45	61
11:00 AM	64	54	49	118	66	74	72	75	74	54	43	56	158	82	50	77	55	66
12:00 PM	69	45	55	346	69	149	103	74	89	68	43	55	121	69	49	68	78	73
1:00 PM	55	53	63	268	73	128	103	75	89	62	55	64	118	62	60	72	72	72
2:00 PM	65	52	68	139	80	86	69	98	84	72	62	88	255	96	75	65	78	72
3:00 PM	51	47	56	87	112	63	67	84	76	62	73	71	399	91	72	80	68	74
4:00 PM	68	68	71	75	88	71	78	117	98	68	95	97	108	131	96	64	92	78
5:00 PM	36	58	42	46	62	49	70	70	70	71	81	101	85	92	91	57	262	160
6:00 PM	20	44	23	41	38	36	36	57	47	80	72	53	65	61	63	60	137	99
7:00 PM	14	16	19	25	25	20	24	22	23	53	33	30	49	38	32	40	44	42
8:00 PM	14	14	14	27	27	18	28	34	31	32	25	21	28	28	23	25	27	26
9:00 PM	9	13	6	14	21	11	18	13	16	24	11	18	38	34	15	18	27	23
10:00 PM	6	8	7	6	10	7	6	11	9	10	14	10	10	20	12	24	12	18
11:00 PM	0	7	7	4	11	6	5	6	6	9	5	9	8	15	7	11	3	7

	SPEED															
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	93	20	48	233	610	698	940	1,256	1,101	605	157	41	7	3	5,812
Percent	T 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	T VVB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	0%	2%	5%	6%	8%	11%	9%	5%	1%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	-	Total
Total	EB	90	3,955	1,860	56	548	105	7	185	525	27	0	1	3	170		7,532
Percent	EB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1		5,823
Percent	WB	2%	0%	1%	3%	11%	18%	23%	23%	13%	4%	1%	0%	0%	0%		
Average Percent		1%	0%	1%	1%	5%	9%	12%	12%	7%	2%	0%	0%	0%	0%		



Milepost: N/A

Speed Limit: N/A
Advisory Speed: N/A

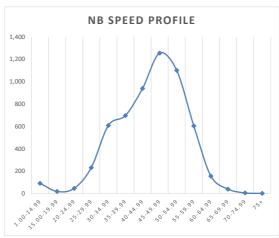
Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694239
Vance Rd W of I-26 SB Ramps
N/A

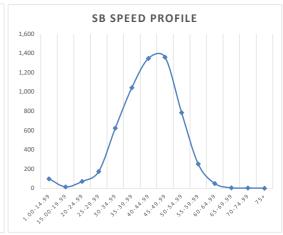
Start Date:

Start Time (24-hour clock):

3/1/22	
0:00	

		24 HOURT	RAFFIC VOLUI	AE CHIMANAAD	,	
		24 - HOUR 11	NAFFIC VOLUI	VIE SUIVIIVIAK		
	EB	WB	EB	WB		
					Weekday	Weekend
Start Time	Average	Average	Average	Average	Totel Both	Totel Both
	Weekday	Weekday	Weekend	Weekend	Directions	Directions
	Direction	Direction	Direction	Direction		
	Hourly Peak	Hourly Peak	Hourly Peak	Hourly Peak		
12:00 AM	2	4	8	10	5	18
1:00 AM	4	4	6	9	8	15
2:00 AM	8	8	5	6	16	10
3:00 AM	<b>2</b> 0	10	6	4	29	10
4:00 AM	<b>3</b> 6	5	<b>17</b>	4	<b>41</b>	21
5:00 AM	63	12	<b>1</b> 4	8	75	22
6:00 AM	82	<b>25</b>	<b>1</b> 9	14	107	33
7:00 AM	63	41	32	19	104	51
8:00 AM	54	41	50	35	95	84
9:00 AM	54	42	54	69	96	<b>12</b> 2
10:00 AM	66	47	54	61	113	115
11:00 AM	74	50	74	66	<b>12</b> 3	140
12:00 PM	149	49	89	73	198	162
1:00 PM	128	60	89	72	188	161
2:00 PM	86	75	84	72	161	155
	63	72	76	74	135	150
3:00 PM					167	
4:00 PM	71	96	98	78		176
5:00 PM	49	91	70	160	140	230
6:00 PM	36	63	47	99	99	145
7:00 PM	<b>20</b>	32	23	42	52	65
8:00 PM	<b>18</b>	23	31	<b>26</b>	41	57
9:00 PM		<u> </u>	<u> </u>	23	<u> </u>	38
10:00 PM	7	12	9	18	19	27
11:00 PM	6	7	6	7	7	13
TOTAL	1169	879	969	1045	2041	2013





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	5,905	716	737	4	170	7,532
_ EB	Percent	78%	10%	10%	0%	2%	
WB	Total	6,075	603	749	10	135	7,572
VVD	Percent	80%	8%	10%	0%	2%	

## NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Speed Limit:
Advisory Speed:

N/A N/A Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC 15694240

Vance Rd E of I-26 NB Ramps N/A

 WEEKDAY ADT:
 1629

 WEEKEND ADT:
 1709

Start Date: Start Time (24-hour clock): 3/1/22 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	1	2	3	5	2	4	2	3	5	3	2	6	6	3	9	11	10
1:00 AM	0	5	0	4	0	3	4	5	5	7	4	4	5	5	4	4	5	5
2:00 AM	6	0	5	3	9	3	2	2	2	2	3	5	3	1	4	6	1	4
3:00 AM	11	4	6	10	7	7	5	6	6	0	4	4	5	13	4	6	6	6
4:00 AM	18	11	26	23	13	20	12	7	10	4	12	5	2	6	9	4	7	6
5:00 AM	38	16	36	51	31	34	20	9	15	19	18	13	23	14	16	13	6	10
6:00 AM	62	39	68	72	70	60	32	14	23	13	42	44	41	37	43	25	6	16
7:00 AM	58	75	47	63	49	62	34	30	32	39	45	45	52	52	45	32	13	23
8:00 AM	48	41	49	68	64	53	44	47	46	52	46	49	65	49	48	37	23	30
9:00 AM	42	57	49	57	62	54	50	58	54	57	51	45	62	62	48	59	41	50
10:00 AM	68	56	45	107	64	69	63	58	61	54	51	49	54	57	50	55	52	54
11:00 AM	67	56	55	75	50	62	76	88	82	54	68	48	83	58	58	48	55	52
12:00 PM	53	44	51	71	60	55	76	65	71	63	44	55	202	51	50	61	81	71
1:00 PM	59	61	56	108	69	75	54	66	60	66	53	47	361	59	50	58	77	68
2:00 PM	59	56	61	98	82	72	48	71	60	43	63	60	338	63	62	52	61	57
3:00 PM	56	58	56	64	81	59	50	152	101	74	67	62	170	89	65	55	67	61
4:00 PM	69	64	51	56	67	57	44	316	180	54	55	66	70	88	61	43	70	57
5:00 PM	34	52	47	42	44	47	49	59	54	57	57	56	62	59	57	51	60	56
6:00 PM	18	27	15	24	27	22	25	38	32	46	29	27	40	39	28	40	45	43
7:00 PM	19	30	16	22	27	23	29	17	23	39	27	17	25	29	22	30	43	37
8:00 PM	8	12	7	16	14	12	18	11	15	18	12	19	22	26	16	17	17	17
9:00 PM	8	9	8	9	7	9	5	13	9	15	5	10	17	22	8	17	11	14
10:00 PM	8	5	10	8	10	8	8	7	8	8	3	5	11	8	4	7	6	7
11:00 PM	0	5	7	2	9	5	10	6	8	7	6	11	5	7	9	10	5	8

								SPEED									
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Т	TOTAL
Total	EB	82	35	230	824	1,020	952	1,225	703	122	5	0	1	0	0		5,199
Percent	EB	2%	1%	4%	16%	20%	18%	24%	14%	2%	0%	0%	0%	0%	0%		
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Total	WB	153	81	301	809	800	651	853	710	271	74	15	4	0	0	4	4,722
Percent	WB	3%	2%	6%	17%	17%	14%	18%	15%	6%	2%	0%	0%	0%	0%		
Average Percent		2%	1%	5%	16%	18%	16%	21%	14%	4%	1%	0%	0%	0%	0%		

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Tota
Total	ЕВ	36	3,095	1,135	15	218	176	9	104	327	10	0	1	2	71	5,19
Percent		1%	60%	22%	0%	4%	3%	0%	2%	6%	0%	0%	0%	0%	1%	
Total	WB	61	2,621	1,036	22	261	136	6	90	336	9	0	0	2	142	4,72
Percent	7 WD	1%	56%	22%	0%	6%	3%	0%	2%	7%	0%	0%	0%	0%	3%	
Average Percent		1%	58%	22%	0%	5%	3%	0%	2%	7%	0%	0%	0%	0%	2%	



Milepost: N/A

 Division:
 N/A

 County:
 Dorchester

 City:
 N/A

 On Road:
 Vance Rd E of I-26

Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694240
Vance Rd E of I-26 NB Ramps
N/A

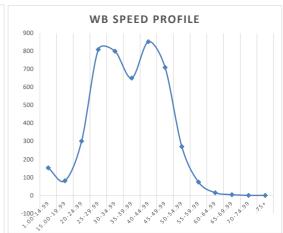
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME STIMMAR	,	
	EB	WB	EB	WB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	1 2	3	3	<b>10</b>	5	13
1:00 AM	3	4	5	5	7	9
2:00 AM	3	4	2	4	7	6
3:00 AM	7	4	6	6	11	12
4:00 AM	<b>2</b> 0	<b>■</b> 9	10	6	<b>29</b>	15
5:00 AM	34	<b>1</b> 6	15	10	50	24
6:00 AM	60	43	23	<b>16</b>	103	39
7:00 AM	62	45	32	23	107	<b>55</b>
8:00 AM	53	48	46	30	100	76
9:00 AM	54	48	54	50	102	104
10:00 AM	69	50	61	54	119	114
11:00 AM	62	58	82	52	120	134
12:00 PM	55	50	71	71	105	142
1:00 PM	75	50	60	68	125	128
2:00 PM	72	62	60	57	133	116
3:00 PM	59	65	101	61	124	162
4:00 PM	57	61	180	57	118	237
5:00 PM	47	57	54	56	104	110
6:00 PM	<b>22</b>	28	32	43	50	74
7:00 PM	<b>23</b>	22	23	37	45	<b>60</b>
8:00 PM	<b>12</b>	<b>1</b> 6	15	<b>17</b>	<b>27</b>	32
9:00 PM	9	<b>1</b> 8	9	<b>1</b> 4	<b>1</b> 6	23
10:00 PM	<b>1</b> 8	4	8	1 7	12	14
11:00 PM	5	<b>1</b> 9	8	8	7	16
TOTAL	871	758	955	754	1622	1709





			FHWA (	CLASSES			
		PV	DUALS	ттѕт	TWINS	UNDEFIN ED	TOTAL
EB	Total	4,266	418	441	3	71	5,199
_ EB	Percent	82%	8%	8%	0%	1%	
WB	Total	3,718	425	435	2	142	4,722
WD	Percent	79%	9%	9%	0%	3%	

## NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694241

Old State Rd W of I-95 SB Ramps
N/A

 WEEKDAY ADT:
 3297

 WEEKEND ADT:
 3057

Start Date: Start Time (24-hour clock): 3/1/22 0:00

					ЕВ									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	6	4	6	9	5	8	7	8	14	7	4	5	10	6	16	13	15
1:00 AM	5	4	4	8	8	5	3	7	5	5	6	5	10	5	6	7	8	8
2:00 AM	6	2	4	12	6	6	3	0	2	12	10	7	11	4	9	5	7	6
3:00 AM	15	5	21	22	22	16	6	3	5	7	8	14	12	16	11	9	4	7
4:00 AM	43	22	34	46	35	34	21	9	15	7	28	31	23	17	30	7	5	6
5:00 AM	73	47	83	90	89	73	15	10	13	32	46	38	42	49	42	6	6	6
6:00 AM	118	83	135	137	151	118	38	20	29	44	62	71	77	61	67	36	17	27
7:00 AM	88	132	76	92	78	100	61	40	51	66	117	117	100	107	117	42	27	35
8:00 AM	88	90	79	79	76	83	83	106	95	132	110	89	101	111	100	79	43	61
9:00 AM	91	72	76	86	98	78	106	69	88	120	95	84	99	90	90	101	69	85
10:00 AM	85	84	77	114	95	92	101	106	104	95	95	75	88	112	85	97	65	81
11:00 AM	87	78	78	187	108	114	90	93	92	91	78	91	116	110	85	101	86	94
12:00 PM	93	101	81	219	114	134	96	77	87	83	92	88	148	121	90	74	125	100
1:00 PM	106	87	97	341	132	175	109	84	97	88	93	91	277	114	92	110	127	119
2:00 PM	109	97	97	243	138	146	94	106	100	100	110	109	219	130	110	107	122	115
3:00 PM	109	82	125	146	150	118	83	107	95	92	118	118	202	156	118	98	103	101
4:00 PM	109	117	140	146	139	134	96	232	164	127	123	136	162	177	130	91	132	112
5:00 PM	93	132	104	96	96	111	84	91	88	130	162	142	142	148	152	116	636	376
6:00 PM	52	88	53	65	58	69	58	72	65	151	103	86	96	102	95	77	336	207
7:00 PM	32	64	35	44	40	48	33	32	33	91	62	49	64	61	56	60	68	64
8:00 PM	27	35	19	36	38	30	39	29	34	72	36	39	38	42	38	37	41	39
9:00 PM	33	21	13	21	28	18	26	16	21	38	13	25	28	29	19	40	35	38
10:00 PM	30	16	13	19	35	16	27	19	23	20	17	12	17	29	15	37	14	26
11:00 PM	0	12	8	8	13	9	20	4	12	0	9	8	4	23	9	19	14	17

								SPEED									
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	то	OTAL
Total	EB	342	27	47	102	216	329	607	1,294	2,050	1,909	1,226	484	149	42	8	8,824
Percent	EB	4%	0%	1%	1%	2%	4%	7%	15%	23%	22%	14%	5%	2%	0%		
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Total	WB	196	26	65	132	346	403	808	1,811	2,707	2,094	970	351	86	29	10	0,031
Percent	WD	2%	0%	1%	1%	3%	4%	8%	18%	27%	21%	10%	3%	1%	0%		
Average Percent		3%	0%	1%	1%	3%	4%	7%	16%	25%	21%	12%	4%	1%	0%		

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	105	4,508	2,135	80	1,015	94	20	257	271	7	2	0	0	343	8,837
Percent		1%	51%	24%	1%	11%	1%	0%	3%	3%	0%	0%	0%	0%	4%	
Total	WB	86	5,374	2,433	100	1,005	68	6	219	511	17	1	2	7	202	10,031
Percent	VVD	1%	54%	24%	1%	10%	1%	0%	2%	5%	0%	0%	0%	0%	2%	
Average Percent		1%	52%	24%	1%	11%	1%	0%	3%	4%	0%	0%	0%	0%	3%	



Milepost: N/A

| Division: N/A | County: | Dorchester | City: N/A | Old State Rd W of I-95 |

Speed Limit: N/A
Advisory Speed: N/A

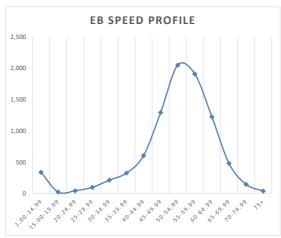
Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694241
Old State Rd W of I-95 SB Ramps
N/A

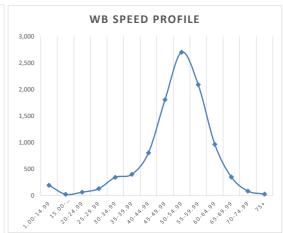
Start Date:

Start Time (24-hour clock):

3/1/22	
0:00	

		24 - HOUR TI	RAFFIC VOLUM	MF SHMMAR	,		
	ЕВ	WB	EB	WB			
Start Time	Average Average Weekday Weekday Direction Direction Hourly Peak Hourly Peak		Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions	
12:00 AM	5	6	8	15	11	22	
1:00 AM	5	6	5	8	11	13	
2:00 AM	6	9	2	• 6	15	8	
3:00 AM	<b>1</b> 6	11	5	7	<b>27</b>	11	
4:00 AM	<b>3</b> 4	30	15	6	64	21	
5:00 AM	73	42	13	• 6	115	19	
6:00 AM	118	67	<b>29</b>	27	185	<b>56</b>	
7:00 AM	100	117	<b>51</b>	35	217	<b>85</b>	
8:00 AM	83	100	95	<b>61</b>	182	156	
9:00 AM	78	90	88	<b>85</b>	168	173	
10:00 AM	92	85	104	<b>81</b>	177	185	
11:00 AM	114	85	92	94	199	185	
12:00 PM	134	90	87	100	224	186	
1:00 PM	175	92	97	119	267	215	
2:00 PM	146	110	100	115	255	<b>2</b> 15	
3:00 PM	118	118	95	101	236	196	
4:00 PM	134	130	164	112	264	276	
5:00 PM	111	152	88	376	263	464	
6:00 PM	69	95	65	207	163	272	
7:00 PM	48	56	33	<b>64</b>	103	97	
8:00 PM	30	38	34	<b>3</b> 9	68	73	
9:00 PM	18	19	21	38	37	<b>5</b> 9	
10:00 PM	16	15	23	26	31	<b>1</b> 49	
11:00 PM	9	9	12	17	9	29	
TOTAL	1732	1565	1320	1738	3288	3057	





	FHWA CLASSES												
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL						
EB	Total	6,748	1,209	535	2	343	8,837						
_ EB	Percent	76%	14%	6%	0%	4%							
WB	Total	7,893	1,179	747	10	202	10,031						
WD	Percent	79%	12%	7%	0%	2%							

## NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division:
County:
City:
On Road:
Milepost:
M/A

N/A

Old State Rd

M/A

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

3458

2452

Contractor: Count Number: Location:

RR Crossing No:

DAD N ASSOCIATES LLC

15694242 Old State Rd E of I-95 NB Ramps N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	7	4	5	11	5	8	12	10	13	4	2	2	10	3	13	9	11
1:00 AM	3	6	2	6	9	5	3	8	6	5	7	4	4	7	6	6	9	8
2:00 AM	5	3	2	6	4	4	4	1	3	8	10	9	11	6	10	3	9	6
3:00 AM	10	3	9	10	19	7	3	3	3	8	10	10	13	16	10	9	3	6
4:00 AM	25	9	25	36	26	23	17	7	12	11	26	33	26	15	30	5	2	4
5:00 AM	63	36	72	71	67	60	18	10	14	36	54	47	43	56	51	11	9	10
6:00 AM	117	64	117	126	133	102	40	18	29	54	72	88	84	60	80	36	13	25
7:00 AM	77	118	81	88	72	96	53	37	45	77	123	128	122	111	126	37	27	32
8:00 AM	90	89	81	81	70	84	77	102	90	135	106	86	102	121	96	76	40	58
9:00 AM	90	68	74	84	94	75	121	63	92	130	94	81	108	90	88	87	68	78
10:00 AM	98	93	76	147	96	105	101	96	99	86	87	81	97	106	84	92	63	78
11:00 AM	88	75	78	397	93	183	86	90	88	82	76	82	93	104	79	90	67	79
12:00 PM	100	100	86	391	118	192	92	61	77	76	97	77	107	114	87	76	111	94
1:00 PM	114	83	90	581	127	251	118	73	96	85	83	80	91	109	82	91	114	103
2:00 PM	113	98	101	405	139	201	96	116	106	99	115	89	99	105	102	100	119	110
3:00 PM	110	94	126	183	154	134	75	95	85	89	107	113	126	143	110	83	91	87
4:00 PM	127	119	141	147	153	136	90	114	102	123	113	121	146	164	117	85	115	100
5:00 PM	91	144	95	97	101	112	86	73	80	123	148	132	139	110	140	97	97	97
6:00 PM	39	84	52	59	58	65	64	62	63	129	81	78	92	86	80	73	88	81
7:00 PM	24	62	33	42	40	46	34	31	33	83	44	54	61	56	49	67	58	63
8:00 PM	20	37	15	33	42	28	34	25	30	55	32	29	35	28	31	35	43	39
9:00 PM	19	24	16	29	38	23	33	15	24	30	13	19	25	25	16	37	28	33
10:00 PM	18	15	11	21	38	16	29	19	24	16	15	15	13	27	15	35	12	24
11:00 PM	0	15	11	9	13	12	20	3	12	15	7	2	5	15	5	16	13	15

	SPEED															
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	ЕВ	298	8	42	94	189	434	904	1,779	2,389	1,535	591	145	29	10	8,447
Percent	7 6	4%	0%	0%	1%	2%	5%	11%	21%	28%	18%	7%	2%	0%	0%	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	WB	181	21	33	34	100	246	765	1,871	2,455	1,727	816	325	97	25	8,702
Percent	VV B	2%	0%	0%	0%	1%	3%	9%	22%	28%	20%	9%	4%	1%	0%	
Average Percent		3%	0%	0%	1%	2%	4%	10%	21%	28%	19%	8%	3%	1%	0%	

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	150	5,076	1,910	55	372	151	28	164	239	5	0	0	2	296	8,448
Percent	] [	2%	60%	23%	1%	4%	2%	0%	2%	3%	0%	0%	0%	0%	4%	
Total	WB	84	4,871	2,248	80	494	61	9	170	484	12	0	0	4	185	8,702
Percent	WD	1%	56%	26%	1%	6%	1%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	58%	24%	1%	5%	1%	0%	2%	4%	0%	0%	0%	0%	3%	



| Division: N/A | County: Dorchester | City: N/A | On Road: Milepost: N/A | Old State Rd | Milepost: N/A | Old State Rd | Old

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694242

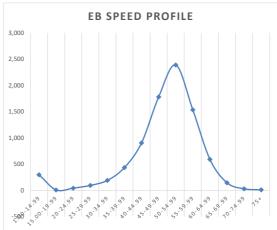
Old State Rd E of I-95 NB Ramps N/A

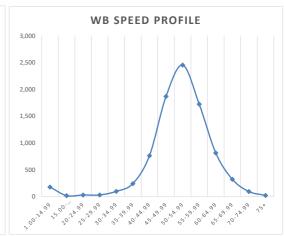
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	4	
	EB	WB	EB	WB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	• 5	3	10	<b>11</b>	8	21
1:00 AM	• 5	6	6	8	10	13
2:00 AM	4	10	3	6	13	l 9
3:00 AM	7	10	3	6	17	9
4:00 AM	I 23	30	12	4	<b>53</b>	<b>1</b> 6
5:00 AM	<b>60</b>	51	<b>1</b> 4	10	110	<b>2</b> 4
6:00 AM	102	80	<b>2</b> 9	<b>25</b>	182	<b>54</b>
7:00 AM	96	126	45	32	221	77
8:00 AM	84	96	90	58	180	148
9:00 AM	75	88	92	78	163	170
10:00 AM	105	84	99	78	189	176
11:00 AM	183	79	88	79	262	167
12:00 PM	192	87	77	94	279	170
1:00 PM	251	82	96	103	333	198
2:00 PM	201	102	106	110	303	216
3:00 PM	134	110	85	87	244	172
4:00 PM	136	117	102	100	253	202
5:00 PM	112	140	80	97	252	177
6:00 PM	<b>65</b>	80	63	81	145	144
7:00 PM	<b>46</b>	49	33	63	95	95
8:00 PM	<b>28</b>	31	30	39	<b>59</b>	69
9:00 PM	23	16	<b>2</b> 4	33	39	<b>57</b>
10:00 PM	16	15	<b>2</b> 4	<b>2</b> 4	31	<b>48</b>
11:00 PM	12	5	12	<b>1</b> 5	8	<b>2</b> 6
TOTAL	1966	1492	1218	1234	3450	2452





	FHWA CLASSES												
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL						
EB	Total	7,136	606	408	2	296	8,448						
EB	Percent	84%	7%	5%	0%	4%							
WB	Total	7,203	644	666	4	185	8,702						
VV D	Percent	83%	7%	8%	0%	2%							

## NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694243

US 15 N of I-26 NB Ramps

N/A

 WEEKDAY ADT:
 2319

 WEEKEND ADT:
 1814

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	9	3	10	3	7	11	9	10	4	6	3	8	5	5	13	11	12
1:00 AM	4	5	2	7	3	5	6	4	5	5	1	4	1	2	3	7	9	8
2:00 AM	4	3	8	5	5	5	5	4	5	3	3	4	3	5	4	2	5	4
3:00 AM	6	5	7	4	7	5	9	8	9	5	7	6	3	12	7	6	5	6
4:00 AM	12	7	21	15	13	14	9	5	7	3	15	17	15	9	16	8	5	7
5:00 AM	38	14	47	40	46	34	8	5	7	11	35	38	37	27	37	8	5	7
6:00 AM	96	33	102	84	72	73	17	13	15	44	60	63	65	60	62	20	11	16
7:00 AM	71	99	55	66	60	73	36	26	31	64	94	95	97	99	95	35	15	25
8:00 AM	49	54	54	44	62	51	44	50	47	94	76	64	75	73	70	41	23	32
9:00 AM	73	47	74	75	78	65	60	36	48	69	59	71	73	62	65	51	48	50
10:00 AM	54	65	52	84	84	67	93	72	83	60	55	54	75	69	55	65	54	60
11:00 AM	65	66	67	93	79	75	66	82	74	49	69	52	323	81	61	67	50	59
12:00 PM	81	69	83	119	100	90	83	70	77	63	51	65	563	90	58	62	85	74
1:00 PM	85	73	79	138	101	97	68	70	69	66	68	71	583	78	70	64	68	66
2:00 PM	94	89	115	130	129	111	59	79	69	59	90	83	697	79	87	67	75	71
3:00 PM	95	106	102	117	110	108	77	96	87	79	80	89	658	91	85	51	81	66
4:00 PM	105	111	101	138	110	117	73	68	71	81	79	76	195	79	78	66	81	74
5:00 PM	78	88	72	73	93	78	57	48	53	68	77	85	85	83	81	71	62	67
6:00 PM	62	77	56	58	49	64	52	38	45	83	40	64	61	62	52	46	58	52
7:00 PM	26	37	32	39	49	36	43	55	49	39	25	37	42	45	31	47	37	42
8:00 PM	27	28	21	29	33	26	33	29	31	39	25	28	15	42	27	44	35	40
9:00 PM	19	24	13	11	31	16	27	15	21	33	11	19	24	30	15	30	21	26
10:00 PM	15	14	14	17	18	15	12	6	9	16	6	11	10	26	9	19	10	15
11:00 PM	0	10	7	8	14	8	13	8	11	12	10	14	7	9	12	22	4	13

	SPEED															
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	324	6	6	30	70	126	366	897	1,658	1,623	1,059	371	117	49	6,702
Percent	IND	5%	0%	0%	0%	1%	2%	5%	13%	25%	24%	16%	6%	2%	1%	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	125	7	13	17	29	111	473	1,188	1,751	1,469	685	230	66	30	6,194
Percent	36	2%	0%	0%	0%	0%	2%	8%	19%	28%	24%	11%	4%	1%	0%	
Average Percent		3%	0%	0%	0%	1%	2%	7%	16%	27%	24%	13%	5%	1%	1%	

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	67	2,898	1,614	99	1,113	49	8	348	177	5	0	0	2	322	6,702
Percent	] NB	1%	43%	24%	1%	17%	1%	0%	5%	3%	0%	0%	0%	0%	5%	
Total	SB	74	3,072	1,467	72	771	38	8	200	369	4	2	0	0	117	6,194
Percent	36	1%	50%	24%	1%	12%	1%	0%	3%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	46%	24%	1%	15%	1%	0%	4%	4%	0%	0%	0%	0%	3%	



Milepost: N/A

| Division: N/A | County: | Dorchester | City: N/A | On Road: US 15 N of I-26 NB Ramps |

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694243

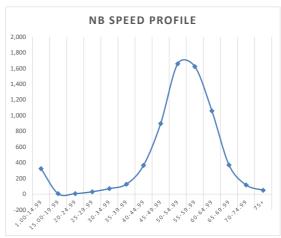
US 15 N of I-26 NB Ramps
N/A

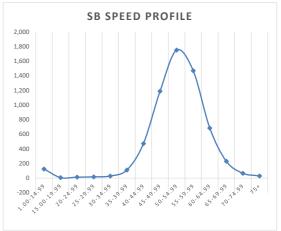
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 110115 71		45 6119 49 4 4 8		1
		24 - HOUR II	RAFFIC VOLUI	VIE SUIVIIVIAR	r	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	7	5	<b>10</b>	<b>12</b>	12	<b>22</b>
1:00 AM		3	5	I 8	7	13
2:00 AM	-	4	5	4	9	8
3:00 AM	5	7	<u> </u>	6	12	14
4:00 AM	<b>1</b> 4	<b>1</b> 6	7	7	30	14
5:00 AM	<b>3</b> 4	37	7	7	70	13
6:00 AM	73	62	<b>15</b>	<b>16</b>	135	<b>31</b>
7:00 AM	73	95	31	25	168	56
8:00 AM	51	70	47	82	121	<b>7</b> 9
9:00 AM	65	65	48	50	130	98
10:00 AM	67	55	83	60	122	142
11:00 AM	75	61	74	59	136	133
12:00 PM	90	58	77	74	148	150
1:00 PM	97	70	69	66	166	135
2:00 PM	111	87	69	71	198	140
3:00 PM	108	85	87	66	193	153
4:00 PM	117	78	71	74	194	144
5:00 PM	78	81	53	67	159	119
6:00 PM	64	52	45	52	116	97
7:00 PM	<b>3</b> 6	31	49	42	67	91
8:00 PM	<b>2</b> 6	27	31	40	<b>53</b>	71
9:00 PM	<b>1</b> 6	<b>1</b> 5	21	26	31	47
10:00 PM	<b>1</b> 5	9	<u> </u>	<b>1</b> 5	<b>2</b> 4	<b>24</b>
11:00 PM	8	12	11	<b>1</b> 3	10	<b>2</b> 4
TOTAL	1241	1078	929	885	2309	1814





	FHWA CLASSES													
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL							
NB	Total	4,579	1,269	530	2	322	6,702							
IND	Percent	68%	19%	8%	0%	5%								
SB	Total	4,613	889	573	2	117	6,194							
36	Percent	74%	14%	9%	0%	2%								

#### NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



 Speed Limit:
 45

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 4415

 WEEKEND ADT:
 3675

N/A 3/25/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	12	24	14	16	18	18	29	24	24	18	16	14	20	14	17	21	17	17
1:00 AM	15	12	14	16	10	14	9	16	12	17	11	21	12	14	15	12	24	17
2:00 AM	14	12	16	27	23	18	13	7	14	23	12	15	29	24	19	12	9	15
3:00 AM	12	23	20	25	28	23	9	20	19	23	21	19	35	46	25	6	8	20
4:00 AM	43	47	27	36	29	37	21	7	19	37	65	42	79	74	62	28	6	36
5:00 AM	55	63	63	58	38	61	26	11	25	94	99	88	74	86	87	44	12	47
6:00 AM	94	84	94	66	78	81	25	10	38	144	146	137	138	116	140	41	23	60
7:00 AM	140	147	127	122	129	132	48	25	67	170	189	189	154	170	177	54	31	85
8:00 AM	119	156	123	119	109	133	74	35	73	133	186	140	139	129	155	73	41	81
9:00 AM	130	135	118	130	119	128	80	80	93	135	166	120	145	122	144	91	72	95
10:00 AM	123	139	114	118	102	124	98	90	97	151	134	130	131	113	132	115	92	107
11:00 AM	125	111	91	146	125	116	101	106	111	128	110	115	120	131	115	132	97	120
12:00 PM	146	127	148	138	163	138	123	103	130	150	143	134	140	155	139	107	121	128
1:00 PM	148	158	124	143	164	142	102	93	120	121	148	128	125	184	134	111	72	122
2:00 PM	161	164	177	156	156	166	107	146	136	145	151	126	129	146	135	111	142	133
3:00 PM	166	177	164	175	159	172	103	125	129	151	138	160	164	209	154	126	160	165
4:00 PM	183	162	144	167	162	158	100	110	124	155	128	118	140	181	129	96	159	145
5:00 PM	181	154	160	181	175	165	97	123	132	131	117	115	146	189	126	101	118	136
6:00 PM	131	109	125	115	131	116	111	93	112	96	80	92	113	127	95	84	95	102
7:00 PM	100	85	90	86	105	87	111	90	102	76	78	66	60	84	68	81	68	78
8:00 PM	82	60	69	72	101	67	60	64	75	56	51	49	64	67	55	62	65	65
9:00 PM	37	46	36	43	104	42	62	58	75	23	44	26	58	40	43	38	46	41
10:00 PM	33	41	30	31	48	34	49	28	42	34	40	24	25	24	30	43	24	30
11:00 PM	19	27	35	23	42	28	30	26	33	22	18	27	25	31	23	42	21	31

	SPEED																
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	ND	1,225	117	663	1,296	1,627	1,996	2,183	2,309	1,824	774	198	32	11	2	3	14,260
Percent	NB	9%	1%	5%	9%	11%	14%	15%	16%	13%	5%	1%	0%	0%	0%	0%	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	1,157	188	735	1,337	1,351	1,461	1,322	1,612	2,066	1,700	1,017	408	109	35	16	14,514
Percent	36	8%	1%	5%	9%	9%	10%	9%	11%	14%	12%	7%	3%	1%	0%	0%	
Average Percent		8%	1%	5%	9%	10%	12%	12%	14%	14%	9%	4%	2%	0%	0%		

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	NB	840	7,091	2,701	146	548	690	139	144	633	79	1	1	38	1,209	14,260
Percent	IND	6%	50%	19%	1%	4%	5%	1%	1%	4%	1%	0%	0%	0%	8%	
Total	SB	181	4,964	3,844	396	2,020	261	55	417	908	154	6	1	137	1,170	14,514
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	25%	9%	1%	2%	2%	0%	1%	2%	0%	0%	0%	0%	4%	



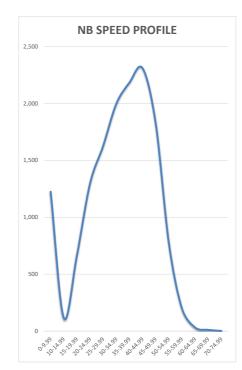
 Speed Limit:
 45

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIA	TES LLC
15694244	
US 15 S of I-26 S	B Ramps
N/A	
3/25/2	22
0:00	

		24 HOLIDTO	A E E I C V O I I I I	ME SUMMAR	v	
		24 - HOOK 11	AFFIC VOLUI	VIE SUIVIIVIAK	1	
	NB	SB	NB	SB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	18	17	24	17	35	<b>41</b>
1:00 AM	14	15	12	17	29	<b>28</b>
2:00 AM	18	19	14	15	<b>3</b> 7	<b>2</b> 9
3:00 AM	23	25	<b>1</b> 9	20	48	<b>39</b>
4:00 AM	<b>37</b>	<b>62</b>	19	<b>3</b> 6	99	<b>55</b>
5:00 AM	<b>61</b>	<b>87</b>	25	<b>47</b>	148	72
6:00 AM	<b>81</b>	140	<b>38</b>	<b>60</b>	222	98
7:00 AM	132	<b>17</b> 7	<b>67</b>	<b>85</b>	309	152
8:00 AM	133	155	73	<b>81</b>	288	154
9:00 AM	128	144	93	95	271	188
10:00 AM	124	132	97	107	255	203
11:00 AM	116	115	111	120	231	231
12:00 PM	138	139	130	128	277	257
1:00 PM	142	134	120	122	275	242
2:00 PM	166	135	136	133	301	269
3:00 PM	172	154	129	165	326	294
4:00 PM	158	129	124	145	286	269
5:00 PM	165	126	132	136	291	268
6:00 PM	116	95	112	102	211	214
7:00 PM	<b>87</b>	<b>68</b>	102	<b>78</b>	155	180
8:00 PM	<b>67</b>	<b>5</b> 5	<b>75</b>	<b>65</b>	122	140
9:00 PM	<b>42</b>	<b>43</b>	<b>7</b> 5	<b>41</b>	84	116
10:00 PM	<b>3</b> 4	<b>3</b> 0	<b>42</b>	<b>I</b> 30	<b>6</b> 4	<b>72</b>
11:00 PM	<b>1</b> 28	23	33	II 31	26	<b>6</b> 4
TOTAL	2198	2217	1799	1877	4390	3675



2,500	SB SPEED PROFILE
2,300	
2,000	٨
1,500	
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0 —	

	FHWA CLASSES													
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL							
Total	NR	10,632	1,523	856	40	1,209	14,260							
Percent	NB NB		11%	6%	0%	8%								
Total	SB	8,989	2,732	1,479	144	1,170	14,514							
Percent	36	62%	19%	10%	1%	8%								
Average F	Average Percent		15%	8%	1%	8%								



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

3842

3190

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC 15694245

Charleston Hwy W of I-95 SB Ramps N/A

sing No:

3/1/22 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	13	9	7	11	10	9	13	11	18	13	14	23	23	14	24	20	22
1:00 AM	9	5	9	9	12	8	9	6	8	10	8	15	7	9	12	14	17	16
2:00 AM	15	4	11	21	16	12	12	8	10	7	10	5	9	11	8	13	13	13
3:00 AM	31	14	27	33	32	25	16	8	12	4	7	10	18	9	9	14	11	13
4:00 AM	46	27	61	62	54	50	26	9	18	4	9	12	11	10	11	12	4	8
5:00 AM	88	52	98	94	95	81	45	20	33	10	22	12	24	23	17	17	6	12
6:00 AM	118	100	103	151	146	118	76	38	57	16	34	34	31	33	34	21	13	17
7:00 AM	86	109	90	107	87	102	78	42	60	27	88	75	84	92	82	39	25	32
8:00 AM	93	99	97	103	106	100	111	54	83	79	71	80	110	78	76	81	60	71
9:00 AM	98	82	76	102	77	87	109	93	101	70	78	57	91	95	68	89	63	76
10:00 AM	95	80	81	185	104	115	107	119	113	91	67	79	107	99	73	103	70	87
11:00 AM	88	80	105	520	105	235	116	90	103	84	99	81	258	97	90	94	94	94
12:00 PM	118	108	99	501	113	236	98	104	101	96	118	107	271	119	113	103	100	102
1:00 PM	91	99	94	618	110	270	108	85	97	105	95	90	217	110	93	100	96	98
2:00 PM	96	110	100	766	112	325	119	107	113	107	111	96	206	101	104	125	93	109
3:00 PM	102	91	103	171	134	122	117	100	109	104	147	131	264	140	139	95	92	94
4:00 PM	101	108	103	119	114	110	106	193	150	144	140	135	195	148	138	104	120	112
5:00 PM	73	106	66	106	96	93	97	97	97	118	142	129	220	148	136	110	313	212
6:00 PM	71	60	70	68	76	66	75	74	75	122	106	111	109	131	109	98	219	159
7:00 PM	33	52	41	58	65	50	49	60	55	162	67	70	73	91	69	80	141	111
8:00 PM	33	40	36	28	43	35	35	51	43	110	50	42	61	64	46	65	102	84
9:00 PM	14	29	27	47	32	34	45	29	37	64	32	36	42	65	34	56	62	59
10:00 PM	18	21	16	19	44	19	30	20	25	46	29	29	46	47	29	41	24	33
11:00 PM	0	16	19	23	13	19	25	23	24	24	23	25	22	39	24	44	18	31

								SPEED								
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	151	19	42	220	547	827	1,318	2,087	2,399	1,254	444	103	21	9	9,441
Percent	EB	2%	0%	0%	2%	6%	9%	14%	22%	25%	13%	5%	1%	0%	0%	
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	WB	166	25	77	238	676	1,204	1,623	2,236	2,102	1,027	293	68	22	1	9,761
Percent	WD	2%	0%	1%	2%	7%	12%	17%	23%	22%	11%	3%	1%	0%	0%	
Average Percent		2%	0%	1%	2%	6%	11%	15%	23%	23%	12%	4%	1%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	115	5,475	2,158	59	420	82	231	154	570	22	1	1	3	151	9,442
Percent		1%	58%	23%	1%	4%	1%	2%	2%	6%	0%	0%	0%	0%	2%	
Total	WB	174	5,816	2,105	81	424	243	20	149	564	14	1	4	1	165	9,761
Percent	I WE	2%	60%	22%	1%	4%	2%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		2%	59%	22%	1%	4%	2%	1%	2%	6%	0%	0%	0%	0%	2%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC 15694245 Charleston Hwy W of I-95 SB Ramps

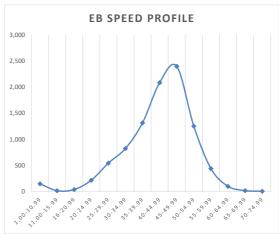
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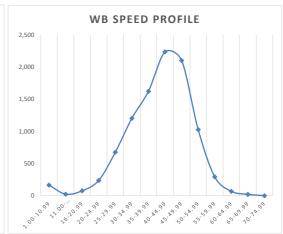
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOLIR TI	RAFFIC VOLUM	ME STIMMARY	v	
	EB	WB	EB	WB		
Start Time	Average Weekday Direction	Average Weekday Direction	Average Weekend Direction Hourly Peak	Average Weekend Direction	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	10	II 14	11	<b>22</b>	23	33
1:00 AM	8	12	8	16	19	23
2:00 AM	12	8	10	13	20	23
3:00 AM	25	9	12	13	33	25
4:00 AM	<b>■</b> 50	11	<b>18</b>	8	61	26
5:00 AM	<b>81</b>	<b>I</b> 17	<b>33</b>	12	98	<b>44</b>
6:00 AM	118	34	57	17	152	<b>74</b>
7:00 AM	102	82	60	32	184	92
8:00 AM	100	76	83	71	175	153
9:00 AM	<b>87</b>	68	101	76	154	177
10:00 AM	115	73	113	87	188	200
11:00 AM	235	90	103	94	325	197
12:00 PM	236	113	101	102	349	203
1:00 PM	270	93	97	98	363	195
2:00 PM	325	104	113	109	429	222
3:00 PM	122	139	109	94	261	202
4:00 PM	110	138	150	112	248	262
5:00 PM	93	136	97	212	228	309
6:00 PM	<b>66</b>	109	75	159	175	233
7:00 PM	<b>50</b>	69	<b>55</b>	111	119	165
8:00 PM	35	46	43	84	<b>81</b>	127
9:00 PM	34	34	37	<b>59</b>	<b>68</b>	96
10:00 PM	19	<b>29</b>	<b>25</b>	33	48	<b>58</b>
11:00 PM	19	24	24	31	22	55
TOTAL	2321	1521	1531	1659	3820	3190





			FHWA (	CLASSES			
		PV	DUALS	ттѕт	TWINS	UNDEFIN ED	TOTAL
EB	Total	7,748	792	746	5	151	9,442
_ EB	Percent	82%	8%	8%	0%	2%	
WB	Total	8,095	768	727	6	165	9,761
WD	Percent	83%	8%	7%	0%	2%	

#### NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Division: N/A
County: Dorchester
City: N/A
On Road: Charleston Hwy
Milepost: N/A

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

4854

3700

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC 15694246

Charleston Hwy E of I-95 NB Ramps N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					ЕВ									WB				_
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	19	31	31	28	42	30	24	15	20	17	27	29	38	41	28	37	16	27
1:00 AM	11	28	22	23	34	24	29	14	22	19	25	22	20	37	24	23	22	23
2:00 AM	18	20	31	40	27	30	19	20	20	14	20	19	19	35	20	18	9	14
3:00 AM	40	36	51	40	51	42	21	13	17	8	20	24	36	29	22	21	16	19
4:00 AM	65	46	87	92	73	75	31	15	23	10	40	36	37	37	38	24	13	19
5:00 AM	96	60	100	101	99	87	57	32	45	21	58	57	53	53	58	29	19	24
6:00 AM	122	111	152	174	132	146	73	24	49	50	80	73	73	66	77	41	32	37
7:00 AM	99	122	107	95	95	108	90	47	69	74	124	150	114	120	137	87	35	61
8:00 AM	94	96	107	131	103	111	102	60	81	119	97	107	112	107	102	99	57	78
9:00 AM	107	97	100	152	95	116	95	103	99	100	106	92	116	103	99	122	73	98
10:00 AM	127	119	111	274	120	168	108	127	118	82	98	113	154	96	106	109	75	92
11:00 AM	120	141	142	378	155	220	128	113	121	94	129	121	252	130	125	101	123	112
12:00 PM	169	156	170	299	140	208	122	119	121	121	135	131	326	153	133	114	139	127
1:00 PM	146	149	147	367	157	221	144	117	131	134	117	130	319	136	124	105	111	108
2:00 PM	128	158	146	386	140	230	128	127	128	138	169	143	342	125	156	115	103	109
3:00 PM	144	121	162	281	165	188	123	128	126	148	159	163	294	164	161	97	119	108
4:00 PM	162	163	139	310	136	204	110	136	123	164	152	159	209	152	156	115	126	121
5:00 PM	262	152	116	145	108	138	110	181	146	129	154	145	142	181	150	115	136	126
6:00 PM	183	122	121	90	79	111	100	258	179	148	123	117	132	116	120	90	113	102
7:00 PM	110	106	73	84	91	88	88	238	163	132	86	92	95	102	89	79	94	87
8:00 PM	90	82	62	76	80	73	66	112	89	83	59	55	70	72	57	77	65	71
9:00 PM	65	53	60	55	49	56	63	53	58	72	39	52	62	59	46	63	57	60
10:00 PM	29	36	45	46	52	42	44	31	38	59	31	34	48	53	33	45	39	42
11:00 PM	0	47	41	40	39	43	26	34	30	49	37	37	26	36	37	46	17	32

								SPEED								
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	1,100	1,457	3,304	2,126	1,381	1,206	1,075	902	506	160	63	12	2	1	13,295
Percent	- EB	8%	11%	25%	16%	10%	9%	8%	7%	4%	1%	0%	0%	0%	0%	
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	WB	709	1,224	3,077	2,019	1,115	866	1,100	967	500	158	38	10	3	0	11,787
Percent	VVD	6%	10%	26%	17%	9%	7%	9%	8%	4%	1%	0%	0%	0%	0%	
Average Percent		7%	11%	25%	17%	10%	8%	9%	7%	4%	1%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	1,380	5,228	1,933	170	494	1,249	159	256	1,404	36	70	25	4	887	13,295
Percent		10%	39%	15%	1%	4%	9%	1%	2%	11%	0%	1%	0%	0%	7%	
Total	WB	175	5,108	1,813	223	341	371	31	352	2,612	66	90	19	17	569	11,787
Percent	VVD	1%	43%	15%	2%	3%	3%	0%	3%	22%	1%	1%	0%	0%	5%	
Average Percent		6%	41%	15%	2%	3%	6%	1%	2%	16%	0%	1%	0%	0%	6%	



| Division: N/A | County: | Dorchester | City: N/A | Charleston Hwy | Milepost: N/A | N/A | Charleston Hwy | N/A | Charleston Hwy | Charleston

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC
15694246
Charleston Hwy E of I-95 NB Ramps

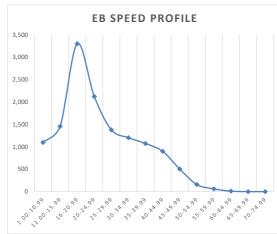
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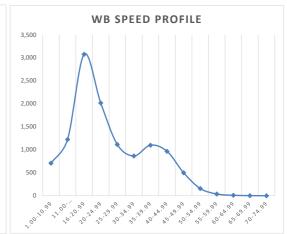
Start Date:

Start Time (24-hour clock):

3/1/22 0:00

		24 - HOUR TI	RAFFIC VOLUI	ME SUMMAR	Y	
	EB	WB	EB	WB		
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Weekday Totel Both Directions	Weekend Totel Both Directions
12:00 AM	■ 30	<b>28</b>	20	<b>27</b>	<b>■</b> 58	<b>46</b>
1:00 AM	<b>1</b> 24	<b>2</b> 4	<b>22</b>	<b>23</b>	<b>48</b>	<b>44</b>
2:00 AM	<b>3</b> 0	<b>2</b> 0	20	14	<b>50</b>	33
3:00 AM	<b>42</b>	<b>22</b>	17	<b>1</b> 9	<b>64</b>	<b>36</b>
4:00 AM	75	38	<b>23</b>	<b>1</b> 9	113	<b>42</b>
5:00 AM	87	58	<b>45</b>	<b>2</b> 4	145	<b>69</b>
6:00 AM	146	77	49	<b>37</b>	222	<b>85</b>
7:00 AM	108	137	69	61	245	130
8:00 AM	111	102	81	78	213	159
9:00 AM	116	99	99	98	215	197
10:00 AM	168	106	118	92	274	210
11:00 AM	220	125	121	112	345	233
12:00 PM	208	133	121	127	341	247
1:00 PM	221	124	131	108	345	239
2:00 PM	230	156	128	109	386	237
3:00 PM	188	161	126	108	349	234
4:00 PM	204	156	123	121	360	244
5:00 PM	138	150	146	126	287	271
6:00 PM	111	120	179	102	231	281
7:00 PM	88	89	163	87	177	250
8:00 PM	73	57	89	71	130	160
9:00 PM	<b>5</b> 6	<b>4</b> 6	<b>58</b>	60	102	118
10:00 PM	<b>42</b>	33	38	42	<b>75</b>	80
11:00 PM	<b>4</b> 3	37	30	32	40	<b>62</b>
TOTAL	2761	2093	2009	1691	4814	3700





			FHWA (	CLASSES			
		PV	DUALS	TTST	TWINS	UNDEFIN ED	TOTAL
EB	Total	8,541	2,072	1,696	99	887	13,295
_ EB	Percent	64%	16%	13%	1%	7%	
WB	Total	7,096	966	3,030	126	569	11,787
WD	Percent	60%	8%	26%	1%	5%	

NOTE

Thursday 3/3/2022 not included in the calculations. I-95 had one lane closed in the NB and SB direction for SCDOT maintenance.



Milepost: N/A

 Speed Limit:
 45

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 5759

 WEEKEND ADT:
 6146

Contractor: Count Number: Location: DAD N ASSOCIATES LLC 15694244

US178 (Charleston Hwy) E of I-95 NB Ramps

RR Crossing No:

3/25/22 0:00

Start Date:
Start Time (24-hour clock):

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	41	62	70	54	93	62	59	54	69	38	51	53	59	70	54	52	53	58
1:00 AM	41	31	36	29	44	32	64	32	47	33	38	40	40	48	39	71	55	58
2:00 AM	22	34	28	34	42	32	61	26	43	23	29	35	33	45	32	75	27	49
3:00 AM	27	31	27	45	29	34	49	23	34	16	38	23	31	40	31	53	33	42
4:00 AM	40	60	57	71	64	63	49	18	44	39	47	47	41	59	45	57	19	45
5:00 AM	79	72	79	83	92	78	49	27	56	66	55	69	72	71	65	53	34	53
6:00 AM	105	119	117	115	119	117	54	52	75	84	88	105	103	85	99	70	39	65
7:00 AM	127	123	130	147	148	133	96	51	98	134	142	136	157	140	145	87	67	98
8:00 AM	109	154	142	150	156	149	140	79	125	113	162	140	135	147	146	128	102	126
9:00 AM	132	143	140	154	170	146	141	112	141	107	146	125	162	173	144	164	115	151
10:00 AM	172	137	161	135	176	144	183	138	166	142	140	129	153	177	141	190	172	180
11:00 AM	165	127	202	180	207	170	213	191	204	163	116	162	168	216	149	196	177	196
12:00 PM	226	195	190	199	236	195	233	200	223	206	144	192	175	231	170	204	198	211
1:00 PM	189	190	189	207	234	195	250	213	232	191	213	171	219	258	201	239	215	237
2:00 PM	187	170	174	196	223	180	246	228	232	184	193	177	211	213	194	243	249	235
3:00 PM	190	185	138	195	220	173	207	261	229	212	205	179	201	267	195	215	216	233
4:00 PM	186	198	184	189	221	190	189	220	210	217	208	201	200	227	203	164	212	201
5:00 PM	192	193	157	196	207	182	182	195	195	181	195	159	201	197	185	190	194	194
6:00 PM	153	142	190	187	170	173	146	157	158	163	159	153	160	197	157	159	151	169
7:00 PM	133	160	143	132	154	145	153	131	146	117	124	111	125	153	120	124	136	138
8:00 PM	114	137	145	129	153	137	126	92	124	78	105	100	105	119	103	116	95	110
9:00 PM	88	83	90	82	121	85	101	73	98	78	73	66	87	114	75	84	68	89
10:00 PM	84	81	75	72	76	76	78	66	73	60	63	60	57	79	60	72	65	72
11:00 PM	56	67	62	62	84	64	63	50	66	33	44	42	66	57	51	48	50	52

	SPEED																
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	3,038	4,490	4,299	2,159	1,678	1,517	1,394	1,151	690	357	147	37	20	4	0	20,981
Percent	] 🖺 [	14%	21%	20%	10%	8%	7%	7%	5%	3%	2%	1%	0%	0%	0%	0%	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	WB	1,549	2,390	6,385	3,051	1,857	1,617	1,629	1,162	453	133	25	11	3	0	6	20,271
Percent	] WB	8%	12%	31%	15%	9%	8%	8%	6%	2%	1%	0%	0%	0%	0%	0%	
Average Percent		11%	17%	26%	13%	9%	8%	7%	6%	3%	1%	0%	0%	0%	0%		

	CLASS															
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	TOTAL
Total	EB	840	7,091	2,701	146	548	690	139	144	633	79	1	1	38	1,209	14,260
Percent	EB	6%	50%	19%	1%	4%	5%	1%	1%	4%	1%	0%	0%	0%	8%	
Total	WB	395	8,868	3,758	406	1,003	440	42	562	2,993	76	114	42	32	1,540	20,271
Percent	WB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	25%	9%	1%	2%	2%	0%	1%	2%	0%	0%	0%	0%	4%	



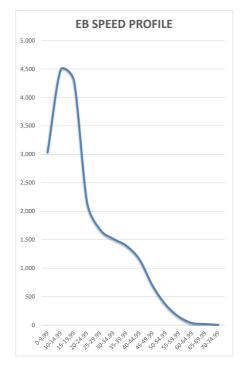
 Speed Limit:
 45

 Advisory Speed:
 N/A

Contractor: Count Number: Location: RR Crossing No:

DAD N ASS	OCIATES LLC
15694244	
US178 (Cha	arleston Hwy) E of I-95 NB Ramps
N/A	
	3/25/22
	0:00

	24 - HOUR TRAFFIC VOLUME SUMMARY									
	ЕВ	WB	ЕВ	WB						
Start Time	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Veekend Weekend irection Direction urly Peak Hourly Peak		Weekend Totel Both Directions				
12:00 AM	<b>62</b>	<b>5</b> 4	<b>69</b>	<b>58</b>	<b>116</b>	<b>127</b>				
1:00 AM	32	<b>3</b> 9	47	<b>■</b> 58	<b>71</b>	<b>105</b>				
2:00 AM	32	32	43	<b>4</b> 9	<b>6</b> 4	92				
3:00 AM	34	31	34	42	<b>65</b>	<b>76</b>				
4:00 AM	63	I 45	44	II 45	108	<b>8</b> 9				
5:00 AM	<b>78</b>	65	<b>■</b> 56	■ 53	143	<b>109</b>				
6:00 AM	<b>117</b>	99	75	E 65	<b>2</b> 16	140				
7:00 AM	133	145	98	98	278	196				
8:00 AM	149	146	125	<b>126</b>	294	251				
9:00 AM	146	144	141	151	290	292				
10:00 AM	144	141	166	180	285	345				
11:00 AM	170	149	204	196	318	400				
12:00 PM	195	170	223	211	365	434				
1:00 PM	195	201	232	237	396	470				
2:00 PM	180	194	232	235	374	467				
3:00 PM	173	195	229	233	368	462				
4:00 PM	190	203	210	201	393	411				
5:00 PM	182	185	195	194	367	388				
6:00 PM	173	157	158	169	330	327				
7:00 PM	145	120	146	138	<b>26</b> 5	284				
8:00 PM	137	<b>103</b>	124	<b>110</b>	240	234				
9:00 PM	<b>8</b> 5	T5	98	<b>89</b>	160	187				
10:00 PM	<b>7</b> 6	<b>■</b> 60	<b>73</b>	<b>1</b> 72	136	145				
11:00 PM	64	■ 51	<b>■</b> 66	■ 52	<b>■</b> 57	<b>117</b>				
TOTAL	2954	2805	3087	3060	5702	6146				



7.000	WB SPEED PROFILE
7,000	
6,000 ——	$\wedge$
5,000	
4,000 ——	
3,000	
2,000	
1,000	
0 —	

	FHWA CLASSES									
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL			
Total	EB	10,632	1,523	856	40	1,209	14,260			
Percent	EB	75%	11%	6%	0%	8%				
Total	WB	13,021	1,891	3,631	188	1,540	20,271			
Percent	I WD	64%	9%	18%	1%	8%				
Average F	Percent	69%	10%	12%	1%	8%				

# APPENDIX B. TRAVEL SPEED DATA



#### Speed Data - 168 Hours (hour increments)

Division:	N/A
County:	Dorchester
City:	N/A
On Road:	I-26 N of I-95
Milepost:	N/A

Speed Limit:	N/A
Advisory Speed:	N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 15694235

Location: I-26 N of I-95 Interchange
RR Crossing No: N/A

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	72	71	72
Mean Speed:	71	70	71
Pace Speed:	66-75	66-75	66-75
High Speed:	75+	75+	75+
Low Speed:	55	55	55
85th Percentile Speed:	78	78	78
% Vehicles above Speed Limit:	N/A	N/A	N/A

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Date	Start Time	1.00- 14.99	15.00- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/1/22	0:00	0	0	0	0	0	0	0	0	12	27	87	63	55	61	305
3/1/22	1:00	1	1	0	1	1	0	0	8	8	22	67	39	44	24	216
3/1/22	2:00	0	0	0	0	0	0	0	1	6	13	42	57	46	41	206
3/1/22	3:00	0	0	0	0	0	0	0	1	2	7	52	60	66	51	239
3/1/22	4:00	0	0	0	0	0	0	0	2	10	34	66	94	74	60	340
3/1/22	5:00	0	0	0	0	0	0	0	1	11	35	82	124	110	98	461
3/1/22	6:00	0	0	0	1	0	0	0	2	14	38	95	171	195	210	726
3/1/22	7:00	0	0	0	0	0	0	0	1	15	40	143	219	284	411	1,113
3/1/22	8:00	0	0	0	0	0	0	0	1	12	67	181	324	356	445	1,386
3/1/22	9:00	0	0	0	0	0	0	0	1	17	80	215	389	368	320	1,390
3/1/22	10:00	0	0	0	0	0	0	0	4	14	77	285	456	462	312	1,610
3/1/22	11:00	0	0	0	0	0	0	1	4	24	127	395	447	459	217	1,674
3/1/22	12:00	0	0	0	1	0	0	0	9	27	124	311	444	447	304	1,667
3/1/22	13:00	0	0	0	0	0	2	1	2	25	112	364	461	439	291	1,697
3/1/22	14:00	0	0	0	0	1	0	0	3	28	103	325	512	448	297	1,717
3/1/22	15:00	0	0	0	0	0	0	9	23	38	147	349	454	415	311	1,746
3/1/22	16:00	0	0	0	0	0	0	1	0	15	90	292	451	467	390	1,706
3/1/22	17:00	0	0	1	0	0	0	0	5	13	91	300	369	349	359	1,487
3/1/22	18:00	0	0	0	0	0	0	0	1	9	71	218	301	268	321	1,189
3/1/22	19:00	0	0	0	0	0	0	0	1	17	57	141	188	184	188	776
3/1/22	20:00	0	0	0	0	0	0	7	1	10	24	83	100	121	381	727
3/1/22	21:00	0	0	0	0	0	0	0	4	6	49	117	147	112	114	549
3/1/22	22:00	0	0	0	0	0	0	0	2	7	38	78	101	83	87	396
3/1/22	23:00	0	0	0	0	0	0	0	0	6	28	80	77	67	53	311
3/2/22	0:00	0	0	0	0	0	2	2	4	7	28	65	60	53	38	259
3/2/22	1:00	0	0	0	0	0	0	0	1	3	16	49	58	47	31	205
3/2/22	2:00	0	0	0	0	0	0	0	1	5	19	49	58	43	27	202
3/2/22	3:00	0	0	0	0	0	0	0	2	7	18	55	65	64	37	248
3/2/22	4:00	0	0	0	0	0	0	0	3	7	23	68	87	84	58	330
3/2/22	5:00	0	0	0	0	0	0	1	2	9	35	82	127	110	75	441
3/2/22	6:00	0	0	0	1	0	0	0	1	12	41	122	157	181	177	692
3/2/22	7:00	0	0	0	0	0	0	0	1	13	37	143	197	295	367	1,053
3/2/22	8:00	0	0	0	0	0	0	0	2	20	70	202	288	320	417	1,319
3/2/22	9:00	0	0	0	0	0	0	1	2	7	57	182	292	381	374	1,296
3/2/22	10:00	0	0	0	0	0	0	0	3	8	66	277	403	417	306	1,480
3/2/22	11:00	0	0	0	0	0	0	0	2	12	89	288	428	398	337	1,554
3/2/22	12:00	0	0	0	0	0	1	0	1	11	121	294	434	424	303	1,589
3/2/22	13:00	0	0	0	0	1	0	0	1	26	104	330	461	400	269	1,592
3/2/22	14:00	0	0	0	0	0	0	0	0	22	99	332	420	445	341	1,659
3/2/22	15:00	0	0	0	0	0	0	1	9	12	79	263	413	508	412	1,697
3/2/22	16:00	0	0	0	0	0	0	1	5	15	74	263	413	446	416	1,633
3/2/22	17:00	2	0	0	0	0	2	12	52	118	155	321	323	285	196	1,466
3/2/22	18:00	0	0	1	0	0	0	0	3	15	100	295	338	256	137	1,145
3/2/22	19:00	0	0	0	0	0	0	4	3	13	54	146	212	202	236	870
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### Speed Data - 168 Hours (15-min increments)

Division:	N/A	Speed Limit:	70	Contractor:	DAD N ASSOCIATES LLC
County:	Orangeburg	Advisory Speed:	N/A	Count Number:	15694236
City:	Harleyville			Location:	I-26 S of I-95 Interchange
On Road:	I-26				_
Milepost:	N/A			RR Crossing No:	N/A
				Start Date:	3/23/22

### SUMMARY

Start Time (24-hour clock):

0:00

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	69	70	70
Mean Speed:	69	70	69
Pace Speed:	66-75	66-75	66-75
High Speed:	n/a (radar)	n/a (radar)	n/a (radar)
Low Speed:	n/a (radar)	n/a (radar)	n/a (radar)
85th Percentile Speed:	73	73	73
% Vehicles above Speed Limit:	72.5	74.8	73.6

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Date	Start Time	0-14.99	15- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/23/22	0:00	0	0	0	0	0	0	0	0	1	1	5	13	7	25	52
3/23/22	0:15	0	0	0	0	0	0	0	0	0	1	5	9	10	20	45
3/23/22	0:30	0	0	0	0	0	0	0	0	2	2	3	11	10	21	49
3/23/22	0:45	0	0	0	0	0	0	0	0	1	1	2	3	11	6	24
3/23/22	1:00	0	0	0	0	0	0	0	0	0	1	4	11	10	4	30
3/23/22	1:15	0	0	0	0	0	0	0	0	1	1	7	9	10	9	37
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	8	5	13	29
3/23/22	1:45	0	0	0	0	0	0	0	0	0	1	6	10	3	7	27
3/23/22	2:00	0	0	0	0	0	0	0	0	0	1	3	10	6	9	29
3/23/22	2:15	0	0	0	0	0	0	0	0	0	2	5	12	11	8	38
3/23/22	2:30	0	0	0	0	0	0	1	0	0	1	8	12	9	6	37
3/23/22	2:45	0	0	0	0	0	0	0	0	0	0	4	9	8	7	28
3/23/22	3:00	0	0	0	0	0	0	0	0	0	2	11	9	13	11	46
3/23/22	3:15	0	0	0	0	0	0	0	0	0	1	4	9	15	6	35
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	5	12	12	14	43
3/23/22	3:45	0	0	0	0	0	0	0	0	2	0	3	14	13	6	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	0	6	11	17	10	44



### Speed Data - 168 Hours (15-min increments)

Division:N/ASpeed Limit:70Contractor:DAD N ASSOCIATES LLCCounty:OrangeburgAdvisory Speed:N/ACount Number:15694237

City: Bowman Location: I-95 N of I-26 Interchange
On Road: I-95 N of I-26 Interchange

 Milepost:
 N/A
 RR Crossing No:
 N/A

 Start Date:
 3/23/22

Start Time (24-hour clock):

0:00

#### SUMMARY

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	69	70	69
Mean Speed:	69	69	69
Pace Speed:	66-75	66-75	66-75
High Speed:	n/a (radar)	n/a (radar)	n/a (radar)
Low Speed:	n/a (radar)	n/a (radar)	n/a (radar)
85th Percentile Speed:	73	73	73
% Vehicles above Speed Limit:	75.4	77.5	76.4

									N	IB						
Date	Start Time	0-14.99	15- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/23/22	0:00	0	0	0	0	0	0	1	0	1	4	5	12	9	18	50
3/23/22	0:15	0	0	0	0	0	0	0	0	0	0	1	12	10	23	46
3/23/22	0:30	0	0	0	0	0	0	0	0	0	1	5	20	13	17	56
3/23/22	0:45	0	0	0	0	0	0	0	0	0	0	6	18	11	22	57
3/23/22	1:00	0	0	0	0	0	0	0	0	0	0	10	12	14	8	44
3/23/22	1:15	0	0	0	0	0	0	0	0	0	1	5	12	9	13	40
3/23/22	1:30	0	0	0	0	0	0	0	1	0	1	3	15	6	12	38
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	3	15	10	12	41
3/23/22	2:00	0	0	0	0	0	0	0	0	1	1	6	10	5	9	32
3/23/22	2:15	0	0	0	0	0	0	0	0	1	0	4	2	5	14	26
3/23/22	2:30	0	0	0	0	0	0	0	0	1	3	5	11	17	21	58
3/23/22	2:45	0	0	0	0	0	0	1	0	0	4	6	8	7	7	33
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	10	6	13	13	43
3/23/22	3:15	0	0	0	0	0	0	0	0	0	0	1	6	7	16	30
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	3	10	16	8	37
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	4	13	11	9	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	1	9	13	12	9	44
3/23/22	4:15	0	0	0	0	0	0	0	0	0	0	8	14	15	18	55
3/23/22	4:30	0	0	0	0	0	0	0	2	1	0	7	11	12	12	45



### Speed Data - 168 Hours (15-min increments)

Speed Limit: Contractor: Division: N/A 70 DAD N ASSOCIATES LLC County: Orangeburg Advisory Speed: N/A Count Number: 15694238 I-95 S of I-26 Interchange City: Bowman Location: On Road: I-95 N/A Milepost: N/A RR Crossing No: Start Date: 3/23/22 0:00

#### SUMMARY

Start Time (24-hour clock):

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	70	70	70
Mean Speed:	68	70	69
Pace Speed:	66-75	66-75	66-75
High Speed:	n/a (radar)	n/a (radar)	n/a (radar)
Low Speed:	n/a (radar)	n/a (radar)	n/a (radar)
85th Percentile Speed:	73	73	73
% Vehicles above Speed Limit:	72.8	72.8	72.8

									N	IB						
Date	Start Time	0-14.99	15- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/23/22	0:00	0	0	0	0	0	0	0	0	0	1	4	14	24	28	71
3/23/22	0:15	0	0	0	0	0	0	0	0	2	2	3	12	17	14	50
3/23/22	0:30	0	0	0	0	0	0	0	1	1	0	1	15	18	40	76
3/23/22	0:45	0	0	0	0	0	0	0	0	1	3	9	17	21	20	71
3/23/22	1:00	0	0	0	0	2	1	1	0	4	4	9	15	24	8	68
3/23/22	1:15	0	0	0	0	0	0	0	1	0	1	1	9	24	24	60
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	11	22	28	64
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	9	16	24	23	73
3/23/22	2:00	0	0	0	0	1	0	0	0	0	1	3	13	27	19	64
3/23/22	2:15	0	0	0	0	0	0	0	1	3	3	4	22	25	22	80
3/23/22	2:30	0	0	0	0	0	0	0	0	0	0	4	15	32	24	75
3/23/22	2:45	0	0	0	0	0	0	0	0	1	0	1	13	25	29	69
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	4	12	29	28	74
3/23/22	3:15	0	0	0	0	0	0	0	0	0	2	3	21	28	40	94
3/23/22	3:30	0	0	0	0	0	0	0	0	0	2	11	22	36	39	110
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	6	14	41	46	108
3/23/22	4:00	0	0	0	0	0	0	0	0	1	4	4	24	41	46	120

# APPENDIX C. CRASH DATA

Crash Numbe Crash Date County	Route Type (N Route	Ni Route Aux (Main)	Route Name (Main)	Milepoint Route Type (Base) R	Route Numb Route Aux (	(Bas Route Name (Base) Number Fatalitid Number Killed o Number Inj	urec Max Injury Code	Crash Harmful Event	Manner of Collision	Prime Contributing Factor Crash Tin	ne Day of the W	Rd Surface C Light Conditi Speed Invol DTTFC Invo Number of	Units   Unbelted Tr Second Route   Second	R Second Route	Sec St Name BDO Ba	se Di Latitude	Longitude Main R
15562779 20-Jun-15 ORANGEBURG 15567677 6-Jul-15 ORANGEBURG		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	164.49 SC ROUTE 165.02 SC ROUTE	210 MAINLINE 210 MAINLINE		0 No Injury 0 No Injury	Other - non Collision Motor Unit (In Transport)	Sideswipe, Same Direction Rear End		:40 Saturday D :00 Monday D	Dry Daylight No No Dry Night No Yes			EBENEZER RD 25 W WHETSELL RD 15 E		28 -80.59666 380100 73 -80.59043 380100
15527291 17-Mar-15 ORANGEBURG 15560044 20-Jun-15 ORANGEBURG		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.16 SC ROUTE 165.53 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	1 Non-Incapacitating Injury 0 No Injury	Guardrail Face Motor Unit (Stopped)	Non Collision Rear End		:30 Tuesday D :46 Saturday D	Dry Daylight Yes No Dry Daylight No Yes			WHETSELL RD 3 W WHETSELL RD 100 E	00.000	21 -80.58878 380100 31 -80.58449 380100
15537849 16-Apr-15 ORANGEBURG 15532211 29-Mar-15 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.93 SC ROUTE 166.18 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	4 Possible Injury 0 No Injury	Tree Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 13:4	:41 Thursday V :20 Sunday D	Wet Daylight No Yes Dry Daylight No Yes			WHETSELL RD 150 E WHETSELL RD 464 W		03 -80.57977 380100 29 -80.57676 380100
15504399 15-Jan-15 ORANGEBURG 15540599 24-Apr-15 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.42 SECONDARY ROAD 166.53 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD	0 No Injury	Tree Other (fixed)	Non Collision Non Collision	Improper Lane use/change 20:	:30 Thursday V :53 Friday D	Wet Night No No	2 0 SC ROUTE 210	MAINLINE	VANCE RD 295 E VANCE RD 166 E	33.34282	32 -80.57402 380100 64 -80.57276 380100
15562229 13-Jun-15 ORANGEBURG 15543350 5-May-15 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.63 SECONDARY ROAD 167.13 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0 0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision	Driving too Fast for Conditions 12:0	:05 Saturday D	Dry Daylight No No Dry Daylight No Yes	1 0 SC ROUTE 210	MAINLINE	VANCE RD 323 E	33.34051	51 -80.57152 380100 17 -80.56565 380100
15611342 10-Oct-15 ORANGEBURG	INTERSTATE	26 MAINLINE 78 MAINLINE	INTERSTATE 26 CHARLESTON HWY	167.16 SECONDARY ROAD	1302 MAINLINE	WHETSELL RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)	Angle 3 Rear End	Driving too Fast for Conditions 13:0		Dry Daylight No No Wet Daylight No Yes	2 0 SC ROUTE 210	MAINLINE	VANCE RD 92 W	33.3349	9 -80.56535 380100 33 -80.57042 180200
15501887 9-Jan-15 DORCHESTER 15591387 13-Aug-15 DORCHESTER	RAMP 87	'09	34 Ramp to I-95 S	1.92 SECONDARY ROAD 0.12	839 MAINLINE MAINLINE	SHANNON LOOP 0 0 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (Stopped)	Angle 2 Angle 1	Improper Turn 11:	:35 Friday D :30 Thursday D	Dry Daylight No No Dry Daylight No No	2 0	MAINLINE	INTERSTATE 95 2 W	33.26997	97 -80.57041 180508
15532713 3-Apr-15 DORCHESTER 18617128 12-Aug-18 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.18 US ROUTE 85.03 INTERSTATE	178 MAINLINE 26 MAINLINE	CHARLESTON HWY	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (Stopped)	Rear End Rear End	Other Improper Action 13:3	:45 Friday D :30 Sunday D	Dry         Daylight         No         Yes           Dry         Daylight         No         No	2 0 SECONDARY RC 54	MAINLINE MAINLINE	MULBERRY RD 3 S 20 S	33.30956	-80.5693 1801000 66 -80.55362 3801000
18627110 1-Sep-18 ORANGEBURG 18590482 30-Jun-18 ORANGEBURG		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.04 INTERSTATE 85.05 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End		:25 Saturday V :30 Saturday D	Wet Daylight No Yes Dry Daylight No Yes	2 0	MAINLINE	100 S 50 S		74 -80.55355 3801000 85 -80.5535 3801000
17553040 19-Apr-17 ORANGEBURG 19632324 7-Sep-19 ORANGEBURG		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.05 INTERSTATE 85.05 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 0 0 INTERSTATE 26 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Ditch	Sideswipe, Same Direction Non Collision		:20 Wednesday D :07 Saturday D	Dry         Daylight         No         No           Dry         Daylight         No         No	2 0	MAINLINE MAINLINE	50 S 100 S		88 -80.55349 380100 99 -80.55348 380100
16607945 27-Aug-16 ORANGEBURG 18690760 22-Dec-18 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.06 INTERSTATE 85.06 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Animal (Deer Only) Motor Unit (In Transport)	Non Collision Angle 2	Animal in Road 20:2	:28 Saturday D :11 Saturday D	Dry Night No No Dry Daylight No No	1 0	MAINLINE MAINLINE	25 S 40 N	33.30997	97 -80.55345 380100 99 -80.55344 380100
16609368 16-Aug-16 ORANGEBURG 18536513 19-Mar-18 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.06 INTERSTATE 85.11 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 1 Possible Injury	Ditch Median Barrier	Non Collision Non Collision	Ran off Road 17:	:30 Tuesday D	Dry Daylight No No Wet Night No No	1 0	MAINLINE MAINLINE	52 S 100 S	33.30999	99 -80.55344 380100 07 -80.55311 380100
17667920 8-Dec-17 ORANGEBURG 18622394 13-Jul-18 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.11 INTERSTATE 85.12 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury	Median Barrier Median Barrier	Non Collision Non Collision	Driving too Fast for Conditions 6:0	:00 Friday V	Wet Night No Yes	7 7	MAINLINE	1 S	33.3107	77 -80.55311 380100
18617117 12-Aug-18 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	85.13 INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 1 Possible Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions 13:3	:30 Sunday D	Dry Daylight No Yes	3 0	MAINLINE	20 S	33.31088	88 -80.55302 380100
18600780 16-Jul-18 ORANGEBURG 16611713 2-Sep-16 ORANGEBURG	INTERSTATE	95 MAINLINE	INTERSTATE 95	85.14 INTERSTATE 85.14 INTERSTATE	26 MAINLINE	INTERSTATE 26 0 0	0 No Injury 0 No Injury	Median Barrier Embankment	Non Collision Non Collision	Driving too Fast for Conditions 9:2		Dry Daylight No Yes Wet Daylight No Yes	1 0	MAINLINE	100 S 100 S	33.31105	99 -80.55297 380100 05 -80.55293 380100
18566249 17-May-18 ORANGEBURG 16552917 30-Apr-16 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.14 INTERSTATE 85.15 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 3 Possible Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Sideswipe, Same Direction Rear End		:25 Thursday V :38 Saturday D	Wet Daylight No No Dry Night Yes Yes	2 0 2	MAINLINE MAINLINE	2 S 50 S	33.31112	-80.55292 380100 -80.5529 380100
17673189 8-Dec-17 ORANGEBURG 19587330 7-Apr-19 ORANGEBURG		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.15 INTERSTATE 85.15 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Median Barrier Tree	Non Collision Non Collision		:00 Friday V :30 Sunday V	Wet         Night         No         Yes           Wet         Daylight         No         Yes	1 0	MAINLINE MAINLINE	100 S 30 S		.4 -80.55289 380100 .5 -80.55288 380100
16552918 30-Apr-16 ORANGEBURG 19630069 15-Sep-19 ORANGEBURG		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.15 INTERSTATE 85.15 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 0 0 INTERSTATE 26 0 0	0 No Injury 0 No Injury	Ran off Road Left Overturn/Rollover	Non Collision Non Collision		:38 Saturday D :10 Sunday D	Dry Night Yes Yes Dry Night No Yes	1 0	MAINLINE	50 S 1 S		.5 -80.55288 380100 .6 -80.55287 380100
16575649 24-Jun-16 ORANGEBURG 17561884 24-Apr-17 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.15 INTERSTATE 85.16 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 0 0 INTERSTATE 26 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped) Tree	Rear End Non Collision	Driving too Fast for Conditions 14:2	:25 Friday D	Dry Daylight No Yes Wet Night Yes Yes	2 0	MAINLINE	21 S 100 S	33.31116	.6 -80.55288 380100 .6 -80.55283 380100
19549220 7-Apr-19 ORANGEBURG 16670918 29-Dec-16 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.16 INTERSTATE 85.16 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury	Median Barrier Motor Unit (Stopped)	Non Collision  Rear End	Driving too Fast for Conditions 9:4		Wet Daylight No Yes		MAINLINE	30 S 50 S	33.31126	26 -80.55282 380100 29 -80.55281 380100
17632728 12-Sep-17 ORANGEBURG	INTERSTATE	95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.16 INTERSTATE	26 MAINLINE	INTERSTATE 26 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Unknown 20:0	:00 Tuesday D	Dry Night No No	2 0	MAINLINE	100 N	33.31129	9 -80.55281 380100
18553045 15-Apr-18 ORANGEBURG 16612021 2-Sep-16 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.16 INTERSTATE 85.16 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 1 Possible Injury	Median Barrier Median Barrier	Non Collision Angle 2	Driving too Fast for Conditions 14:2	:26 Sunday V :20 Friday V	Wet Daylight No No Wet Daylight No Yes	2 0	MAINLINE	50 S 100 S	33.31131	29 -80.55281 380100 31 -80.5528 380100
17607861 13-Aug-17 ORANGEBURG 19590383 16-Jun-19 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.16 INTERSTATE 85.19 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Median Barrier  Motor Unit (In Transport)	Non Collision Rear End	Driving too Fast for Conditions 14:5	:45 Sunday D	Dry Daylight No No Dry Daylight No Yes	3 0	MAINLINE MAINLINE	72 S 100 S	33.31166	-80.55276 380100 -80.5526 380100
19612617 3-Aug-19 ORANGEBURG 19686940 16-Dec-19 ORANGEBURG	INTERSTATE INTERSTATE	95 MAINLINE 26 MAINLINE	INTERSTATE 95 INTERSTATE 26	85.22 INTERSTATE 168.21 SECONDARY ROAD	26 MAINLINE 1302 MAINLINE	INTERSTATE 26	0 No Injury 4 Incapacitating Injury	Ran off Road Right Highway Traffic Sign Post	Sideswipe, Same Direction Angle 3		:35 Saturday D :00 Monday D	Dry         Daylight         No         Yes           Dry         Daylight         Yes         No	2 0 INTERSTATE 95	MAINLINE MAINLINE	INTERSTATE 95 13 E		05 -80.55236 380100 68 -80.55305 380100
18549504 14-Apr-18 ORANGEBURG 17527860 7-Mar-17 ORANGEBURG	INTERSTATE INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.23 SECONDARY ROAD 168.23 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Tree Highway Traffic Sign Post	Non Collision Sideswipe, Same Direction	Improper Lane use/change 14:0	:00 Saturday D :25 Tuesday D	Dry Daylight No No Dry Daylight No No		MAINLINE	INTERSTATE 95 100 W INTERSTATE 95 50 W		-80.55289 380100 -80.55288 380100
19513355 31-Jan-19 ORANGEBURG 17649780 18-Oct-17 ORANGEBURG		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.24 INTERSTATE 168.24 INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 0 0 INTERSTATE 95 0 0	0 No Injury 2 Possible Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Driving too Fast for Conditions 10:0	:02 Thursday D :18 Wednesday D	Dry Daylight No Yes Dry Daylight No No			WHETSELL RD 1 W WHETSELL RD 1 W	33.32329	29 -80.55276 3801000 29 -80.55276 3801000
19673381 19-Nov-19 ORANGEBURG 18620413 21-Aug-18 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.26 INTERSTATE 168.3 INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	0 No Injury 0 No Injury	Motor Unit (In Transport) Other (fixed)	Rear End Non Collision	Driving too Fast for Conditions 9:2	:20 Tuesday D	Dry Daylight No Yes Dry Daylight No No			WHETSELL RD 25 W WHETSELL RD 1 W		04 -80.55251 380100 03 -80.55209 380100
16621548 24-Sep-16 ORANGEBURG 19519155 29-Jan-19 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	168.32 INTERSTATE 168.32 INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	0 No Injury 1 Possible Injury	Animal (Deer Only)  Motor Unit (Stopped)	Non Collision Rear End	Animal in Road 2:4	:45 Saturday D	Dry Night No No	1 0 SECONDARY RC 1302	2 MAINLINE	WHETSELL RD 50 W	33.3224	24 -80.55186 380100 34 -80.55181 380100
19644797 4-Oct-19 ORANGEBURG	INTERSTATE	26 MAINLINE	INTERSTATE 26	168.35 INTERSTATE	95 MAINLINE	INTERSTATE 95 0 0	0 No Injury	Highway Traffic Sign Post	Non Collision	Unknown 13:5	:51 Friday D	Dry Daylight No No	1 0 SECONDARY RC 1302	2 MAINLINE	WHETSELL RD 12 S	33.32209	9 -80.55157 380100
17547442 12-Apr-17 ORANGEBURG 19677459 29-Oct-19 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	168.35 INTERSTATE 168.38 INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 0 0   INTERSTATE 95 0 0   0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Angle 2 Rear End	Improper Lane use/change 8:	:34 Wednesday D :37 Tuesday V	Wet Daylight No No	2 0 SECONDARY RC 1302	2 MAINLINE	WHETSELL RD 28 E WHETSELL RD 12 W	33.32176	76 -80.55151 380100 76 -80.55124 380100
17647599 18-Oct-17 ORANGEBURG 17524317 20-Feb-17 ORANGEBURG		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.38 INTERSTATE 168.41 INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	0 No Injury 0 No Injury	Ran off Road Right Tree	Non Collision Non Collision		:15 Wednesday D :00 Monday D	Dry Daylight No No Dry Daylight Yes No			WHETSELL RD 200 W		58 -80.55117 380100 79 -80.55088 380100
16556684 19-May-16 ORANGEBURG 17624732 14-Sep-17 DORCHESTER		26 MAINLINE 95 MAINLINE	INTERSTATE 26 INTERSTATE 95	168.42 INTERSTATE 83.02 US ROUTE	95 MAINLINE 178 MAINLINE	INTERSTATE 95	0 No Injury 0 No Injury	Tree Ran off Road Left	Non Collision Rear End		:50 Thursday D :36 Thursday D	Dry Daylight No No Dry Daylight No Yes			WHETSELL RD 100 W DUNCAN CHAP 100 S		23 -80.55074 380100 91 -80.56382 180100
16512239 9-Feb-16 DORCHESTER 17617130 4-Sep-17 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.08 US ROUTE 83.09 US ROUTE	178 MAINLINE 178 MAINLINE	CHARLESTON HWY	0 No Injury 1 Possible Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End		:05 Tuesday D :51 Monday D	Dry Night No No Dry Daylight Yes Yes		1 MAINLINE 1 MAINLINE	DUNCAN CHAP 100 N DUNCAN CHAP 124 S		58 -80.56344 180100 34 -80.56336 180100
15561245 15-Jun-15 DORCHESTER 19523045 15-Feb-19 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	83.09 US ROUTE 83.16 SECONDARY ROAD	178 MAINLINE 11 MAINLINE	CHARLESTON HWY	0 No Injury 0 No Injury	Ran off Road Left Other Movable Object	Sideswipe, Same Direction Non Collision	Improper Lane use/change 15:3		Dry Daylight No No Dry Night No No			DUNCAN CHAP 197 N CHARLESTON H 100 N		89 -80.56333 180100 79 -80.56289 180100
17627049 17-Sep-17 DORCHESTER 17629144 17-Sep-17 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	83.18 SECONDARY ROAD 83.18 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD	1 Possible Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 13:2	:23 Sunday D	Dry Daylight No Yes	2 0 US ROUTE 178	B MAINLINE	CHARLESTON H 100 N CHARLESTON H 100 N	33.28405	05 -80.56277 180100 08 -80.56275 180100
19680036 19-Dec-19 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.2 SECONDARY ROAD 83.23 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD	1 Non-Incapacitating Injury	Ran off Road Right  Motor Unit (In Transport)	Angle 2 Rear End	Improper Lane use/change 6:4	:49 Thursday D :51 Sunday D	Dry Daylight No No	2 2 US ROUTE 178		CHARLESTON   326 N	33.28432	32 -80.56264 180100 18 -80.5624 180100
16656897 26-Nov-16 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	83.24 SECONDARY ROAD	11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury 0 No Injury	Median Barrier	Non Collision	Swerving to Avoid Object 12:	:12 Saturday D	Dry Night Yes Yes Dry Daylight No No	1 0 US ROUTE 178	8 MAINLINE	CHARLESTON H 100 N CHARLESTON H 131 N	33.28487	37 -80.56237 180100
18576527 8-Jun-18 DORCHESTER 16608784 19-Aug-16 DORCHESTER	INTERSTATE	95 MAINLINE	INTERSTATE 95	83.25 SECONDARY ROAD 83.29 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD   0   0   0	0 No Injury 0 No Injury	Motor Unit (Stopped) Tree	Rear End Non Collision	Driving too Fast for Conditions 5:0	:42 Friday D :00 Friday D	Dry Daylight No Yes Dry Night No Yes	1 0 US ROUTE 178	B MAINLINE	CHARLESTON H 156 N	33.28554	04 -80.56229 1801000 54 -80.56204 1801000
19628518 14-Sep-19 DORCHESTER 15571873 18-Jul-15 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.31 SECONDARY ROAD 83.32 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Motor Unit (Stopped) Motor Unit (In Transport)	Rear End Angle 3		:03 Saturday D :39 Saturday D	Dry         Daylight         No         No           Dry         Daylight         No         No			CHARLESTON F 70 S CHARLESTON F 100 S		-80.5619 1801000 01 -80.56181 1801000
15033844 17-Nov-15 DORCHESTER 17620266 12-Sep-17 DORCHESTER	INTERSTATE INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.36 SECONDARY ROAD 83.39 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD   0   0   0   0   0   0   0   0   0	1 Possible Injury 0 No Injury	Spill (2-wheeled Units) Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 11:3  Driving too Fast for Conditions 11:3	:10 Tuesday D :37 Tuesday D	Dry Daylight No Yes Dry Daylight No Yes	1 0 US ROUTE 178 2 0 US ROUTE 178	J IVII WILLIAE	CHARLESTON H 100 N CHARLESTON H 246 S	33.20033	55 -80.56156 1801000 37 -80.5614 1801000
18571339 20-May-18 DORCHESTER 18627278 3-Sep-18 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.4 SECONDARY ROAD 83.4 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End		:40 Sunday V :41 Monday D	Wet Daylight No Yes Dry Daylight No Yes		B MAINLINE B MAINLINE	CHARLESTON H 132 S CHARLESTON H 100 S	33.20033	99 -80.56134 180100 01 -80.56133 180100
17564496 27-May-17 DORCHESTER 18595267 12-Jul-18 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95	83.41 SECONDARY ROAD 83.45 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         1           DUNCAN CHAPEL RD         0         0	2 Incapacitating Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End	Tires/Wheel 15:4	:45 Saturday D	Dry Daylight No No Dry Night Yes Yes		B MAINLINE B MAINLINE	CHARLESTON H 244 S CHARLESTON H 178 N		15 -80.56126 180100 65 -80.56102 180100
17580195 23-Jun-17 DORCHESTER 17577519 23-Jun-17 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.59 SECONDARY ROAD 83.59 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD	1 Possible Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 19:0	:03 Friday V :03 Friday V	Wet Daylight No Yes	2 0 US ROUTE 178	8 MAINLINE	CHARLESTON H 114 S CHARLESTON H 114 S	33.28956	66 -80.56008 180100
16512878 5-Feb-16 DORCHESTER 17674563 12-Dec-17 DORCHESTER	INTERSTATE	95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.67 SECONDARY ROAD	11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury	Motor Unit (In Transport)	Angle 1	Tires/Wheel 15:5	:54 Friday D	Dry Daylight No No	2 0 US ROUTE 178	8 MAINLINE	CHARLESTON   143 S CHARLESTON   125 N	33.29071	71 -80.55953 180100
19558771 25-Apr-19 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	83.69 SECONDARY ROAD 83.79 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD   0   0   0	1 Possible Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End	Improper Lane use/change 4:2	:28 Tuesday D :27 Thursday D	Dry Night No No Dry Night No No	2 0 US ROUTE 178	B MAINLINE	CHARLESTON H 45 N	33.29229	92 -80.55943 180100 99 -80.55877 180100
18580875 9-Jun-18 DORCHESTER 15588424 27-Aug-15 ORANGEBURG		95 MAINLINE 26 MAINLINE	INTERSTATE 95 INTERSTATE 26	83.87 SECONDARY ROAD 167.51 SECONDARY ROAD	11 MAINLINE 1302 MAINLINE	DUNCAN CHAPEL RD         0         0           WHETSELL RD         0         0	0 No Injury 1 Non-Incapacitating Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction Non Collision		:35 Saturday D :55 Thursday D	Dry Daylight No No Dry Daylight No No			VANCE RD 58 E	33.33117	29 -80.5583 180100 17 -80.56126 380100
19550280 9-Apr-19 ORANGEBURG 16509124 22-Jan-16 ORANGEBURG		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.55 SECONDARY ROAD 167.55 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Motor Unit (Parked) Other Movable Object	Angle 3 Non Collision			Wet         Night         No         No           Wet         Daylight         No         No			VANCE RD 200 E VANCE RD 100 W	33.33066	-80.56075 3801000 66 -80.5607 3801000
16587270 16-Jul-16 ORANGEBURG 19685801 29-Dec-19 ORANGEBURG		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.56 SECONDARY ROAD 167.6 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 10:4	:20 Saturday D :45 Sunday D	Dry Daylight No Yes Dry Daylight No Yes			VANCE RD 52 W VANCE RD 48 W	33.33017	-80.56067 380100 -80.56016 380100
19617096 23-Aug-19 ORANGEBURG 17614519 27-Aug-17 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.6 SECONDARY ROAD 167.6 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	1 Possible Injury 0 No Injury	Ran off Road Left Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Driving too Fast for Conditions 7:4	:46 Friday D :55 Sunday D	Dry Daylight No Yes Dry Daylight No No			VANCE RD 48 W VANCE RD 74 W		4 -80.56013 380100 3 -80.56012 380100
18564825 12-May-18 ORANGEBURG 18518043 8-Feb-18 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.71 SECONDARY ROAD 167.72 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0 0	Non-Incapacitating Injury     No Injury		Non Collision Non Collision	Tires/Wheel 12:	:30 Saturday D :15 Thursday D	Dry Daylight No No Dry Daylight No No	1 0 SC ROUTE 210	MAINLINE	VANCE RD 37 W VANCE RD 36 W	33.32897	-80.55885 380100 39 -80.55876 380100
18600763 21-Jul-18 ORANGEBURG 17527429 5-Mar-17 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	167.72 SECONDARY ROAD 167.87 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0	3 Possible Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 9:	:10 Saturday D :25 Sunday D	Dry Daylight No Yes	2 0 SC ROUTE 210	MAINLINE	VANCE RD 36 W VANCE RD 21 W	33.32887	87 -80.55874 380100 24 -80.55696 380100
19650296 12-Oct-19 ORANGEBURG	INTERSTATE	26 MAINLINE	INTERSTATE 26	167.88 SECONDARY ROAD	1302 MAINLINE	WHETSELL RD 0 0	0 No Injury	Animal (Deer Only)	Non Collision	Animal in Road 1:	:37 Saturday D	Dry Night No Yes Dry Night No No Dry Daylight No No	1 0 SC ROUTE 210	MAINLINE	VANCE RD 19 W	33.32719	9 -80.5569 380100
17523162 5-Mar-17 ORANGEBURG 16660003 27-Nov-16 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	167.88 SECONDARY ROAD 167.94 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 0 WHETSELL RD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 No Injury 2 Non-Incapacitating Injury	Other Movable Object Ran off Road Left	Non Collision Non Collision	Tires/Wheel 16:5	:13 Sunday D :57 Sunday D	Dry Daylight No No Dry Daylight No No	1 0 SC ROUTE 210	MAINLINE	VANCE RD 20 W VANCE RD 15 E	33.32659	7 -80.55688 380100 59 -80.55625 380100
17677774 22-Dec-17 ORANGEBURG 17677775 22-Dec-17 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.96 SECONDARY ROAD 167.97 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0  WHETSELL RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 11:0	:00 Friday D	Dry Daylight No Yes Dry Daylight No Yes	2 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 100 W	33.32624	81 -80.55594 380100 24 -80.55587 380100
16504135 10-Jan-16 ORANGEBURG 16631264 9-Oct-16 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.99 SECONDARY ROAD 168.07 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 1 Possible Injury	Tree Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 20:2	:55 Sunday D :25 Sunday D	Dry Night No Yes Dry Night No Yes	3 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 9 E INTERSTATE 95 1 E	33.32513	05 -80.55566 3801000 13 -80.55465 3801000
19603247 12-Jul-19 ORANGEBURG 17547446 15-Apr-17 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.09 SECONDARY ROAD 168.12 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Cross Median/Center	Rear End Sideswipe, Same Direction	Improper Lane use/change 10:2	:40 Friday D :22 Saturday D	Dry Daylight No Yes Dry Daylight Yes No	2 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 1 W INTERSTATE 95 10 E	00.02.00	88 -80.55439 380100 65 -80.55415 380100
18609331 2-Aug-18 ORANGEBURG 17620554 1-Sep-17 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.12 SECONDARY ROAD 168.13 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 9:5	:50 Thursday D :15 Friday V	Dry Daylight No Yes Wet Night No Yes			INTERSTATE 95 4 E INTERSTATE 95 5 E		62 -80.55412 380100 49 -80.55399 380100
17638243 5-Oct-17 ORANGEBURG 18523870 2-Mar-18 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.15 SECONDARY ROAD 168.15 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD	1 Possible Injury 0 No Injury	Highway Traffic Sign Post Tree	Non Collision Non Collision	Animal in Road 23:5	:50 Thursday D :45 Friday D	Dry Night No No Dry Daylight No No	1 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 6 E	33.32431	81 -80.55381 380100 26 -80.55375 380100
18584000 16-Jun-18 ORANGEBURG 19675673 12-Nov-19 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.15 SECONDARY ROAD 168.16 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0 0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions 11:4	:40 Saturday D	Dry Daylight No Yes	3 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 7 E INTERSTATE 95 8 W	33.32423	23 -80.55373 380100 24 -80.55363 380100
18527007 20-Feb-18 ORANGEBURG	INTERSTATE	26 MAINLINE	INTERSTATE 26	168.17 SECONDARY ROAD	1302 MAINLINE	WHETSELL RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Angle 3 Non Collision	Improper Lane use/change 4:5	:15 Tuesday V :50 Tuesday D	Dry Night No No	2 0 INTERSTATE 95	5 MAINLINE	INTERSTATE 95 9 E	33.32405	05 -80.55354 380100
16548314 1-May-16 ORANGEBURG 18582194 16-Jun-18 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.19 SECONDARY ROAD 168.19 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 1  WHETSELL RD 0 0	1 Incapacitating Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Rear End	Driving too Fast for Conditions 14:0	:27 Sunday D :09 Saturday D	Dry Daylight Yes Yes Dry Daylight No Yes	2 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 50 W	33.32386	87 -80.55335 380100 86 -80.55334 380100
19515509 27-Jan-19 ORANGEBURG 18597129 8-Jul-18 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.19 SECONDARY ROAD 168.19 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Tree Tree	Non Collision Non Collision	Unknown 16:4	:14 Sunday D :40 Sunday D	Dry Daylight Yes Yes Dry Daylight No No	1 0 INTERSTATE 95	MAINLINE	INTERSTATE 95 50 W INTERSTATE 95 100 W	33.32381	86 -80.55334 380100 81 -80.55329 380100
19674185 9-Sep-19 ORANGEBURG 15603763 26-Sep-15 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.2 SECONDARY ROAD 167.35 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	1 Possible Injury 0 No Injury	Motor Unit (In Transport) Other Movable Object	Rear End Non Collision		:40 Monday D :45 Saturday D	Dry Night Yes Yes Dry Daylight No No			INTERSTATE 95 50 W VANCE RD 74 W		59 -80.55316 380100 88 -80.56314 380100
19519549 8-Feb-19 ORANGEBURG 16647590 5-Nov-16 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.39 SECONDARY ROAD 167.4 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0 0	1 Possible Injury 0 No Injury	Ran off Road Left Tree	Angle 2 Rear End	Improper Lane use/change 16:2	:25 Friday D :50 Saturday D	Dry Daylight No No Dry Daylight Yes Yes	2 0 SC ROUTE 210	MAINLINE	VANCE RD 69 W VANCE RD 3 W	33.33243	-80.56264 380100 28 -80.56248 380100
17657707 17-Nov-17 ORANGEBURG	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.41 SECONDARY ROAD 167.41 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)	Rear End Non Collision	Driving too Fast for Conditions 12:	:30 Friday D :14 Saturday D	Dry Daylight No Yes	2 0 SC ROUTE 210	MAINLINE	VANCE RD 96 W VANCE RD 67 W	33.33223	23 -80.56242 380100 22 -80.56241 380100
16576869 25-lun-16 OPANGERURG		26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.41 SECONDARY ROAD 167.41 SECONDARY ROAD 167.42 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0	0 No Injury	Other Movable Object Motor Unit (In Transport)	Non Collision	Debris 14:	:10 Monday V	Dry         Daylight         No         Yes           Wet         Daylight         No         No           Dry         Daylight         Yes         Yes	1 0 SC ROUTE 210	MAINLINE	VANCE RD 50 W	33.33216	6 -80.56234 380100
16576869 25-Jun-16 ORANGEBURG 18532527 12-Mar-18 ORANGEBURG 19513356 31-Jan-19 ORANGEBURG	INTERSTATE		INTERDIBLE 20			WHETSELL RD 0 0 0 WHETSELL RD 0 0	2 Possible Injury 0 No Injury	Motor Unit (In Transport) Tree	Rear End Non Collision		:47 Thursday D :30 Friday D	Dry Daylight Yes Yes Dry Night No Yes			VANCE RD 67 E VANCE RD 92 W		4 -80.56232 380100 77 -80.56193 380100
18532527 12-Mar-18 ORANGEBURG 19513356 31-Jan-19 ORANGEBURG 19644742 27-Sep-19 ORANGEBURG	INTERSTATE	26 MAINLINE	INTERSTATE 26	167.45 SECONDARY ROAD	1302 MAINLINE			-			10 70				TANKE DO		
18532527 12-Mar-18 ORANGEBURG 19513356 31-Jan-19 ORANGEBURG	INTERSTATE INTERSTATE INTERSTATE		INTERSTATE 26 INTERSTATE 26 INTERSTATE 95 INTERSTATE 95	167.46 SECONDARY ROAD 167.46 SECONDARY ROAD 86.82 INTERSTATE 86.93 INTERSTATE	1302 MAINLINE 1302 MAINLINE 26 MAINLINE 26 MAINLINE	WHETSELL RD	0 No Injury 1 Incapacitating Injury 1 Possible Injury	Tree Tree Motor Unit (In Transport)	Sideswipe, Same Direction Non Collision Rear End	Improper Lane use/change 5:4 Driving too Fast for Conditions 21:3	:46 Thursday D :15 Thursday D :50 Wednesday D	Dry Daylight Yes No Dry Night No Yes	1 0 US ROUTE 176	6 MAINLINE	VANCE RD 62 W OLD STATE RD 324 N OLD STATE RD 100 N	33.33167 33.33236	57 -80.56181 380100 66 -80.53866 380100 63 -80.53797 380100

18621787 27-Aug-18 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	86.97 INTERSTATE	26 MAINLINE	INTERSTATE 26 0 0	0 No Injury	Motor Unit (Parked)	Sideswipe, Same Direction	Other Improper Action	6:50 Monday	Dry Night No No	2 0 US ROUTE 17	6 MAINLINE	OLD STATE RD 10	00 N 33.33	443 -80.537	7 38010009500N
18574627 16-May-18 ORANGEBURG INTERSTATE 18576849 4-Jun-18 ORANGEBURG INTERSTATE	95 MAINLINE 26 MAINLINE	INTERSTATE 95 INTERSTATE 26	87.08 INTERSTATE 167.07 SECONDARY ROAD	26 MAINLINE 1302 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Tree Tree	Non Collision Angle 3	Animal in Road 2: Improper Lane use/change 1:	7:15 Monday	Wet Night No No Dry Daylight Yes No	3 0 SC ROUTE 21	.0 MAINLINE		01 E 33.335	588 -80.56642	1 38010009500N 2 38010002600E
15527292 17-Mar-15 ORANGEBURG INTERSTATE 17534066 16-Mar-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.07 SECONDARY ROAD 167.07 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         1           WHETSELL RD         0         0	1 Incapacitating Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Rear End	Other Improper Action	9:05 Tuesday 3:40 Thursday	Dry         Daylight         No         No           Dry         Night         No         No	2 0 SC ROUTE 21	0 MAINLINE		99 W 33.335	8581 -80.56635	
18672196         8-Nov-18 ORANGEBURG         INTERSTATE           16540675         15-Apr-16 ORANGEBURG         INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.09 SECONDARY ROAD 167.1 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Tree Tree	Non Collision Rear End	Driving too Fast for Conditions 1	1:00 Thursday 7:00 Friday	Wet Night No No Dry Daylight No Yes	2 0 SC ROUTE 21	.0 MAINLINE	VANCE RD 28	85 W 33.335	563 -80.56615 551 -80.56602	2 38010002600E
17686775 29-Dec-17 ORANGEBURG INTERSTATE 18660124 8-Nov-18 ORANGEBURG INTERSTATE 17589242 7-Jul-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	167.11 SECONDARY ROAD 167.13 SECONDARY ROAD 167.16 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree Motor Unit (In Transport)	Sideswipe, Same Direction  Non Collision  Rear End	Obstruction in Roadway 2	1:00 Friday 1:00 Thursday	Dry         Daylight         No         No           Wet         Night         No         No           Dry         Daylight         No         Yes	1 0 SC ROUTE 21	0 MAINLINE		95 W 33.335	538 -80.56587 516 -80.56563 488 -80.56532	3 38010002600E
17681104 27-Dec-17 ORANGEBURG INTERSTATE 15570454 18-Jul-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	167.18 SECONDARY ROAD 167.18 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 WHETSELL RD 0 0	0 No Injury 0 No Injury 2 Possible Injury	Motor Unit (Stopped)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 1	1:00 Friday 1:15 Wednesday 2:10 Saturday		5 0 SC ROUTE 21	0 MAINLINE	VANCE RD 9	90 W 33.334	471 -80.56514	4 38010002600E 1 38010002600E
18569594 9-May-18 ORANGEBURG INTERSTATE 17638246 8-Oct-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.18 SECONDARY ROAD 167.18 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	5 Possible Injury 1 Non-Incapacitating Injury	Motor Unit (Parked)	Sideswipe, Same Direction Non Collision	Ran off Road 1	6:18 Wednesday 3:50 Sunday		3 3 SC ROUTE 21	.0 MAINLINE	VANCE RD 5	50 W 33.334		1 38010002600E 6 38010002600E
16611736 4-Sep-16 ORANGEBURG INTERSTATE 17507145 22-Jan-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.2 SECONDARY ROAD 167.27 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         1           WHETSELL RD         0         0	4 Incapacitating Injury 0 No Injury	Tree Embankment	Non Collision Non Collision	Tires/Wheel 1	7:00 Sunday 4:12 Sunday	Dry         Daylight         No         No           Dry         Daylight         No         No	1 0 SC ROUTE 21	.0 MAINLINE	VANCE RD 10	00 W 33.333	369 -80.56403	3 38010002600E 3 38010002600E
17681114 29-Dec-17 ORANGEBURG INTERSTATE 19596158 1-Jul-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.28 SECONDARY ROAD 167.29 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Driving too Fast for Conditions 1	2:10 Friday 6:28 Monday	Dry Daylight No Yes Dry Daylight No Yes	1 0 SC ROUTE 21	0 MAINLINE	VANCE RD 20	00 E 33.333	355 -80.56387 349 -80.5638	8 38010002600E
19525443 11-Feb-19 ORANGEBURG INTERSTATE 17664562 25-Nov-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	167.3 SECONDARY ROAD 167.32 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0  WHETSELL RD 0 0	0 No Injury 0 No Injury	Tree Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 1	4:10 Monday 0:42 Saturday	Wet Daylight No Yes Dry Daylight No Yes	2 0 SC ROUTE 21	0 MAINLINE	VANCE RD 7	75 W 33.33		9 38010002600E
17606899 12-Aug-17 ORANGEBURG INTERSTATE 16561534 19-May-16 ORANGEBURG INTERSTATE 15655205 26-Dec-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.33 SECONDARY ROAD 167.34 SECONDARY ROAD 167.34 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0           WHETSELL RD         0         0	3 Possible Injury 0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Sideswipe, Same Direction  Non Collision  Rear End	Driving too Fast for Conditions 1	3:10 Saturday 6:45 Thursday 0:20 Saturday	Dry         Night         No         No           Wet         Daylight         No         Yes           Dry         Daylight         No         Yes	1 0 SC ROUTE 21	0 MAINLINE	VANCE RD 15  VANCE RD 7  VANCE RD 15		.333 -80.56327	8 38010002600E 7 38010002600E 3 38010002600E
17657706 17-Nov-17 ORANGEBURG INTERSTATE 19621985 21-Aug-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.98 SECONDARY ROAD 166.96 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0  WHETSELL RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)  Motor Unit (In Transport)	Sideswipe, Same Direction Rear End	Improper Lane use/change 1	1:20 Friday 9:50 Wednesday	Dry         Daylight         No         Yes           Dry         Daylight         No         No           Dry         Daylight         Yes         Yes	2 0 SC ROUTE 21	0 MAINLINE	VANCE RD 10	08 W 33.336	681 -80.56744 1706 -80.56772	4 38010002600E
15566645 4-Jul-15 ORANGEBURG INTERSTATE 19505182 1-Jan-19 ORANGEBURG INTERSTATE	26 MAINLINE 95 MAINLINE	INTERSTATE 26 INTERSTATE 95	166.92 SECONDARY ROAD 87.2 INTERSTATE	1302 MAINLINE 26 MAINLINE	WHETSELL RD	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction Non Collision	Improper Lane use/change 1		Dry Daylight No No Dry Daylight No Yes	2 0 SC ROUTE 21	-	VANCE RD	5 W 33.337	748 -80.56818 1755 -80.53625	8 38010002600E 5 38010009500N
18579615 8-Jun-18 ORANGEBURG INTERSTATE 16634997 24-Oct-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	87.21 INTERSTATE 87.23 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Guardrail Face Animal (Deer Only)	Non Collision Non Collision	Driving too Fast for Conditions	2:45 Friday 6:38 Monday	Dry Night Yes Yes Dry Night No No		6 MAINLINE 6 MAINLINE				8 38010009500N 7 38010009500N
19560061 30-Apr-19 ORANGEBURG INTERSTATE 17556495 26-Apr-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	87.24 INTERSTATE 87.25 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Ditch Guardrail Face	Non Collision Non Collision	Animal in Road	5:13 Wednesday	Dry         Daylight         No         Yes           Dry         Night         No         No	1 0 US ROUTE 17	6 MAINLINE 6 MAINLINE	OLD STATE RD 10 OLD STATE RD 12	20 N 33.338	821 -80.53594	
17541059 2-Apr-17 ORANGEBURG INTERSTATE 19564711 11-May-19 ORANGEBURG INTERSTATE	26 MAINLINE 95 MAINLINE	INTERSTATE 26 INTERSTATE 95	166.85 SECONDARY ROAD 87.28 INTERSTATE	1302 MAINLINE 26 MAINLINE	WHETSELL RD         0         0           INTERSTATE 26         0         0	1 Possible Injury 1 Possible Injury	Tree Ran off Road Right	Non Collision Non Collision	Under the Influence 1	2:44 Sunday 4:34 Saturday	Dry Daylight No No Dry Daylight No No	1 0 US ROUTE 17	6 MAINLINE	VANCE RD 30 OLD STATE RD 10	00 N 33.338	822 -80.56899 864 -80.53574	4 38010009500N
15630322 8-Nov-15 ORANGEBURG INTERSTATE  17679284 23-Dec-17 ORANGEBURG INTERSTATE  18523869 27-Feb-18 ORANGEBURG INTERSTATE	26 MAINLINE 95 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 95 INTERSTATE 26	166.79 SECONDARY ROAD 87.32 INTERSTATE 166.34 SECONDARY ROAD	1302 MAINLINE 26 MAINLINE 1302 MAINLINE	WHETSELL RD	1 Possible Injury 0 No Injury	Tree Motor Unit (In Transport) Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction Sideswipe, Same Direction	Improper Lane use/change	5:40 Sunday 5:14 Saturday 7:00 Tuesday	Wet         Daylight         Yes         Yes           Dry         Night         No         No           Dry         Daylight         No         No	2 0 US ROUTE 17	6 MAINLINE	OLD STATE RD 10	00 N 33.339	884 -80.56968 8915 -80.5355	5 38010009500N
15632683 14-Nov-15 ORANGEBURG INTERSTATE 18649977 6-Oct-18 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.36 SECONDARY ROAD 166.36 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 0 WHETSELL RD 0 0 0	0 No Injury 0 No Injury 0 No Injury	Animal (all other) Animal (Deer Only)	Non Collision Non Collision	Animal in Road	9:40 Saturday 0:00 Saturday	Dry         Daylight         No         No           Dry         Daylight         No         No           Dry         Daylight         No         No	1 0 SC ROUTE 21	0 MAINLINE	VANCE RD 11	10 E 33.343	349 -80.57478 341 -80.57469	8 38010002600E
18650904 16-Oct-18 ORANGEBURG INTERSTATE 16534804 27-Mar-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.37 SECONDARY ROAD 166.39 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0  WHETSELL RD 2 2 2  WHETSELL RD 0 0	0 Fatal 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Rear End	Tires/Wheel 1		Wet Night No No Wet Night No Yes	1 1 SC ROUTE 21	.0 MAINLINE	VANCE RD 10	00 E 33.343	334 -80.57461	
17679775 13-Sep-17 ORANGEBURG INTERSTATE 19505256 9-Jan-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.41 SECONDARY ROAD 166.43 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	3 Non-Incapacitating Injury 0 No Injury		Non Collision Angle 3	Driving too Fast for Conditions Improper Lane use/change 1	9:42 Wednesday 3:25 Wednesday	Dry Daylight No Yes Dry Daylight Yes No	1 0 SC ROUTE 21 2 0 SC ROUTE 21	0 MAINLINE 0 MAINLINE	VANCE RD 4 VANCE RD 34	40 W 33.342 43 W 33.34	-80.57405 1427 -80.57389	5 38010002600E 9 38010002600E
19626522 6-Sep-19 ORANGEBURG INTERSTATE 16508613 12-Jan-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.44 SECONDARY ROAD 166.44 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	Possible Injury     Non-Incapacitating Injury		Sideswipe, Same Direction Non Collision	Improper Lane use/change Driving too Fast for Conditions	4:15 Friday 0:54 Tuesday	Dry         Night         Yes         No           Dry         Night         No         Yes	1 0 SC ROUTE 21	0 MAINLINE	VANCE RD 30	00 E 33.342	258 -80.57377 256 -80.57375	5 38010002600E
17670072	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	166.47 SECONDARY ROAD 166.5 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0  WHETSELL RD 0 0  WHETSELL RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction Non Collision	Driving too Fast for Conditions 1	3:00 Friday 1:30 Sunday	Wet Daylight No No Dry Daylight No Yes Dry Daylight No Yes	1 0 SC ROUTE 21	0 MAINLINE	VANCE RD 18 VANCE RD 10	00 E 33.341	1227 -80.57343 1197 -80.57311	1 38010002600E
1933029	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.51 SECONDARY ROAD 166.52 SECONDARY ROAD 166.53 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 1 Possible Injury	Motor Unit (In Transport)  Motor Unit (Stopped)	Non Collision  Rear End  Rear End	Driving too Fast for Conditions 1	6:10 Thursday 9:50 Tuesday	Dry         Daylight         No         No           Wet         Night         No         Yes           Dry         Daylight         No         Yes	2 0 SC ROUTE 21	0 MAINLINE		00 W 33.341	179 -80.57293 173 -80.57286 159 -80.57271	6 38010002600E
18540578 26-Mar-17 ORANGEBURG INTERSTATE 17540578 26-Mar-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.58 SECONDARY ROAD 166.59 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0  WHETSELL RD 0 0  WHETSELL RD 0 0	0 No Injury 0 No Injury 1 Possible Injury	Ran off Road Left Tree	Angle 3 Non Collision	Driving too Fast for Conditions	0:20 Saturday 9:20 Saturday 0:10 Sunday	Dry         Daylight         No         Yes           Dry         Daylight         No         Yes           Dry         Night         No         Yes	2 0 SC ROUTE 21	0 MAINLINE	VANCE RD 10	00 E 33.341	-80.57213	3 38010002600E 8 38010002600E
19531432 8-Mar-19 ORANGEBURG INTERSTATE 17645269 13-Oct-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.61 SECONDARY ROAD 166.64 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD 0 0 WHETSELL RD 0 0	2 Possible Injury 0 No Injury	Tree Tree	Non Collision Non Collision	Aggressive Operation 1		Dry Night Yes No Dry Night No Yes					1072 -80.57176 1041 -80.57141	6 38010002600E 1 38010002600E
17663396 27-Nov-17 ORANGEBURG INTERSTATE 19655796 19-Oct-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.68 SECONDARY ROAD 166.72 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Tree Tree	Non Collision Non Collision	Animal in Road	1:00 Monday 5:35 Saturday	Dry         Night         No         No           Dry         Night         No         No		0 MAINLINE	VANCE RD 15		1998 -80.57093 1396 -80.57051	3 38010002600E 1 38010002600E
16533658 27-Mar-16 ORANGEBURG INTERSTATE 19684860 16-Dec-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.73 SECONDARY ROAD 166.74 SECONDARY ROAD	1302 MAINLINE 1302 MAINLINE	WHETSELL RD         0         0           WHETSELL RD         0         0	0 No Injury 0 No Injury	Motor Unit (Stopped) Motor Unit (In Transport)	Angle 3 Sideswipe, Same Direction	Improper Lane use/change 2	9:25 Sunday 1:50 Monday	Wet         Night         No         Yes           Dry         Night         Yes         No	2 0 SC ROUTE 21	0 MAINLINE	VANCE RD 13	34 W 33.339	941 -80.5703 934 -80.57022	2 38010002600E
16576123 17-Jun-16 ORANGEBURG INTERSTATE 19616819 15-Aug-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.98 SC ROUTE 166 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	0 No Injury 1 Non-Incapacitating Injury	Equipment Failure Tree	Sideswipe, Same Direction Non Collision	Driving too Fast for Conditions 1	4:30 Friday 2:55 Thursday	Wet Daylight Yes No Dry Daylight No Yes	1 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 9	99 W 33.347	749 -80.57918 724 -80.57891	1 38010002600E
17664401 27-Nov-17 ORANGEBURG INTERSTATE 18640024 22-Sep-18 ORANGEBURG INTERSTATE 19662695 27-Oct-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	166 SC ROUTE 166 SC ROUTE 166 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD   0   0   0	1 Possible Injury 0 No Injury 0 No Injury	Guardrail Face Guardrail Face Motor Unit (Stopped)	Sideswipe, Same Direction  Non Collision  Rear End	Under the Influence	2:10 Monday 5:10 Saturday 6:28 Sunday	Dry         Night         No         Yes           Dry         Night         No         No           Dry         Daylight         No         Yes	1 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 20 WHETSELL RD 10 WHETSELL RD 10	00 E 33.347	-80.57888	9 38010002600E 8 38010002600E 7 38010002600E
18617104 12-Aug-18 ORANGEBURG INTERSTATE 19650290 28-Sep-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.05 SC ROUTE 166.06 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (In Transport)	Rear End Sideswipe, Same Direction	Driving too Fast for Conditions 1	2:19 Sunday 6:55 Saturday	Dry         Daylight         No         Yes           Dry         Daylight         No         Yes           Dry         Daylight         No         No	4 0 SECONDARY RC 130	2 MAINLINE		00 W 33.346	-80.57835	5 38010002600E 1 38010002600E
19632327 9-Sep-19 ORANGEBURG INTERSTATE 18655895 17-Oct-18 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.07 SC ROUTE 166.11 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 0 No Injury	Median Barrier Work Zone Maintenance Equip	Non Collision Sideswipe, Same Direction	Driving too Fast for Conditions	8:40 Monday 7:02 Wednesday	Dry Daylight No Yes			WHETSELL RD 49 WHETSELL RD 30			4 38010002600E 9 38010002600E
19586157 17-Jun-19 ORANGEBURG INTERSTATE 16651765 14-Nov-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.11 SC ROUTE 166.12 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 4 Non-Incapacitating Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Sideswipe, Same Direction Rear End	Driving too Fast for Conditions	1:30 Monday 7:09 Monday	Dry Daylight No No Wet Daylight No Yes	2 0 SECONDARY RC 130	2 MAINLINE		00 E 33.345	-80.57748	
17579139 19-Jun-17 ORANGEBURG INTERSTATE 15654229 30-Dec-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.14 SC ROUTE 166.15 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 0 No Injury	Tree Motor Unit (Stopped)	Sideswipe, Same Direction Sideswipe, Same Direction	Driving too Fast for Conditions 1	9:31 Monday 1:30 Wednesday	Dry Daylight No No Wet Daylight No Yes	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 3	30 E 33.345	578 -80.57731 568 -80.57719	9 38010002600E
17550444 25-Apr-17 ORANGEBURG INTERSTATE 16593950 26-Jul-16 ORANGEBURG INTERSTATE 17527963 13-Mar-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	166.15 SC ROUTE 166.15 SC ROUTE 166.16 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD   0   0   0	0 No Injury 2 Possible Injury	Tree	Non Collision Non Collision Non Collision		1:45 Tuesday 6:48 Tuesday 7:00 Monday	Wet Night No No Dry Daylight No No Dry Night No No	1 1 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10 WHETSELL RD 35 WHETSELL RD 17	57 W 33.34	1563 -80.57714 1456 -80.5771 1553 -80.57702	1 38010002600E
15567679 6-Jul-15 ORANGEBURG INTERSTATE 19664895 3-Nov-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.18 SC ROUTE 166.21 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury 1 Possible Injury	Other Movable Object  Motor Unit (In Transport)	Non Collision Rear End		2:34 Monday 5:24 Sunday	Dry         Night         No         Yes           Dry         Daylight         No         No           Dry         Daylight         Yes         Yes			WHETSELL RD 9	90 W 33.345	1536 -80.57684 1497 -80.57642	
17677777 23-Dec-17 ORANGEBURG INTERSTATE 19673539 1-Dec-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.24 SC ROUTE 166.24 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped) Motor Unit (In Transport)	Rear End Rear End			Dry Daylight No Yes Wet Daylight No Yes						6 38010002600E 5 38010002600E
15615102 18-Oct-15 ORANGEBURG INTERSTATE 15604193 27-Sep-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.26 SC ROUTE 166.26 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 5 Non-Incapacitating Injury		Non Collision Non Collision	Improper Lane use/change	8:30 Sunday	Dry Daylight No Yes Wet Daylight No No	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 13	30 E 33.344	-80.57586	2 38010002600E 6 38010002600E
19541263 24-Mar-19 ORANGEBURG INTERSTATE 19506710 11-Jan-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.28 SC ROUTE 166.28 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	0 No Injury 2 Possible Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 1	2:10 Sunday 0:30 Friday	Dry Daylight No Yes Dry Daylight No Yes	2 1 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 22 WHETSELL RD 2	25 E 33.344	-80.5756 1421 -80.57558	8 38010002600E
19634813 21-Sep-19 ORANGEBURG INTERSTATE 19687139 21-Dec-19 ORANGEBURG INTERSTATE 19532678 1-Mar-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	166.29 SC ROUTE 166.3 SC ROUTE 166.31 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD   0   0   0	2 Possible Injury 3 Possible Injury 0 No Injury	Tree Motor Unit (Stopped)	Rear End Rear End Non Collision	Driving too Fast for Conditions 1	6:14 Saturday 3:35 Saturday 5:00 Friday	Dry         Daylight         No         No           Dry         Daylight         No         Yes           Wet         Daylight         No         No	3 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 15 WHETSELL RD 11 WHETSELL RD 28	10 E 33.344	414 -80.57551 403 -80.57539 439 -80.57524	9 38010002600E
17680024 19-Dec-17 ORANGEBURG INTERSTATE 15560045 20-Jun-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	166.31 SC ROUTE 165.53 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  VANCE RD 0 0	1 Possible Injury 0 No Injury	Ditch Motor Unit (Stopped)	Non Collision Rear End	Improper Lane use/change 1	9:15 Tuesday 0:46 Saturday	Wet         Daylight         No         No           Dry         Night         Yes         No           Dry         Daylight         No         Yes	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 28 WHETSELL RD 10	84 E 33.343	-80.57522	2 38010002600E 9 38010002600E
19630969 16-Sep-19 ORANGEBURG INTERSTATE 17561895 10-May-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.55 SC ROUTE 165.57 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 1 VANCE RD 0 0	1 Incapacitating Injury 0 No Injury	Motor Unit (Stopped) Motor Unit (Stopped)	Sideswipe, Same Direction Rear End	Driving too Fast for Conditions 1:	8:30 Monday 3:06 Wednesday	Dry Daylight No Yes	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 4	44 E 33.35	-80.58425	5 38010002600E 4 38010002600E
19576258 1-Jun-19 ORANGEBURG INTERSTATE 17556853 26-Apr-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.57 SC ROUTE 165.58 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         1           VANCE RD         0         0	1 Incapacitating Injury 0 No Injury	Ran off Road Left Ran off Road Right	Angle 2 Sideswipe, Same Direction	Improper Lane use/change 1	5:00 Saturday 9:10 Wednesday	Dry Daylight No Yes	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10	00 E 33.351	-80.58386	5 38010002600E 6 38010002600E
18600764 21-Jul-18 ORANGEBURG INTERSTATE  15576732 24-Jul-15 ORANGEBURG INTERSTATE  10574403 1 A44-10 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	165.6 SC ROUTE 165.6 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Driving too Fast for Conditions 1	3:17 Saturday 0:00 Friday	Dry Daylight No Yes Dry Daylight No Yes	1 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD	7 E 33.351	-80.58364	7 38010002600E 4 38010002600E
19534102 1-Mar-19 ORANGEBURG INTERSTATE 19551544 30-Mar-19 ORANGEBURG INTERSTATE 18609321 18-Jul-18 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	165.61 SC ROUTE 165.62 SC ROUTE 165.63 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD   0   0   0	0 No Injury 0 No Injury 0 No Injury	Tree Motor Unit (In Transport) Other (Post, Pole, Support,)	Non Collision Sideswipe, Same Direction Non Collision	Improper Lane use/change 1	6:00 Friday 8:25 Saturday 1:32 Wednesday	Wet         Night         No         No           Dry         Daylight         No         No           Dry         Night         No         No	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10 WHETSELL RD 8 WHETSELL RD 10	86 E 33.351	-80.58336	4 38010002600E 6 38010002600E 4 38010002600E
19554938 21-Apr-19 ORANGEBURG INTERSTATE  15580783 28-Jul-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.63 SC ROUTE 165.68 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0 0 VANCE RD 0 0 0	0 No Injury 0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Angle 3 Sideswipe, Same Direction	Improper Lane use/change 1	6:28 Sunday 8:46 Tuesday	Dry Daylight Yes No Dry Daylight No No	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10 WHETSELL RD 8	00 E 33.350	5079 -80.58281 5079 -80.58271	1 38010002600E
16651766 14-Nov-16 ORANGEBURG INTERSTATE 16537857 1-Apr-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.68 SC ROUTE 165.69 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0 0 VANCE RD 0 0	0 No Injury 0 No Injury	Ran off Road Right Tree	Non Collision Non Collision	Driving too Fast for Conditions Driving too Fast for Conditions	6:07 Monday 6:15 Friday	Wet         Night         No         Yes           Wet         Night         No         Yes	1 0 SECONDARY RC 130 1 0 SECONDARY RC 130	2 MAINLINE 2 MAINLINE	WHETSELL RD 10	00 E 33.350 5 W 33.350	6062 -80.58262 6051 -80.5825	2 38010002600E 5 38010002600E
17680912 21-Dec-17 ORANGEBURG INTERSTATE 16505254 15-Jan-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.69 SC ROUTE 165.7 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0 0 VANCE RD 0 0 0	0 No Injury 1 Possible Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 1 Driving too Fast for Conditions 1	2:37 Thursday 0:13 Friday	Dry Daylight No Yes Wet Daylight No Yes	2 1 SECONDARY RC 130	2 MAINLINE		00 E 33.350	-80.58248	5 38010002600E 8 38010002600E
16626710 3-Oct-16 ORANGEBURG INTERSTATE  18570116 20-May-18 ORANGEBURG INTERSTATE  17523161 5-May-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.72 SC ROUTE 165.73 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Improper Lane use/change 1	7:15 Sunday	Dry Night No No Wet Daylight No No Daylight No No	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 5	54 W 33.350	017 -80.58212	7 38010002600E 2 38010002600E
17523161 5-Mar-17 ORANGEBURG INTERSTATE 19533538 11-Jan-19 ORANGEBURG INTERSTATE 16634982 19-Oct-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	165.73 SC ROUTE 165.79 SC ROUTE 165.79 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD   0   0	0 No Injury 1 Possible Injury 0 No Injury	Tree Ran off Road Left Motor Unit (In Transport)	Non Collision  Non Collision  Sideswipe, Same Direction	Driving too Fast for Conditions	7:18 Sunday 4:15 Friday 3:47 Wednesday	Dry         Daylight         No         No           Dry         Night         No         Yes           Dry         Daylight         Yes         No	1 0 SECONDARY RC 130	2 MAINLINE		68 E 33.349	952 -80.5814	1 38010002600E 4 38010002600E 4 38010002600E
19595777 5-Jul-19 ORANGEBURG INTERSTATE 17614992 27-Aug-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.79 SC ROUTE 165.84 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  VANCE RD 0 0	1 Possible Injury 0 No Injury	Tree Tree	Non Collision  Non Collision	Under the Influence 1	7:55 Friday 9:20 Sunday	Wet Daylight Yes No Dry Daylight No No	1 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 11	10 E 33.349	949 -80.58137	
18592971 6-Jul-18 ORANGEBURG INTERSTATE 17546284 7-Apr-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.87 SC ROUTE 165.88 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 0 No Injury	Tree Animal (Deer Only)	Non Collision Non Collision	Truck Coupling         1           Animal in Road         1	5:08 Friday 4:20 Friday	Dry Daylight No No Dry Daylight No No	1 0 SECONDARY RC 130 1 0 SECONDARY RC 130	2 MAINLINE 2 MAINLINE	WHETSELL RD 10	00 E 33.348 00 E 33.348	1864 -80.58044 1858 -80.58037	4 38010002600E 7 38010002600E
16618030 14-Sep-16 ORANGEBURG INTERSTATE 18526168 9-Feb-18 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.52 SC ROUTE 165.48 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Driving too Fast for Conditions 2 Improper Lane use/change 1	3:50 Wednesday 0:40 Friday	Dry         Night         No         Yes           Dry         Daylight         Yes         No	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10	00 E 33.352	277 -80.585	9 38010002600E 5 38010002600E
17608089 17-Aug-17 ORANGEBURG INTERSTATE 16666210 13-Dec-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	165.44 SC ROUTE 165.43 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0	0 No Injury 1 Possible Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction Non Collision	Driving too Fast for Conditions 1	2:30 Thursday 2:10 Tuesday	Dry Daylight No No Wet Daylight Yes Yes	1 0 SECONDARY RC 130	2 MAINLINE		00 W 33.35	-80.58558	8 38010002600E 8 38010002600E
17579022 14-Jun-17 ORANGEBURG INTERSTATE 19686217 5-Dec-19 ORANGEBURG INTERSTATE 19676056 19-Nov-19 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	165.41 SC ROUTE 165.4 SC ROUTE 165.4 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD   0   0   0	0 No Injury 0 No Injury 0 No Injury	Embankment Motor Unit (In Transport) Tree	Non Collision Sideswipe, Same Direction Non Collision	Improper Lane use/change 1	3:50 Wednesday 1:41 Thursday 1:00 Tuesday	Dry Daylight Yes No	2 0 SECONDARY RC 130	2 MAINLINE		29 W 33.35	536 -80.58591	9 38010002600E 1 38010002600E 6 38010002600E
15511216 5-Feb-15 ORANGEBURG INTERSTATE 17561896 10-May-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.4 SC ROUTE 165.39 SC ROUTE 165.38 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury 0 No Injury	Tree Motor Unit (Stopped)	Non Collision  Non Collision  Rear End	Obstruction in Roadway	5:50 Thursday 3:06 Wednesday	Dry         Night         No         No           Dry         Night         No         No           Dry         Daylight         No         Yes	1 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10	00 E 33.353	372 -80.58604	4 38010002600E 4 38010002600E 4 38010002600E
16582881 8-Jul-16 ORANGEBURG INTERSTATE 18594365 10-Jul-18 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.36 SC ROUTE 165.35 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0 0 VANCE RD 0 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Driving too Fast for Conditions 1 Medical Related	0:10 Friday 9:12 Tuesday	Dry Daylight No Yes Dry Daylight Yes No	2 0 SECONDARY RC 130	2 MAINLINE 2 MAINLINE	WHETSELL RD 5	50 E 33.354		8 38010002600E
17573825 7-May-17 ORANGEBURG INTERSTATE 15576745 26-Jul-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.3 SC ROUTE 165.29 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD         0         0           VANCE RD         0         0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Rear End	Driving too Fast for Conditions 1: Driving too Fast for Conditions 1:	5:00 Sunday 2:35 Sunday	Dry Daylight No Yes Dry Daylight No Yes	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 2	2 W 33.354		8 38010002600E
15511214 5-Feb-15 ORANGEBURG INTERSTATE  18601447 22-Jul-18 ORANGEBURG INTERSTATE  18665711 15 AAN 18 ORANGEBURG SECONDARY B. 3	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.28 SC ROUTE 165.27 SC ROUTE	210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  WANTER RD 0 0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Rear End	Driving too Fast for Conditions 1	5:50 Thursday 1:35 Sunday	Dry Night No No Dry Daylight No Yes	2 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 10 WHETSELL RD 10	00 E 33.355		2 38010002600E
18565711 15-May-18 ORANGEBURG SECONDARY R 2 15514672 8-Feb-15 ORANGEBURG INTERSTATE 18504612 12-Jan-18 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	WAMER RD INTERSTATE 26 INTERSTATE 26	0.58 SECONDARY ROAD 165.22 SC ROUTE 165.21 SC ROUTE	170 MAINLINE 210 MAINLINE 210 MAINLINE	WAMER RD	0 No Injury 0 No Injury 0 No Injury	Tree Embankment Ditch	Non Collision Angle 2 Non Collision	Failure to Yield RoW 2	0:05 Sunday	Wet         Daylight         No         Yes           Dry         Night         No         No           Wet         Night         Yes         No	5 0 SECONDARY RC 130	2 MAINLINE	WHETSELL RD 1	10 E 33.355	-80.5881	8 38070205200E 1 38010002600E 6 38010002600E
18504612 12-Jan-18 URANGEBURG INTERSTATE 16601052 14-Aug-16 ORANGEBURG INTERSTATE 17633331 23-Sep-17 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	165.21 SC ROUTE 165.21 SC ROUTE 165.21 SC ROUTE	210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0  VANCE RD 0 0  VANCE RD 0 0	0 No Injury 0 No Injury 0 No Injury	Motor Unit (In Transport) Animal (Deer Only)	Angle 3 Non Collision	Improper Lane use/change 1	2:50 Sunday	Wet         Night         Yes         No           Dry         Daylight         No         No           Dry         Night         No         No	2 0 SECONDARY RC 130		WHETSELL RD 2	20 E 33.355	567 -80.58819	9 38010002600E 4 38010002600E
SEP A JOHNSOLDONG INTERGRALE					, ,	-1	(2.20) 0.11/1	,			, 16 1100 1110	- Operation in 130				00.30024	

18612907   14-Jul-18   ORANGEBURG   INTERSTATE   26   MAINLINE   19585175   15-Jun-19   ORANGEBURG   INTERSTATE   26   MAINLINE		SC ROUTE 210 MAINLINE SC ROUTE 210 MAINLINE		o Injury Moossible Injury Tr		ear End E		Saturday Dr Saturday Dr	y Daylight No Yes 2 0 y Night No No 1	SECONDARY R 1302 MAINLINE WHETSELL RD 11 W	33.35574 -80.58826 38010002600E 33.35964 -80.59252 38010002600E
16639310         30-Oct-16         ORANGEBURG         INTERSTATE         26         MAINLINE           16647587         4-Nov-16         ORANGEBURG         INTERSTATE         26         MAINLINE	INTERSTATE 26 164.85 INTERSTATE 26 164.85	SC ROUTE 210 MAINLINE 210 MAINLINE 210 MAINLINE	VANCE RD         0         0         0         N           VANCE RD         0         0         0         N	o Injury Gu	uardrail End N	on Collision	Oriving too Fast for Conditions 5:41	Sunday Dr Friday Dr	y Night No Yes 1 ( y Night No Yes 1 ( y Night No Yes 1 (	SECONDARY R	33.35952 -80.59238 38010002600E 33.35951 -80.59237 38010002600E
15636327 27-Nov-15  ORANGEBURG   INTERSTATE 26   MAINLINE   16660014   28-Nov-16   ORANGEBURG   INTERSTATE 26   MAINLINE   16643059   28-Oct-16  ORANGEBURG   INTERSTATE 26   MAINLINE	INTERSTATE 26 164.86	SC ROUTE         210 MAINLINE           S C ROUTE         210 MAINLINE           S C ROUTE         210 MAINLINE	VANCE RD 0 0 1 Pc	o Injury Tro ossible Injury Tro ossible Injury Tro	ee N	on Collision   U on Collision   D on Collision   II	Oriving too Fast for Conditions 10:35	Friday Dr Monday Dr	y		33.35945 -80.5923 38010002600E 33.35944 -80.59229 38010002600E 33.35941 -80.59225 38010002600E
1969767 15-Nov-19 ORANGEBURG   SC ROUTE   210 MAINLINE 18565634   4-May-18 ORANGEBURG   INTERSTATE   26 MAINLINE	VANCE RD 15.75	INTERSTATE 26 MAINLINE L SC ROUTE 210 MAINLINE	INTERSTATE 26 0 0 0 No	ossible Injury Tro o Injury Bri o Injury Tro	idge Rail N		Under the Influence 3:00	Friday Dr Friday W Friday Dr	et Night No No 1	SECONDARY RC 2052 MAINLINE WAMER RD 50 W	33.35945 -80.59204 38040021000E 33.35887 -80.59166 38010002600E
19655214         12-Oct-19 ORANGEBURG         INTERSTATE         26 MAINLINE           15580788         4-Aug-15 ORANGEBURG         INTERSTATE         26 MAINLINE	INTERSTATE 26 164.95	SC ROUTE 210 MAINLINE 210 MAINLINE	VANCE RD 0 0 2 Pc	ossible Injury Tre	ee R	ear End C	Other (vehicle defect) 19:13	Saturday Dr Tuesday Dr	y Daylight No No 1 (7) y Daylight No No 3	SECONDARY RG 1302 MAINLINE WHETSELL RD 8 E	33.35843 -80.59119 38010002600E 33.35843 -80.59119 38010002600E
17658038 12-Sep-17 ORANGEBURG INTERSTATE 26 MAINLINE 19549219 6-Apr-19 ORANGEBURG INTERSTATE 26 MAINLINE 18609341 3-Aug-18 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 164.99	SC ROUTE   210 MAINLINE     SC ROUTE   210 MAINLINE     SC ROUTE   210 MAINLINE     SC ROUTE   210 MAINLINE	VANCE RD 0 0 0 N	o Injury Mo o Injury Tro o Injury Tro	ee N	on Collision F	atigued/Asleep 14:35	Tuesday Dr Saturday Dr Friday W	y Daylight No No 1	SECONDARY R   1302   MAINLINE   WHETSELL RD   400   W     SECONDARY R   1302   MAINLINE   WHETSELL RD   20   W     SECONDARY R   1302   MAINLINE   WHETSELL RD   1   W	33.358133 -80.59087 38010002600E 33.35801 -80.59073 38010002600E 33.35783 -80.59054 38010002600E
18528723         7-Mar-18         ORANGEBURG         INTERSTATE         26         MAINLINE           19674798         8-Dec-19         ORANGEBURG         INTERSTATE         26         MAINLINE	INTERSTATE 26 165.03 INTERSTATE 26 165.04	SC ROUTE 210 MAINLINE SC ROUTE 210 MAINLINE	VANCE RD         0         0         0 N.           VANCE RD         0         0         0 N.	o Injury Me o Injury Tre	ee N	ngle 2 S on Collision E	Swerving to Avoid Object 17:45 Driving too Fast for Conditions 12:05	Wednesday Dr Sunday Dr	y Night No No 2 ( y Daylight No Yes 1 (		33.35759 -80.59028 38010002600E 33.35752 -80.59021 38010002600E
17510218 22-Jan-17  ORANGEBURG   INTERSTATE 26   MAINLINE   17644412 9-Oct-17   ORANGEBURG   INTERSTATE 26   MAINLINE   16622375   26-Sep-16   ORANGEBURG   SC ROUTE 210   MAINLINE	INTERSTATE 26 165.07	S C ROUTE   210   MAINLINE	VANCE RD 0 0 2 Pc	ossible Injury Tro ossible Injury Tro ossible Injury Dir	ee N		Oriving too Fast for Conditions 0:00	Sunday Dr Monday W Monday Dr	y Night No Yes 1 ( et Nigh	SECONDARY R   1302   MAINLINE   WHETSELL RD   18   W     SECONDARY R   1302   MAINLINE   WHETSELL RD   1   E     INTERSTATE   26   MAINLINE   INTERSTATE 26   4   W	33.35738 -80.59005 38010002600E 33.35712 -80.58977 38010002600E 33.3603 -80.58873 38040021000E
17561897 10-May-17 ORANGEBURG INTERSTATE 26 MAINLINE 16676577 31-Dec-16 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 165.13	S SC ROUTE 210 MAINLINE S SC ROUTE 210 MAINLINE	VANCE RD 0 0 0 N	o Injury Me	otor Unit (In Transport) R	ear End [	Oriving too Fast for Conditions 13:10	Wednesday Dr Saturday Dr	, , , ,	SECONDARY RG 1302 MAINLINE WHETSELL RD 25 E	33.35653 -80.58913 38010002600E 33.35653 -80.58913 38010002600E
17606879 8-Aug-17 ORANGEBURG INTERSTATE 26 MAINLINE 19680200 1-Dec-19 ORANGEBURG INTERSTATE 26 MAINLINE 18690759 22-Dec-18 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 165.17	SC ROUTE 210 MAINLINE SC ROUTE 210 MAINLINE SC ROUTE 210 MAINLINE	VANCE RD 0 0 0 N	o Injury M	otor Unit (In Transport) A	ngle 3	Jnknown 9:48	Tuesday W Sunday W	et Daylight No No 2		33.35621 -80.58878 38010002600E 33.35605 -80.58861 38010002600E 33.35603 -80.58859 38010002600E
15515760 28-Jan-15 ORANGEBURG INTERSTATE 26 MAINLINE 15530874 17-Mar-16 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 165.18	3 SC ROUTE 210 MAINLINE 3 SC ROUTE 210 MAINLINE 2 SC ROUTE 210 MAINLINE	VANCE RD 0 0 0 No	o Injury Mo o Injury Tro ossible Injury Tro	ee N	on Collision C	Other Improper Action 16:15	Saturday Dr Wednesday Dr Thursday Dr	y         Daylight         No         No         2           y         Daylight         No         No         2           y         Daylight         No         No         1	SECONDARY RQ 1302 MAINLINE WHETSELL RD 10 SECONDARY RQ 1302 MAINLINE WHETSELL RD 30 E	33.35597 -80.58859 38010002600E 33.35596 -80.58859 38010002600E
15586538         24-Jul-15         ORANGEBURG         INTERSTATE         26         MAINLINE           18656202         25-Oct-18         ORANGEBURG         SC ROUTE         210         MAINLINE	INTERSTATE 26 165.2 VANCE RD 16.02	SC ROUTE 210 MAINLINE 2 SECONDARY ROAD 553 MAINLINE	LANDSDOWNE RD 0 0 0 No		nimal (Deer Only) N		Oriving too Fast for Conditions 10:35 Animal in Road 9:12	Friday Dr Thursday Dr	y         Daylight         No         Yes         2         0           y         Daylight         No         No         1         0	SECONDARY RC 1302 MAINLINE WHETSELL RD 25 E INTERSTATE 26 MAINLINE INTERSTATE 26 3 W	33.3558 -80.58833 38010002600E 33.36025 -80.5875 38040021000E
17540594 31-Mar-17/ORANGEBURG   SC ROUTE   210   MAINLINE   16666233   18-Dec-16   ORANGEBURG   SC ROUTE   210   MAINLINE   18608063   19-Jul-18  ORANGEBURG   SC ROUTE   210   MAINLINE	VANCE RD 15.55	SECONDARY ROAD   553 MAINLINE	WAMER RD 0 0 N		uardrail End N		Oriving too Fast for Conditions 22:32	Friday Dr Sunday W Thursday W	y         Daylight         No         No         2         0           et         Night         No         Yes         1         0           et         Daylight         Yes         Yes         2         0		33.36013 -80.58663 38040021000E 33.35848 -80.59534 38040021000E 33.3591 -80.59306 38040021000E
18691148 22-Dec-18 ORANGEBURG SC ROUTE 210 MAINLINE 18569607 13-May-18 ORANGEBURG INTERSTATE 26 MAINLINE	VANCE RD 15.69 INTERSTATE 26 164.79	INTERSTATE 26 MAINLINE 9 SC ROUTE 210 MAINLINE	INTERSTATE 26	o Injury Mo	otor Unit (Stopped) Re otor Unit (In Transport) Re	ear End C	Oriving too Fast for Conditions 14:22 Oriving too Fast for Conditions 5:30	Saturday Dr Sunday Dr	y         Daylight         No         Yes         2         0           y         Daylight         No         Yes         2         0	SECONDARY RC 2052 MAINLINE WAMER RD 2 W SECONDARY RC 1302 MAINLINE WHETSELL RD 8 W	33.35911 -80.59303 38040021000E 33.36015 -80.59309 38010002600E
19553654         21-Apr-19  ORANGEBURG         INTERSTATE         26 MAINLINE           16609643         21-Aug-16 ORANGEBURG         INTERSTATE         26 MAINLINE           19634812         21-Sep-19  ORANGEBURG         INTERSTATE         26 MAINLINE	INTERSTATE 26 164.73	SC ROUTE 210 MAINLINE 3 SC ROUTE 210 MAINLINE 3 SC ROUTE 210 MAINLINE	VANCE RD 0 0 1 N	on-Incapacitating Injury Tre	ee N	on Collision F	atigued/Asleep 5:30	Sunday Dr Sunday Dr Saturday Dr	y Daylight No Yes 1	SECONDARY RG 1302 MAINLINE WHETSELL RD 13 E	33.36063 -80.59364 38010002600E 33.36075 -80.59378 38010002600E 33.36083 -80.59387 38010002600E
15647456 30-Oct-15 ORANGEBURG INTERSTATE 26 MAINLINE 17547449 15-Apr-17 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 164.7	7 SC ROUTE 210 MAINLINE B SC ROUTE 210 MAINLINE	VANCE RD	ital Ra	n off Road Left R	ear End D	Driving too Fast for Conditions 14:45	Friday Dr Saturday Dr	y         Daylight         No         Yes         1           y         Daylight         No         Yes         3         0           y         Daylight         No         No         1	SECONDARY RQ   92   MAINLINE   EBENEZER RD   17   W	33.36111 -80.59417 38010002600E 33.36128 -80.59436 38010002600E
16567348         2-Jun-16 ORANGEBURG         INTERSTATE         26 MAINLINE           16583762         10-Jul-16 ORANGEBURG         INTERSTATE         26 MAINLINE           4573263         20-Jul-16 ORANGEBURG         INTERSTATE         26 MAINLINE	INTERSTATE 26 164.67	S C ROUTE 210 MAINLINE 7 SC ROUTE 210 MAINLINE	VANCE RD 0 0 0 N	o Injury Me	otor Unit (In Transport) R	ear End [	Oriving too Fast for Conditions 17:25	Thursday Dr Sunday Dr	y         Daylight         No         No         2           y         Daylight         No         Yes         2	SECONDARY R( 92 MAINLINE EBENEZER RD 100 W SECONDARY R( 92 MAINLINE EBENEZER RD 100 W	33.36131 -80.59438 38010002600E 33.361428 -80.59451 38010002600E
15622663 30-0ct-15  ORANGEBURG   INTERSTATE	INTERSTATE 26 164.63	7 SC ROUTE 210 MAINLINE 3 SC ROUTE 210 MAINLINE 3 SC ROUTE 210 MAINLINE	VANCE RD 0 0 0 N	o Injury Me	otor Unit (In Transport) R	ear End [	Oriving too Fast for Conditions 12:05	Friday Dr Sunday W Tuesday Dr	y         Daylight         No         Yes         2         0           et         Daylight         No         Yes         2         0           y         Daylight         No         No         2         0	SECONDARY RG 92 MAINLINE EBENEZER RD 24 W	33.36144 -80.59453 38010002600E 33.36184 -80.59496 38010002600E 33.36241 -80.5956 38010002600E
17680026 21-Dec-17 ORANGEBURG INTERSTATE 26 MAINLINE 17532888 12-Mar-17 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 164.55 INTERSTATE 26 164.56	7 SC ROUTE 210 MAINLINE S SC ROUTE 210 MAINLINE	VANCE RD         0         0         0 N           VANCE RD         0         0         0         N	o Injury Tro	ee N otor Unit (In Transport) R	on Collision E ear End E	Oriving too Fast for Conditions 10:55 Driving too Fast for Conditions 14:12	Thursday Dr Sunday W	y         Daylight         No         Yes         1         0           et         Daylight         No         Yes         2         0	SECONDARY R	33.3625 -80.5957 38010002600E 33.36259 -80.5958 38010002600E
18571241 12-May-18] ORANGEBURG   INTERSTATE 26   MAINLINE   18597134   11-Jul-18] ORANGEBURG   INTERSTATE 26   MAINLINE   17506006   13-Jan-17] ORANGEBURG   INTERSTATE 26   MAINLINE   18506   MAINLINE	INTERSTATE 26 164.54	SC ROUTE 210 MAINLINE SC ROUTE 210 MAINLINE INTERSTATE 95 MAINLINE	VANCE RD 0 0 0 N	o Injury W	ork Zone Maintenance Equip N		Nork Zone 21:00	Saturday Dr Wednesday Dr Friday Dr	y         Daylight         No         Yes         2         0           y         Night         No         No         2         0           y         Daylight         No         Yes         2         0	SECONDARY R( 92   MAINLINE   EBENEZER RD   100   W     SECONDARY R( 92   MAINLINE   EBENEZER RD   100   W     SECONDARY R( 1302   MAINLINE   WHETSELL RD   10   F	33.36277 -80.59602 38010002600E 33.3628 -80.59606 38010002600E 33.3209 -80.55043 38010002600F
18569608 13-May-18 ORANGEBURG INTERSTATE 26 MAINLINE 16670215 23-Dec-16 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.47 INTERSTATE 26 168.48	7 INTERSTATE 95 MAINLINE 3 INTERSTATE 95 MAINLINE	INTERSTATE 95 0 0 0 No	o Injury Mossible Injury Mo	otor Unit (In Transport) A otor Unit (Stopped) R	ngle 3	Jnknown 17:00	Sunday Dr Friday Dr	y Daylight No No 2 (1) y Night No Yes 2 (1)	SECONDARY R( 1302   MAINLINE   WHETSELL RD 100   W	33.3207 -80.55023 38010002600E 33.32056 -80.5501 38010002600E
19562421 29-Apr-19  ORANGEBURG   MTERSTATE 26  MAINLINE 16569325 6-Jun-16  ORANGEBURG   INTERSTATE 26  MAINLINE 19559446 17-Apr-19  ORANGEBURG   INTERSTATE 26  MAINLINE	INTERSTATE 26 168.51	INTERSTATE	INTERSTATE 95 0 0 0 N	o Injury Me	otor Unit (In Transport) Si	ideswipe, Same Direction II	mproper Lane use/change 14:00 mproper Lane use/change 16:41	Monday Dr Monday Dr	y         Daylight         No         No         2         0           y         Daylight         No         No         2         0	SECONDARY R	33.32039 -80.54993 38010002600E 33.32025 -80.5498 38010002600E 33.32022 -80.54978 38010002600E
19559446   17-Apr-19  ORANGEBURG   INTERSTATE   26  MAINLINE   19529951   8-Mar-19  ORANGEBURG   INTERSTATE   26  MAINLINE   17668384   26-Nov-17  ORANGEBURG   INTERSTATE   26  MAINLINE	INTERSTATE 26 168.52	INTERSTATE	INTERSTATE 95 0 0 N	o Injury Me	otor Unit (In Transport) Si		mproper Lane use/change 20:22	Wednesday Dr Friday Dr Sunday Dr	y         Daylight         No         No         2         0           y         Night         No         No         2         0           y         Daylight         No         Yes         2         0	SECONDARY RG 1302 MAINLINE WHETSELL RD 10 W	33.32022 -80.54978 38010002600E 33.32016 -80.54972 38010002600E 33.320134 -80.54969 38010002600E
17668382         26-Nov-17         ORANGEBURG         INTERSTATE         26         MAINLINE           17556442         13-Apr-17         ORANGEBURG         INTERSTATE         26         MAINLINE	INTERSTATE 26 168.55	2 INTERSTATE 95 MAINLINE 5 INTERSTATE 95 MAINLINE	INTERSTATE 95	o Injury Mo	otor Unit (Stopped) Ri otor Unit (In Transport) Ri	ear End E ear End F	Oriving too Fast for Conditions 12:00 Failure to Yield RoW 23:00	Sunday Dr Thursday Dr	y         Daylight         No         Yes         3         6           y         Night         No         No         2         6	SECONDARY RC 1302 MAINLINE WHETSELL RD 10 E MAINLINE 0 W	33.320134 -80.54969 38010002600E 33.3198 -80.54937 38010002600E
17562567 16-May-17 ORANGEBURG INTERSTATE 26 MAINLINE 19569007 24-Apr-19 ORANGEBURG INTERSTATE 26 MAINLINE 18517469 31-Jan-18 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.57	INTERSTATE	INTERSTATE 95 0 0 0 N	o Injury M	otor Unit (In Transport) Si	ideswipe, Same Direction III Ideswipe, Same Direction III Ingle 1 II	mproper Lane use/change 16:05	Tuesday Dr Wednesday Dr Wednesday Dr	y         Daylight         No         No         2           y         Daylight         No         No         2           y         Daylight         No         No         2	MAINLINE 0 E	33.31956 -80.54914 38010002600E 33.31955 -80.54913 38010002600E 33.31941 -80.54899 38010002600E
18650911 16-Oct-18 ORANGEBURG INTERSTATE 26 MAINLINE 16576866 24-Jun-16 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.58	INTERSTATE 95 MAINLINE 9 INTERSTATE 95 MAINLINE	INTERSTATE 95 0 0 0 N	o Injury Hi	ghway Traffic Sign Post N	on Collision	mproper Lane use/change 8:30 Driving too Fast for Conditions 12:56	Tuesday Dr Friday Dr	y Daylight No No 2 ( y Daylight No Yes 2 (	MAINLINE 7 E	33.3194 -80.54899 38010002600E 33.31939 -80.54898 38010002600E
19608091 27-Jul-19   DORCHESTER   INTERSTATE   95   MAINLINE   17680240   29-Dec-17   DORCHESTER   INTERSTATE   95   MAINLINE   19574455   13-May-19   DORCHESTER   INTERSTATE   95   MAINLINE	INTERSTATE 95 84.43	SECONDARY ROAD 11 MAINLINE SECONDARY ROAD 11 MAINLINE SECONDARY ROAD 11 MAINLINE	DUNCAN CHAPEL RD 0 0 0 N	o Injury M	otor Unit (In Transport) R	ear End D	Oriving too Fast for Conditions 12:25	Saturday Dr Friday Dr Monday Dr	y         Daylight         No         Yes         2         0           y         Daylight         No         Yes         2         0	MAINLINE 25 N	33.30103 -80.55586 18010009500N 33.30122 -80.55582 18010009500N 33.30136 -80.55578 18010009500N
16583748 9-Jul-16 DORCHESTER INTERSTATE 95 MAINLINE 19582101 4-Jun-19 DORCHESTER INTERSTATE 95 MAINLINE	INTERSTATE 95 84.45	SECONDARY ROAD 11 MAINLINE SECONDARY ROAD 11 MAINLINE 2 SECONDARY ROAD 11 MAINLINE	DUNCAN CHAPEL RD 0 0 0 N	o Injury Me	otor Unit (In Transport) R	ear End [	Oriving too Fast for Conditions 11:29	Monday Dr Saturday Dr Tuesday W	y Daylight No Yes 2	MAINLINE 114 N	33.30146 -80.55575 18010009500N 33.30241 -80.55552 18010009500N
19592160 24-Jun-19 DORCHESTER INTERSTATE 95 MAINLINE 17644685 23-Oct-17 DORCHESTER INTERSTATE 95 MAINLINE	INTERSTATE 95 84.59	SECONDARY ROAD 11 MAINLINE SECONDARY ROAD 11 MAINLINE	DUNCAN CHAPEL RD 0 0 1 Pc	ossible Injury Tre	ee N	on Collision T	Tires/Wheel 15:33	Monday Dr Monday W	y         Night         No         No         1         0           et         Daylight         No         No         1         0	MAINLINE 201 N	33.30292 -80.5554 18010009500N 33.30346 -80.55526 18010009500N
19545388 30-Mar-19]OORCHESTER INTERSTATE 95 MAINLINE 17627695 19-Sep-17   DORCHESTER   INTERSTATE 95  MAINLINE 18688200 22-Dec-18]   OORCHESTER   INTERSTATE 95  MAINLINE	INTERSTATE 95 84.77	S SECONDARY ROAD 11 MAINLINE 7 SECONDARY ROAD 11 MAINLINE SECONDARY ROAD 11 MAINLINE	DUNCAN CHAPEL RD 0 0 1 N	o Injury Tro on-Incapacitating Injury Tro o Injury Me	ee N	on Collision T	Tires/Wheel 14:02	Saturday Dr Tuesday Dr Saturday Dr	y         Daylight         Yes         No         1         0           y         Daylight         No         No         1         0           y         Daylight         No         No         3         0		33.30441 -80.55501 18010009500N 33.30606 -80.55461 18010009500N 33.3066 -80.55447 18010009500N
17582991 1-Jul-17 DORCHESTER INTERSTATE 95 MAINLINE 16531032 18-Mar-16 DORCHESTER INTERSTATE 95 MAINLINE	INTERSTATE 95 84.83	L SECONDARY ROAD 11 MAINLINE 3 SECONDARY ROAD 11 MAINLINE	DUNCAN CHAPEL RD         0         0         N           DUNCAN CHAPEL RD         0         0         0         N	o Injury Mo	otor Unit (In Transport) Ro otor Unit (Stopped) Ro	ear End E	Oriving too Fast for Conditions 9:47 Oriving too Fast for Conditions 11:32	Saturday Dr Friday Dr	y         Daylight         No         Yes         2         6           y         Daylight         No         Yes         2         6	MAINLINE	33.30662 -80.55446 18010009500N 33.30688 -80.5544 18010009500N
16666238 22-Dec-16/ORANGEBURG INTERSTATE 95/MAINLINE 18637603 29-Sep-18/ORANGEBURG INTERSTATE 95/MAINLINE 17582909 19-Jun-17/ORANGEBURG INTERSTATE 95/MAINLINE	INTERSTATE 95 84.9	INTERSTATE	INTERSTATE 26 0 0 0 N	o Injury Me	edian Barrier N	on Collision L	Jnknown 5:00	Thursday Dr Saturday W Monday Dr	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		33.30773 -80.55417 38010009500N 33.30777 -80.55416 38010009500N 33.30803 -80.55409 38010009500N
18637604 29-Sep-18 ORANGEBURG INTERSTATE 95 MAINLINE 18679485 2-Dec-18 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 84.94 INTERSTATE 95 84.96	INTERSTATE 26 MAINLINE 26 MAINLINE	INTERSTATE 26	o Injury Me	edian Barrier N	on Collision [	Oriving too Fast for Conditions 5:30 Medical Related 15:20	Saturday W Sunday W	et Night No Yes 1 (	MAINLINE	33.30836 -80.55401 38010009500N 33.30862 -80.55394 38010009500N
18571277     28-May-18 ORANGEBURG     INTERSTATE     95 MAINLINE       19624630     1-Sep-19 ORANGEBURG     INTERSTATE     95 MAINLINE       19617073     17-Aug-19 ORANGEBURG     INTERSTATE     95 MAINLINE	INTERSTATE 95 85	INTERSTATE	INTERSTATE 26 0 0 N	o Injury Tre	ee N		Oriving too Fast for Conditions 15:55	Monday W Sunday W Saturday Dr	et Daylight No No 1 (  tet Daylight No Yes 1 (  v Daylight No Yes 2		33.30905 -80.55381 38010009500N 33.30908 -80.5538 38010009500N 33.30939 -80.55368 38010009500N
17626037 4-5ep-17 ORANGEBURG INTERSTATE 95 MAINLINE 17610444 17-Aug-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.02	INTERSTATE 26 MAINLINE B INTERSTATE 26 MAINLINE 3 INTERSTATE 26 MAINLINE	INTERSTATE 26 0 0 N	o Injury Me	otor Unit (In Transport) R	ear End L	Jnknown 12:35	Monday Dr Thursday Dr	y         Daylight         No         Yes         2         0           y         Daylight         No         No         3         0           y         Daylight         No         No         2         0	MAINLINE   2 3	33.30942 -80.55367 38010009500N 33.3095 -80.55364 38010009500N
19599286   12-Jul-19  ORANGEBURG   INTERSTATE   26   MAINLINE   16657925   22-Nov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   18523865   22-Feb-18  ORANGEBURG   INTERSTATE   26   MAINLINE   26   MAINLINE   27   MAINLINE   28   MAINLINE   28   MAINLINE   28   MAINLINE   29   MAINLI	INTERSTATE 26 164.52	I SC ROUTE 210 MAINLINE 2 SC ROUTE 210 MAINLINE 3 SC ROUTE 210 MAINLINE	VANCE RD 0 0 0 N	o Injury Tre	ee N	on Collision	Oriving too Fast for Conditions 19:59	Friday Dr Tuesday Dr Thursday Dr	y Night No Yes 1 (	SECONDARY RO 92 MAINLINE EBENEZER RD 10 W	33.36313 -80.59646 38010002600E 33.36301 -80.59631 38010002600E 33.36294 -80.59622 38010002600E
15523805 22-FED-13 UKANGEBURG WITENSTATE 20 MAINLINE 17572803 4-Jun-17 ORANGEBURG US ROUTE 176 MAINLINE 15609580 2-Oct-15 ORANGEBURG SECONDARY R 202 MAINLINE	OLD STATE RD 9.86	SECONDARY ROAD 202 MAINLINE US ROUTE 176 MAINLINE	HUTTO MARKET ST 0 0 1 Pc	ossible Injury En	nbankment N	on Collision A	Animal in Road 3:15	Thursday Dr Sunday Dr Friday W	y Night No No 1	LOCAL ROAD 1764 MAINLINE ALPINE DR 5 E	33.38219 -80.5132 38020017600E 33.38243 -80.51398 38070020200E
17647614 26-Oct-17 ORANGEBURG US ROUTE 176 MAINLINE 19605487 7-Jul-19 ORANGEBURG US ROUTE 176 MAINLINE	OLD STATE RD         9.75           OLD STATE RD         9.64	SECONDARY ROAD 202 MAINLINE SECONDARY ROAD 2038 MAINLINE	HUTTO MARKET ST	o Injury An o Injury Dit	nimal (Deer Only) N tch N	on Collision A on Collision C	Animal in Road 21:20 Other Improper Action 7:20	Thursday Dr Sunday Dr	y         Night         No         No         1         0           y         Daylight         Yes         No         1         0	LOCAL ROAD	33.38253 -80.51508 38020017600E 33.38255 -80.5169 38020017600E
19663581 11-Oct-19 ORANGEBURG US ROUTE 176 MAINLINE 1865088 13-Oct-18 ORANGEBURG US ROUTE 176 MAINLINE 17594906 11-Jul-17 ORANGEBURG US ROUTE 176 MAINLINE	OLD STATE RD 9.57	SECONDARY ROAD   2038 MAINLINE   7 INTERSTATE   95 MAINLINE   2 SECONDARY ROAD   2038 MAINLINE	INTERSTATE 95 0 0 0 N		oss Median/Center A	ngle 2	ailure to Yield RoW 20:40	Friday Dr Saturday Dr Tuesday Dr	y         Daylight         No         No         2           y         Night         No         No         2           y         Night         Yes         No         1	SECONDARY RG 2038 MAINLINE FARMFIELD RD 1 E	33.38255 -80.51701 38020017600E 33.38255 -80.5179 38020017600E 33.38255 -80.51709 38020017600E
18576846         4-Jun-18 ORANGEBURG         US ROUTE         176 MAINLINE           17572254         31-May-17 ORANGEBURG         US ROUTE         176 MAINLINE	OLD STATE RD         9.73           OLD STATE RD         9.6	SECONDARY ROAD 202 MAINLINE INTERSTATE 95 MAINLINE	HUTTO MARKET ST	o Injury Ra o Injury Mo	nn off Road Right N otor Unit (In Transport) A	on Collision L ngle 3 C	Unknown 8:00 Driving too Fast for Conditions 13:00	Monday Dr Wednesday Dr	y         Daylight         Yes         No         1         0           y         Daylight         No         Yes         2         0	LOCAL ROAD         1764         MAINLINE         ALPINE DR         5 E           SECONDARY RC         2038         MAINLINE         FARMFIELD RD         8 W	33.38255 -80.51536 38020017600E 33.38256 -80.51749 38020017600E
16578194 28-Jun-16 ORANGEBURG INTERSTATE 95 MAINLINE 16675018 23-Dec-16 ORANGEBURG INTERSTATE 95 MAINLINE 19525436 2-Feb-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 90.85	7 US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE	OLD STATE RD 0 0 0 N	o Injury M	ther (Post, Pole, Support,) N otor Unit (In Transport) R	on Collision E ear End E	Driving too Fast for Conditions 15:00	Tuesday W Friday Dr Saturday Dr	et Daylight No Yes 2 0 y Daylight No Yes 2 0	US ROUTE 15 MAINLINE BASS DR 25 N	33.38673 -80.51707 38010009500N 33.38779 -80.51665 38010009500N 33.38804 -80.51655 38010009500N
19668887 14-Nov-19 ORANGEBURG US ROUTE 176 MAINLINE 18522659 11-Feb-18 ORANGEBURG US ROUTE 176 MAINLINE	OLD STATE RD         9.3           OLD STATE RD         9.31	B SECONDARY ROAD 743 MAINLINE L SECONDARY ROAD 743 MAINLINE	GOOD FARM RD 0 0 1PC GOOD FARM RD 0 0 0 N	ossible Injury Me o Injury Cre	otor Unit (Stopped) Re oss Median/Center Si	ear End [	Oriving too Fast for Conditions 18:16 Other Improper Action 10:50	Thursday W Sunday Dr	,	SECONDARY RC 91 MAINLINE SHULER BELT R 122 E SECONDARY RC 91 MAINLINE SHULER BELT R 1 E	33.38244 -80.52114 38020017600E 33.38245 -80.52099 38020017600E
15591612 23-Aug-15 ORANGEBURG US ROUTE 176 MAINLINE 15575428 18-Jul-15 ORANGEBURG US ROUTE 176 MAINLINE	OLD STATE RD 9.32	SECONDARY ROAD 743 MAINLINE SECONDARY ROAD 743 MAINLINE	GOOD FARM RD 0 0 0 No	o Injury Me	otor Unit (In Transport)	ngle 3	Disregarded Signs/Signals 14:24	Sunday Dr Saturday Dr	y Daylight No No 2 0 y Daylight No No 2	SECONDARY R( 91 MAINLINE SHULER BELT R 0 E SECONDARY R( 91 MAINLINE SHULER BELT R 0 W	33.38245 -80.52097 38020017600E 33.38246 -80.52083 38020017600E
15607937 27-Sep-15] ORANGEBURG   US ROUTE   176   MAINLINE   16670917   29-Dec-16   ORANGEBURG   US ROUTE   176   MAINLINE   18553336   6-Apr-18   ORANGEBURG   US ROUTE   176   MAINLINE	OLD STATE RD 9.44	2 SECONDARY ROAD 743 MAINLINE 1 SECONDARY ROAD 743 MAINLINE 5 SECONDARY ROAD 743 MAINLINE	GOOD FARM RD 0 0 0 N	o Injury Me	otor Unit (In Transport) A	ngle 1		Sunday W Thursday W Friday Dr	et         Night         No         No         1         0           et         Daylight         No         No         2         0           y         Daylight         No         No         2         0	SECONDARY R	33.38246 -80.52082 38020017600E 33.38247 -80.52075 38020017600E 33.382481 -80.52067 38020017600E
17506007 13-Jan-17 ORANGEBURG US ROUTE 176 MAINLINE 19626466 2-Sep-19 ORANGEBURG US ROUTE 176 MAINLINE	OLD STATE RD         9.51           OLD STATE RD         9.51	INTERSTATE 95 MAINLINE INTERSTATE 95 MAINLINE	INTERSTATE 95	o Injury Cro	oss Median/Center A otor Unit (Stopped) Re	ngle 3 F ear End E	Failure to Yield RoW 16:10 Driving too Fast for Conditions 8:40	Friday Dr Monday Dr	y         Daylight         No         No         2         0           y         Daylight         Yes         Yes         3         0	SECONDARY RG 743 MAINLINE GOOD FARM R 1 W SECONDARY RG 743 MAINLINE GOOD FARM R 2 S	33.38251 -80.51983 38020017600E 33.38252 -80.5197 38020017600E
19682441   5-Dec-19   ORANGEBURG   INTERSTATE   95   MAINLINE     18689088   10-Dec-18   ORANGEBURG   INTERSTATE   95   MAINLINE     19685770   19-Dec-19   ORANGEBURG   INTERSTATE   19-DEC-19   ORANGEBURG   IN	INTERSTATE 95 90.44	B US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE	OLD STATE RD 0 0 N	o Injury Br	idge Rail N	on Collision	Oriving too Fast for Conditions 3:00	Thursday Dr Monday Dr Thursday Dr	y Night No Yes 1 (	INTERSTATE 26 MAINLINE INTERSTATE 26 2 S	33.38211 -80.51888 38010009500N 33.3822 -80.51885 38010009500N 33.38234 -80.51879 38010009500N
19595857 9-Jul-19 ORANGEBURG INTERSTATE 95 MAINLINE 19617788 9-Aug-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 90.46 INTERSTATE 95 90.46	US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE	OLD STATE RD         0         1         2 In           OLD STATE RD         0         0         0 No.	capacitating Injury Gu o Injury Ot	uardrail End N ther Movable Object N	on Collision E	Oriving too Fast for Conditions 12:17 Debris 22:50	Tuesday Dr Friday Dr	Y         Daylight         No         Yes         1         (c)           Y         Night         No         No         1         (d)	INTERSTATE 26 MAINLINE INTERSTATE 26 1 S INTERSTATE 26 MAINLINE INTERSTATE 26 25 S	33.38242 -80.51876 38010009500N 33.382459 -80.51874 38010009500N
1809245   1-Sep-18 ORANGEBURG   MTERSTATE   95   MAINLINE   18523339   17-Feb-18   ORANGEBURG   INTERSTATE   95   MAINLINE   19644844   9-Oct-19   ORANGEBURG   INTERSTATE   95   MAINLINE	INTERSTATE 95 90.49	7 US ROUTE 176 MAINLINE 10 US ROUTE 176 MAINLINE 10 US ROUTE 176 MAINLINE 1176 MAINLINE	OLD STATE RD 0 0 N	o Injury Tro	ee N	on Collision T	Tires/Wheel 11:10	Saturday Dr Saturday Dr Wednesday Dr	y Daylight No No 1		33.382597 -80.51869 38010009500N 33.382873 -80.51858 38010009500N 33.38353 -80.51832 38010009500N
18601074 24-Jul-18 ORANGEBURG INTERSTATE 95 MAINLINE 16570927 17-Jun-16 ORANGEBURG US ROUTE 176 MAINLINE	INTERSTATE 95 90.6	US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE US SECONDARY ROAD 2038 MAINLINE	OLD STATE RD         0         0         N.           FARMFIELD RD         0         0         2 Pc	o Injury Me ossible Injury Me	otor Unit (Parked) Si otor Unit (In Transport) A	ideswipe, Same Direction	Jnknown 11:49	Tuesday Dr Friday Dr	ry         Night         No         No         2           ry         Daylight         Yes         No         2           ry         Daylight         No         No         2	US ROUTE 15 MAINLINE BASS DR 100 N INTERSTATE 95 MAINLINE INTERSTATE 95 4 E	33.38437 -80.51632 38010009500N 33.38255 -80.51814 38020017600E
15591613 24-Aug-15 ORANGEBURG INTERSTATE 95 MAINLINE 18563003 10-May-18 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 90.04 INTERSTATE 95 90.04	US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE	OLD STATE RD         0         0         1 Pc           OLD STATE RD         0         0         0 Nc	ossible Injury Me o Injury Me	otor Unit (In Transport) Si otor Unit (In Transport) R	ideswipe, Same Direction II ear End F	mproper Lane use/change 5:50 Following too Closely 14:00	Monday Dr Thursday Dr	y         Daylight         No         No         2         0           y         Daylight         No         No         2         0	INTERSTATE 26 MAINLINE INTERSTATE 26 5 N	33.37672 -80.52101 38010009500N 33.37673 -80.521 38010009500N
15622694 1-Nov-15  ORANGEBURG   INTERSTATE 95  MAINLINE 17604511 31-Jul-17 ORANGEBURG   INTERSTATE 95  MAINLINE 16673696 29-Dec-16  ORANGEBURG   INTERSTATE 95  MAINLINE	INTERSTATE 95 90.08	5 US ROUTE         176 MAINLINE           8 US ROUTE         176 MAINLINE           8 US ROUTE         176 MAINLINE	OLD STATE RD 0 0 0 N	o Injury Me	edian Barrier N	on Collision	Oriving too Fast for Conditions 0:00	Sunday Dr Monday Dr Thursday Dr	y Night No Yes 1		33.37701 -80.5209 38010009500N 33.37719 -80.52084 38010009500N 33.3772 -80.52083 38010009500N
15602522 21-Sep-15 ORANGEBURG INTERSTATE 95 MAINLINE 17579590 20-Jun-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 90.09	US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE	OLD STATE RD         0         0         3 Pc           OLD STATE RD         0         0         1 Pc	ossible Injury An ossible Injury Mo	otor Unit (In Transport) R	on Collision A ear End E	Animal in Road 3:11 Driving too Fast for Conditions 18:20	Monday Dr Tuesday W	Y         Night         No         No         1         0           et         Daylight         Yes         Yes         2         0	INTERSTATE 26 MAINLINE INTERSTATE 26 15 S INTERSTATE 26 MAINLINE INTERSTATE 26 25 S	33.37732 -80.52079 38010009500N 33.37732 -80.52079 38010009500N
19686625 23-Dec-19  ORANGEBURG   INTERSTATE   95  MAINLINE   15543190   25-Apr-15  ORANGEBURG   INTERSTATE   95  MAINLINE   19669776   23-Nov-19  ORANGEBURG   INTERSTATE   95  MAINLINE	INTERSTATE 95 90.19	US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE US ROUTE 176 MAINLINE	OLD STATE RD 0 0 1 Pc	ossible Injury Me	otor Unit (In Transport) R	ear End [	Oriving too Fast for Conditions 21:10	Monday W Saturday Dr Saturday Dr	et Daylight No Yes 1 ( y Night No Yes 2 y Night No No 1	INTERSTATE   26   MAINLINE   INTERSTATE 26   74   N	33.37821 -80.52044 38010009500N 33.3788 -80.5202 38010009500N 33.37882 -80.52019 38010009500N
18501240 3-Jan-18 ORANGEBURG INTERSTATE 95 MAINLINE 18650960 22-Oct-18 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 90.23	S US ROUTE 176 MAINLINE L US ROUTE 176 MAINLINE	OLD STATE RD 0 0 1 Pc	ossible Injury Tre	ee N	on Collision F	atigued/Asleep 4:40	Wednesday Dr Monday Dr	y Night No No 1	INTERSTATE 26 MAINLINE INTERSTATE 26 33 S	33.37935 -80.51998 38010009500N 33.38039 -80.51957 38010009500N
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19525074 20-Feb-19 ORANGEBURG INTERSTATE 17633290 17-Sep-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	90.32 US RO			OLD STATE RD OLD STATE RD			Motor Unit (In Transport) Animal (Deer Only)	Sideswipe, Same Direction Non Collision		03 Wednesday	Vet Daylight No No Ory Night No No	2 0 INTERST 1 0 INTERST		MAINLINE INTERSTATE 26 1 MAINLINE INTERSTATE 26 20		8047 -80.51953 38010009500N 3806 -80.51948 38010009500N
16670889 26-Dec-16 ORANGEBURG INTERSTATE 16529235 13-Mar-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	90.39 US RO	ROUTE 176	MAINLINE MAINLINE MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury I	Motor Unit (Stopped) Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 17:	11 Monday	Ory Daylight No Yes Vet Daylight No Yes	3 0 INTERST 2 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 MAINLINE INTERSTATE 26 1 MAINLINE INTERSTATE 26	7 S 33.38 2 S 33.3	3816 -80.51908 38010009500N
18691390 22-Dec-18 ORANGEBURG INTERSTATE  15630371 17-Nov-15 ORANGEBURG INTERSTATE  17536343 26-Feb-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	90.41 US RO 90.42 US RO 90.42 US RO	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD		No Injury	Motor Unit (Stopped) Animal (Deer Only) Motor Unit (In Transport)	Rear End Non Collision Sideswipe, Same Direction	Animal in Road 19:	53 Saturday 40 Tuesday 11 Sunday	Daylight         No         Yes           Dry         Night         No         No           Dry         Daylight         No         No	1 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 MAINLINE INTERSTATE 26 MAINLINE INTERSTATE 26		8176 -80.51902 38010009500N 8188 -80.51897 38010009500N 8193 -80.51895 38010009500N
18599892 1-Jui-18 ORANGEBURG INTERSTATE 18570023 19-May-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	89.66 US RO 89.66 US RO	ROUTE 176 I	MAINLINE MAINLINE	OLD STATE RD OLD STATE RD	0 1 1	No Injury I Incapacitating Injury	Motor Unit (In Transport) Tree	Angle 3 Non Collision	Improper Lane use/change 11: Medical Related 15:	37 Sunday 04 Saturday	Ory Daylight No No Ory Daylight No No	2 0 INTERST 1 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 6 MAINLINE INTERSTATE 26 10	S 33.37 N 33.37	7134 -80.52292 38010009500N 7136 -80.52291 38010009500N
17622842 12-Sep-17 ORANGEBURG INTERSTATE 17618772 12-Aug-17 ORANGEBURG INTERSTATE 17562570 18-May-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	89.71 US RO 89.71 US RO 89.72 US RO	ROUTE 176		OLD STATE RD OLD STATE RD OLD STATE RD	0 0 0	No Injury	Other (fixed) Bridge Rail Tree	Non Collision Non Collision Rear End	Tires/Wheel 11:		Ory         Daylight         No         No           Ory         Daylight         No         No           Ory         Daylight         No         Yes	1 1 INTERST 1 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 2	S 33.37	7196 -80.52272 38010009500N 7206 -80.52269 38010009500N 7228 -80.52262 38010009500N
15580777 3-Aug-15 ORANGEBURG INTERSTATE 19519096 7-Jan-19 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	89.78 US RO 89.81 US RO	ROUTE 176 I	MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury	Embankment Other Movable Object	Non Collision Non Collision	Driving too Fast for Conditions 11: Debris 16:	20 Monday 1 50 Monday	Vet Daylight No Yes Ory Night No No	1 0 INTERST 1 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 12	S 33.37	7305 -80.52236 38010009500N 7342 -80.52223 38010009500N
16511619 5-Feb-16 ORANGEBURG INTERSTATE 18676327 26-Nov-18 ORANGEBURG INTERSTATE 17579589 20-Jun-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	89.82 US RO 89.83 US RO 89.84 US RO	ROUTE 176	MAINLINE MAINLINE MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD	0 0 0	No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)  Highway Traffic Sign Post	Angle 3 Sideswipe, Same Direction Non Collision	Improper Lane use/change 9:	15 Friday 48 Monday 32 Tuesday	Ory         Night         No         No           Ory         Daylight         No         No           Vet         Daylight         No         No	2 0 INTERST 2 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 1 MAINLINE INTERSTATE 26 5 MAINLINE INTERSTATE 26 40	S 33.37	7363 -80.52215 38010009500N 7372 -80.52212 38010009500N 7385 -80.52207 38010009500N
19608777 6-Aug-19 ORANGEBURG INTERSTATE 15611348 9-Oct-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	89.87 US RC 89.89 US RC	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury	Tree Animal (Deer Only)	Non Collision Non Collision	Under the Influence 0:	09 Tuesday 28 Friday	Ory Night Yes No Ory Night No No	1 0 INTERST 1 0 INTERST	ATE 26 M	MAINLINE INTERSTATE 26 1	S 33.37	7437 -80.52188 38010009500N 7461 -80.52179 38010009500N
17679886 28-Dec-17 ORANGEBURG INTERSTATE  18582522 1-Jun-18 ORANGEBURG INTERSTATE  18691125 4-Dec-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	89.9 US RO 89.92 US RO 89.93 US RO	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD	0 0 0	No Injury	Ran off Road Left	Non Collision Angle 3	Improper Lane use/change 9:	10 Thursday 35 Friday	Ory Night No No Ory Daylight No No	1 0 INTERST 2 0 INTERST 2 0 INTERST	ATE 26 N		N 33.37	7479 -80.52172 38010009500N 7501 -80.52164 38010009500N 7511 -80.5216 38010009500N
17606325 24-Jul-17 ORANGEBURG INTERSTATE 16670902 27-Dec-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	88.36 US RC 88.38 US RC	ROUTE 176		OLD STATE RD OLD STATE RD OLD STATE RD	0 0 0	No Injury	Motor Unit (In Transport)  Tree  Motor Unit (Stopped)	Rear End Non Collision Rear End	Driving too Fast for Conditions 17:		Ory         Daylight         No         Yes           Vet         Daylight         No         Yes           Ory         Daylight         No         Yes	1 0 INTERST 3 0 INTERST	ATE 26 N		N 33.35	5323 -80.52894 38010009500N
16582265 8-Jul-16 ORANGEBURG INTERSTATE 17657403 27-Oct-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	88.4 US RO 88.45 US RO	ROUTE 176	MAINLINE MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury // No Injury	Animal (Deer Only) Animal (Deer Only)	Non Collision Non Collision	Animal in Road 3: Animal in Road 2:	10 Friday 15 Friday 20 Friday	Ory Night No No Ory Night No No	1 0 INTERST 1 0 INTERST	ATE 26 N		N 33.35	5449 -80.52841 38010009500N
16582264 8-Jul-16 ORANGEBURG INTERSTATE  18613436 9-Aug-18 ORANGEBURG INTERSTATE  18634239 10-Sep-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	88.46 US RO 88.47 US RO 88.48 US RO	ROUTE 176	MAINLINE MAINLINE MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD	0 0 1	No Injury I Possible Injury 7 No Injury 7	Motor Unit (Parked) Tree Tree	Rear End Non Collision Non Collision	Improper Lane use/change 17:	40 Thursday 19 Monday	No No No Vet Daylight No No Vet Daylight No Yes	2 0 INTERST 2 0 INTERST 1 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 14 MAINLINE INTERSTATE 26 64 MAINLINE INTERSTATE 26 20	1 S 33.35	3546 -80.52836 38010009500N 5469 -80.52832 38010009500N 5492 -80.52823 38010009500N
17575060 22-May-17 ORANGEBURG INTERSTATE 17638245 8-Oct-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	88.51 US RO 88.52 US RO	ROUTE 176 I	MAINLINE MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury Tessible Injury	Tree Tree	Non Collision Non Collision	Driving too Fast for Conditions 16: Driving too Fast for Conditions 0:	51 Monday 05 Sunday	Vet Daylight No Yes Ory Night No Yes	1 0 INTERST 1 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 40 MAINLINE INTERSTATE 26 20	N 33.35 S 33.35	5541 -80.52804 38010009500N
19621524 24-Aug-19 ORANGEBURG INTERSTATE 18600729 15-Jul-18 ORANGEBURG INTERSTATE 18640057 5-Oct-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	88.52 US RO 88.61 US RO 88.63 US RO	ROUTE 176		OLD STATE RD OLD STATE RD OLD STATE RD	0 0 6	Non-Incapacitating Injury	Ditch Tree Motor Unit (In Transport)	Non Collision Non Collision Sideswipe, Same Direction	Driving too Fast for Conditions 5:	08 Saturday 42 Sunday 00 Friday	Dry Daylight No Yes Dry Night Yes Yes Dry Daylight No No	1 0 INTERST 1 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 30	N 33.35	5543 -80.52803 38010009500N 5671 -80.52757 38010009500N 5699 -80.52749 38010009500N
17603673 22-Jul-17 ORANGEBURG INTERSTATE 16550284 1-May-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	88.65 US RC 88.76 US RC	ROUTE 176	MAINLINE MAINLINE	OLD STATE RD OLD STATE RD	0 0 0		Motor Unit (Parked) Tree	Sideswipe, Same Direction Non Collision	Driving too Fast for Conditions 3:	30 Saturday 13 Sunday	Ory Night No Yes Ory Daylight No No	2 0 INTERST 2 0 INTERST 2 0 INTERST	ATE 26 N		S 33.35	5725 -80.52741 38010009500N 5878 -80.52692 38010009500N
18620100 24-Jul-18 ORANGEBURG INTERSTATE 17517762 13-Feb-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	88.89 US RO 88.97 US RO	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD	0 0 3	Possible Injury	Other Movable Object Tree	Non Collision Non Collision	Driving too Fast for Conditions 5:	43 Tuesday	Vet Daylight No No Ory Night No Yes	1 0 INTERST 1 1 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 20 MAINLINE INTERSTATE 26 40	S 33.36	6063 -80.52633 38010009500N 6174 -80.52598 38010009500N
15598458 18-Sep-15 ORANGEBURG INTERSTATE 19624684 9-Sep-19 ORANGEBURG INTERSTATE 16514929 4-Feb-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	88.98 US RO 89.08 US RO 89.19 US RO	ROUTE 176	MAINLINE MAINLINE MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD	0 0 6		Ran off Road Left  Motor Unit (In Transport)  Tree	Non Collision Rear End Non Collision	Driving too Fast for Conditions 14:	40 Friday 15 Monday 15 Thursday	Ory Night No No Ory Night No Yes Vet Night No Yes	1 0 INTERST 3 0 INTERST 1 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 MAINLINE INTERSTATE 26 10 MAINLINE INTERSTATE 26 20	S 33.3	6185 -80.52595 38010009500N 3633 -80.52549 38010009500N 6482 -80.525 38010009500N
16644988 21-Oct-16 ORANGEBURG INTERSTATE 15549129 24-May-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	89.29 US RO 89.3 US RO	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury I	Motor Unit (In Transport) Motor Unit (In Transport)	Sideswipe, Same Direction Sideswipe, Opposite Direction	Wrong side or Wrong Way 21:	00 Friday 00 Sunday	Ory Night Yes No Ory Night No No	3 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 18	S 33.36	3662 -80.52456 38010009500N 6636 -80.52451 38010009500N
15543342 3-May-15 ORANGEBURG INTERSTATE 17638241 5-Oct-17 ORANGEBURG INTERSTATE 18650880 12-Oct-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	89.36 US RO 89.44 US RO 89.49 US RO	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD	0 0 0	No Injury	Ditch Animal (Deer Only) Motor Unit (In Transport)	Non Collision Non Collision Rear End	Animal in Road 19:	00 Sunday 40 Thursday 55 Friday	Ory         Daylight         No         Yes           Ory         Night         No         No           Ory         Daylight         No         No	1 0 INTERST 1 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 10	S 33.36	6718 -80.52425 38010009500N 6835 -80.52387 38010009500N 6905 -80.52365 38010009500N
19567629 18-May-19 ORANGEBURG INTERSTATE 16651762 14-Nov-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	89.57 US RO 89.63 US RO	ROUTE 176	MAINLINE MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Rear End Sideswipe, Same Direction	Driving too Fast for Conditions 16: Improper Lane use/change 0:	49 Saturday I 45 Monday	Ory Daylight Yes Yes Ory Daylight No No	2 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 11 MAINLINE INTERSTATE 26 5	7 S 33.37 0 S 33.37	
15582346 8-Aug-15 ORANGEBURG INTERSTATE 16618027 12-Sep-16 ORANGEBURG INTERSTATE 16675017 26-Dec-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	89.63 US RO 87.59 INTER 87.62 INTER	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	OLD STATE RD INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury	Animal (Deer Only)  Tree  Motor Unit (In Transport)	Non Collision Rear End Rear End	Driving too Fast for Conditions 15:	35 Saturday 25 Monday 45 Monday	Ory Daylight No No Ory Daylight No Yes Ory Daylight No Yes	1 0 INTERST 2 0 US ROU' 2 0 US ROU'	TE 176 N			7101 -80.52303 38010009500N 4286 -80.53377 38010009500N 4324 -80.53359 38010009500N
1968246 30-Nov-19 ORANGEBURG INTERSTATE 18513522 3-Feb-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	87.63 INTER 87.72 INTER	ERSTATE 26 I	MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26		No Injury	Motor Unit (In Transport) Motor Unit (In Transport) Bridge Rail	Rear End Non Collision	Driving too Fast for Conditions 14:	31 Saturday 00 Saturday	Vet Daylight No Yes  Daylight No Yes  Daylight No Yes  Daylight No Yes	3 0 US ROU 1 0 US ROU	TE 176 N	MAINLINE OLD STATE RD 1	5 S 33.34 9 N 33.34	4332 -80.53356 38010009500N
16574455 12-Jun-16 ORANGEBURG INTERSTATE 19664873 2-Nov-19 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	87.72 INTER 87.75 INTER	ERSTATE 26 I		INTERSTATE 26 INTERSTATE 26	0 0 1	No Injury 7 Possible Injury 6	Tree Guardrail Face	Sideswipe, Same Direction Non Collision	Driving too Fast for Conditions 19:	37 Sunday 00 Saturday	Ory Daylight No No Ory Night No Yes	2 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 2		4501 -80.53277 38010009500N
15566638 28-Jun-15 ORANGEBURG INTERSTATE 17679283 22-Dec-17 ORANGEBURG INTERSTATE 18599929 16-Jul-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	87.82 INTER 87.89 INTER 87.91 INTER	ERSTATE 26	MAINLINE MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 0	Non-Incapacitating Injury  No Injury  I No Injury	Tree Motor Unit (Stopped)	Non Collision Rear End Non Collision	Driving too Fast for Conditions 14:	35 Sunday 46 Friday 25 Monday	Dry Daylight No No Dry Daylight No Yes Dry Night No No	2 0 US ROU' 2 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 14		4599 -80.53232 38010009500N 4687 -80.53191 38010009500N 4712 -80.53179 38010009500N
17627457 12-Sep-17 ORANGEBURG INTERSTATE 15503777 11-Jan-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	87.92 INTER 87.92 INTER	ERSTATE 26 I	MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury I Possible Injury 1	Motor Unit (Stopped) Tree	Rear End Non Collision	Driving too Fast for Conditions 16:	35 Tuesday 45 Sunday	Dry Daylight No Yes Dry Night No Yes	2 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 10 MAINLINE OLD STATE RD 18	N 33.34	
17677776 22-Dec-17 ORANGEBURG INTERSTATE 19541014 23-Jan-19 ORANGEBURG INTERSTATE 15622630 27-Oct-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	87.97 INTER 88.03 INTER 88.11 INTER	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury	Motor Unit (In Transport) Animal (Deer Only) Other Movable Object	Rear End Non Collision Non Collision	Animal in Road 12:	56 Friday 00 Wednesday 31 Tuesday	Dry Daylight No Yes Dry Daylight No No Vet Night No No	2 0 US ROU' 1 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 20	S 33.34	4798 -80.53139 38010009500N 4881 -80.53101 38010009500N 4978 -80.53055 38010009500N
18550887 13-Apr-18 ORANGEBURG INTERSTATE 18528722 7-Mar-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	88.13 US RC 88.18 US RC	ROUTE 176	MAINLINE	OLD STATE RD OLD STATE RD	0 0 0	No Injury	Animal (Deer Only) Other Movable Object	Non Collision Non Collision	Animal in Road 15:		Dry Daylight No No	1 0 INTERST 2 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 14		3501 -80.5304 38010009500N
16569900 12-Jun-16 ORANGEBURG INTERSTATE 19539313 4-Mar-19 ORANGEBURG INTERSTATE 18664044 10-Nov-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	88.24 US RC 88.25 US RC	ROUTE 176		OLD STATE RD OLD STATE RD OLD STATE RD	0 0 1	Possible Injury	Motor Unit (In Transport) Ran off Road Left	Rear End Non Collision Non Collision	Driving too Fast for Conditions 2:		Dry Daylight No No Dry Night No Yes Dry Daylight No No	3 0 INTERST 1 0 INTERST 1 0 INTERST	ATE 26 N	MAINLINE INTERSTATE 26 20		
18549516 15-Apr-18 ORANGEBURG INTERSTATE 15545508 3-May-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	88.27 US RO 88.3 US RO 88.31 US RO	ROUTE 176	MAINLINE MAINLINE	OLD STATE RD OLD STATE RD OLD STATE RD	0 0 0	No Injury	Animal (Deer Only) Tree Ditch	Non Collision  Non Collision  Non Collision	Driving too Fast for Conditions 17:	50 Saturday 40 Sunday 10 Sunday	Ory         Daylight         No         No           Vet         Daylight         No         Yes           Dry         Daylight         No         Yes	1 0 INTERST 1 0 INTERST 1 0 INTERST	ATE 26 M	MAINLINE INTERSTATE 26 30	D S 33.35 2 N 33.35	5247 -80.52929 38010009500N
17561618 5-May-17 ORANGEBURG INTERSTATE 17524366 25-Feb-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	88.34 US RO 86.35 INTER	ERSTATE 26 I		OLD STATE RD INTERSTATE 26	0 0 0	No Injury I No Injury I	Motor Unit (In Transport) Motor Unit (In Transport)	Sideswipe, Same Direction Sideswipe, Same Direction	Improper Lane use/change 13: Improper Lane use/change 13:	40 Friday 40 Saturday	Ory Daylight No No Ory Daylight No No	2 0 INTERST 2 0 US ROU'	TE 176 N	MAINLINE INTERSTATE 26 2 MAINLINE OLD STATE RD 2	5 N 33.35 5 N 33.32	5295 -80.52906 38010009500N 2622 -80.54218 38010009500N
17645318 23-Oct-17 ORANGEBURG INTERSTATE 19599272 3-Jul-19 ORANGEBURG INTERSTATE 19665028 8-Nov-19 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	86.36 INTER 86.39 INTER 86.4 INTER	RSTATE 26 I	MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury  No Injury  Possible Injury	Tree Tree	Non Collision Non Collision Non Collision	Cargo 7:	57 Monday 15 Wednesday 29 Friday	Ory         Daylight         No         Yes           Ory         Daylight         No         No           Vet         Night         No         Yes	1 0 US ROU' 1 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 25	N 33.32	2633 -80.54211 38010009500N 2678 -80.54179 38010009500N 2689 -80.54171 38010009500N
15549553 24-May-15 ORANGEBURG INTERSTATE 15567664 3-Jul-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.42 INTER 86.42 INTER	ERSTATE 26 I	MAINLINE	INTERSTATE 26 INTERSTATE 26	0 0 1	Possible Injury	Animal (Deer Only) Ran off Road Right	Non Collision Non Collision	Driving too Fast for Conditions 9:	47 Friday	Ory Night No No Vet Daylight No Yes	1 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 5 MAINLINE OLD STATE RD 2	N 33.32 N 33.32	2709 -80.54157 38010009500N 2718 -80.54151 38010009500N
15569309   12-Jul-15 ORANGEBURG   INTERSTATE     15651857   26-Dec-15 ORANGEBURG   INTERSTATE     15622707   2-Nov-15 ORANGEBURG   INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	86.45 INTER 86.45 INTER 86.45 INTER	ERSTATE 26	MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury	Highway Traffic Sign Post Motor Unit (Stopped) Median Barrier	Non Collision Sideswipe, Same Direction Non Collision	Driving too Fast for Conditions 12:	00 Sunday 10 Saturday 35 Monday	Ory         Daylight         No         Yes           Vet         Daylight         No         Yes           Dry         Daylight         No         No	1 0 US ROU' 2 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 1	2 N 33.32 0 N 33.3 2 N 33.32	
17659715 12-Nov-17 ORANGEBURG INTERSTATE 15597578 12-Sep-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.45 INTER 86.59 INTER	ERSTATE 26 I	MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury ( Possible Injury I	Other (Post, Pole, Support,) Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 5: Driving too Fast for Conditions 11:	40 Sunday 01 Saturday	Ory Night No Yes Ory Daylight No Yes	1 0 US ROU' 3 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 2 MAINLINE OLD STATE RD 5	N 33.32 N 33.32	2926 -80.54021 38010009500N
17527849 5-Mar-17 ORANGEBURG INTERSTATE 15580787 4-Aug-15 ORANGEBURG INTERSTATE 16599876 31-Jul-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.59 INTER 86.62 INTER 86.64 INTER	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 1	Possible Injury	Motor Unit (In Transport) Tree Tree	Sideswipe, Same Direction Non Collision Non Collision	Driving too Fast for Conditions 8:	17 Sunday 54 Tuesday 55 Sunday	Ory         Daylight         No         No           Ory         Daylight         No         Yes           Ory         Daylight         No         Yes	2 0 US ROU' 1 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 12		2926 -80.54021 38010009500N 3297 -80.53998 38010009500N 2992 -80.53986 38010009500N
16585865 5-Jul-16 ORANGEBURG INTERSTATE 18691391 23-Dec-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.64 INTER 86.65 INTER	ERSTATE 26		INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury I	Motor Unit (In Transport) Motor Unit (Stopped)	Sideswipe, Same Direction Rear End	Improper Lane use/change 8: Driving too Fast for Conditions 12:	30 Tuesday 06 Sunday	Ory Daylight No No Ory Daylight No Yes	2 0 US ROU' 2 0 US ROU'	TE 176 M	MAINLINE OLD STATE RD 22 MAINLINE OLD STATE RD 25	N 33.32 S 33.33	2997 -80.53984 38010009500N 3007 -80.53979 38010009500N
16622369 25-Sep-16 ORANGEBURG INTERSTATE  18558813 7-May-18 ORANGEBURG INTERSTATE  15653531 28-Dec-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	86.68 INTER 86.68 INTER 86.71 INTER	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	3 3 0	Fatal	Ran off Road Right Tree Motor Unit (In Transport)	Sideswipe, Same Direction Non Collision Rear End	Animal in Road 0:	28 Sunday 48 Monday 31 Monday	Ory         Daylight         Yes         No           Ory         Night         No         No           Vet         Daylight         No         Yes	2 4 US ROU' 1 0 US ROU' 2 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 5	N 33.33	3047 -80.53958 38010009500N 3054 -80.53954 38010009500N 3086 -80.53938 38010009500N
15654477 28-Dec-15 ORANGEBURG INTERSTATE 16564499 30-May-16 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.71 INTER 87.04 INTER	ERSTATE 26 I	MAINLINE	INTERSTATE 26 INTERSTATE 26	0 0 0		Motor Unit (Stopped) Ditch	Rear End Non Collision	Driving too Fast for Conditions 13:	31 Monday 45 Monday	Vet Daylight No Yes Vet Night No No	2 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD 21	1 N 33.33	3086 -80.53938 38010009500N 3533 -80.53728 38010009500N
15647786 23-Dec-15 ORANGEBURG INTERSTATE 15523536 6-Mar-15 ORANGEBURG INTERSTATE 15551432 23-May-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 26 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 26	87.15 INTER 87.28 INTER 167.61 SECO	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26 WHETSELL RD	0 0 0	No Injury ( No Injury (	Guardrail Face Guardrail Face Ran off Road Left	Non Collision Non Collision Angle 3	Fatigued/Asleep 0:	30 Wednesday 35 Friday 50 Saturday	Vet Night No Yes Ory Night No No	1 0 US ROU' 1 0 US ROU' 2 0 SC ROUT	TE 176 N	MAINLINE OLD STATE RD 14 MAINLINE OLD STATE RD 10 MAINLINE VANCE RD 4	N 33.33	3369 -80.53655 38010009500N 3868 -80.53572 38010009500N 3007 -80.56006 38010002600E
15567667 4-Jul-15 ORANGEBURG INTERSTATE 15653530 17-Dec-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	167.68 SECO	ONDARY ROAD 1302	MAINLINE	WHETSELL RD WHETSELL RD	0 0 0	No Injury		Angle 3 Angle 3 Non Collision	Driving too Fast for Conditions 11:	30 Saturday 07 Thursday	Dry Daylight No No Dry Daylight No Yes Dry Night No Yes	2 0 SC ROUT 2 0 SC ROUT 1 0 SC ROUT	ΓE 210 N	MAINLINE VANCE RD 5	W 33.32	-80.56006 38010002600E 2937 -80.55929 38010002600E 2935 -80.55927 38010002600E
15580772 28-Jul-15 ORANGEBURG INTERSTATE 16601043 30-Jul-16 ORANGEBURG INTERSTATE 15553030 28-May-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	167.81 SECO 167.88 SECO	ONDARY ROAD 1302 I ONDARY ROAD 1302 I	MAINLINE	WHETSELL RD WHETSELL RD WHETSELL RD	0 0 1	Possible Injury No Injury	Tree Motor Unit (In Transport)	Non Collision Non Collision	Driving too Fast for Conditions 14: Tires/Wheel 20:	50 Tuesday 30 Saturday	Ory Daylight No Yes Ory Daylight No No	1 0 SC ROUT 1 0 SC ROUT 2 0 INTERST	TE 210 N	MAINLINE VANCE RD 2 MAINLINE VANCE RD 10	W 33.327	2788 -80.55766 38010002600E 7182 -80.5569 38010002600E 6541 -80.55619 38010002600E
15553030 28-May-15 ORANGEBURG INTERSTATE 16651780 17-Nov-16 ORANGEBURG INTERSTATE 15622609 25-Oct-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	167.98 SECO	ONDARY ROAD 1302	MAINLINE	WHETSELL RD WHETSELL RD WHETSELL RD	0 1 3	Incapacitating Injury	Motor Unit (In Transport) Tree Embankment	Angle 2 Non Collision Non Collision	Under the Influence 14:	05 Thursday 00 Thursday 40 Sunday	Ory         Daylight         Yes         No           Dry         Daylight         Yes         No           Dry         Daylight         No         No	2 0 INTERST 1 0 INTERST 1 0 INTERST	ATE 95 N			2615 -80.55576 38010002600E
16516764 14-Feb-16 ORANGEBURG INTERSTATE 16607918 24-Aug-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.05 SECO	ONDARY ROAD 1302	MAINLINE MAINLINE	WHETSELL RD WHETSELL RD	0 0 0	No Injury I Possible Injury I	Motor Unit (In Transport) Ditch	Rear End Non Collision	Driving too Fast for Conditions 15: Improper Lane use/change 6:	30 Sunday 30 Wednesday	Ory Daylight No Yes Ory Night No No	2 0 INTERST 2 0 INTERST	ATE 95 M		1 W 33.32 3 W 33.32	2544 -80.55498 38010002600E 2534 -80.55488 38010002600E
15571101   16-Jul-15 ORANGEBURG   INTERSTATE     17681066   27-Dec-17 ORANGEBURG   INTERSTATE     15602508   12-Sep-15 ORANGEBURG   INTERSTATE	26 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 26 INTERSTATE 95 INTERSTATE 95	168.09 SECO 86.03 INTER 86.05 INTER	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	WHETSELL RD INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury	Bridge Overhead Structure Motor Unit (Stopped) Highway Traffic Sign Post	Non Collision Rear End Non Collision	Driving too Fast for Conditions 12:	57 Thursday 20 Wednesday 00 Saturday	Ory         Daylight         No         No           Ory         Daylight         No         Yes           Ory         Night         No         Yes	2 0 INTERST 2 0 US ROU' 1 0 US ROU'	TE 176 N	MAINLINE INTERSTATE 95 MAINLINE OLD STATE RD 3 MAINLINE OLD STATE RD 50	DE 33.32 DN 33.32 DS 33.32	2231 -80.545 38010009500N
18616222 3-Jul-18 ORANGEBURG INTERSTATE 19609178 31-May-19 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.12 INTER 86.16 INTER	ERSTATE 26 I	MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury 7	Tree Animal (all other)	Non Collision Non Collision	Driving too Fast for Conditions 6: Animal in Road 2:	33 Tuesday 41 Friday	Ory Daylight No Yes Ory Night No No	1 0 US ROU' 1 0 US ROU'	TE 176 M	MAINLINE OLD STATE RD 3 MAINLINE OLD STATE RD	5 N 33.32 2 N 33.32	2345 -80.54418 38010009500N 2384 -80.5439 38010009500N
16657932 24-Nov-16 ORANGEBURG INTERSTATE 16504075 5-Jan-16 ORANGEBURG INTERSTATE 15533994 12-Apr-15 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.16 INTER 86.18 INTER 86.23 INTER	ERSTATE 26 I		INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury	Motor Unit (In Transport) Other (Post, Pole, Support,) Motor Unit (In Transport)	Sideswipe, Same Direction Non Collision Sideswipe, Same Direction	Animal in Road 1:	22 Thursday 16 Tuesday 50 Sunday	Dry Daylight No No Dry Night No No Daylight No No	2 0 US ROU' 1 0 US ROU' 2 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD	S 33.32	2395 -80.54382 38010009500N 2415 -80.54368 38010009500N 2483 -80.54319 38010009500N
18690790 29-Dec-18 ORANGEBURG INTERSTATE 18689147 21-Dec-18 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	86.25 INTER 86.25 INTER	ERSTATE 26 I	MAINLINE MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury I	Motor Unit (In Transport) Ran off Road Left	Sideswipe, Same Direction Sideswipe, Same Direction Rear End	Improper Lane use/change 15: Driving too Fast for Conditions 14:	11 Saturday I 00 Friday	Ory         Daylight         No         No           Dry         Daylight         No         No           Vet         Daylight         No         Yes	2 0 US ROU' 2 0 US ROU'	TE 176 N	MAINLINE OLD STATE RD MAINLINE OLD STATE RD 2	2 N 33.32	-80.54319 38010009500N -2499 -80.54308 38010009500N -2498 -80.54308 38010009500N
15540624 29-Apr-15 ORANGEBURG INTERSTATE 19685847 29-Dec-19 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	86.3 INTER 86.35 INTER	ERSTATE 26 I	MAINLINE MAINLINE	INTERSTATE 26 INTERSTATE 26	0 0 0	No Injury I	Motor Unit (In Transport) Guardrail Face	Sideswipe, Same Direction Non Collision	Improper Lane use/change 11: Unknown 14:	00 Wednesday   45 Sunday	Ory Daylight No No Ory Daylight No No	2 0 US ROU' 2 0 US ROU'	TE 176 M	MAINLINE OLD STATE RD 6 MAINLINE OLD STATE RD 2	N 33.32 I N 33.32	2622 -80.54219 38010009500N
15582849 8-Aug-15 ORANGEBURG INTERSTATE 15636252 27-Nov-15 ORANGEBURG INTERSTATE 15553022 26-May-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	168.17 SECO	ONDARY ROAD 1302	MAINLINE	WHETSELL RD WHETSELL RD WHETSELL RD	0 0 0	No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Sideswipe, Same Direction Angle 3	Improper Lane use/change 13:	10 Saturday 02 Friday 38 Tuesday	Ory         Daylight         No         Yes           Ory         Daylight         No         No           Ory         Daylight         No         No	2 0 INTERST 2 0 INTERST 2 0 INTERST	ATE 95 N		W 33.3	-80.55374 38010002600E 3241 -80.55359 38010002600E 2384 -80.55332 38010002600E
15570449 11-Jul-15 ORANGEBURG INTERSTATE 15655763 27-Dec-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.19 SECO 168.21 SECO	ONDARY ROAD 1302 I ONDARY ROAD 1302 I	MAINLINE MAINLINE	WHETSELL RD WHETSELL RD	0 0 0	No Injury I	Motor Unit (Stopped) Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 0: Distracted/Inattention 13:	01 Saturday 30 Sunday	Ory Daylight No Yes Ory Daylight No No	2 0 INTERST 2 0 INTERST	ATE 95 N	MAINLINE INTERSTATE 95 1 MAINLINE INTERSTATE 95 1	1 E 33.32 3 E 33.32	2381 -80.5533 38010002600E 2359 -80.55307 38010002600E
16529261 19-Mar-16 ORANGEBURG INTERSTATE 16564363 19-May-16 ORANGEBURG INTERSTATE 16561532 17-May-16 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26 INTERSTATE 26	168.22 SECO 168.24 INTER 168.24 INTER	ERSTATE 95 I	MAINLINE	WHETSELL RD INTERSTATE 95 INTERSTATE 95	0 0 0	No Injury	Motor Unit (Stopped)  Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Sideswipe, Same Direction Sideswipe, Same Direction	Improper Lane use/change 7:	40 Saturday 55 Thursday 24 Tuesday	Ory         Daylight         No         Yes           Ory         Daylight         No         No           Vet         Daylight         No         No	2 0 INTERST 2 0 SECOND 2 0 SECOND	ARY RC 1302 N	MAINLINE WHETSELL RD	LE 33.32	2346 -80.55293 38010002600E 2333 -80.55279 38010002600E 2326 -80.55272 38010002600E
16507243 15-Jan-16 ORANGEBURG INTERSTATE 15509764 4-Feb-15 ORANGEBURG INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	168.25 INTER 168.25 INTER	RSTATE 95 I	MAINLINE MAINLINE	INTERSTATE 95 INTERSTATE 95	0 0 0	No Injury	Other - non Collision Highway Traffic Sign Post	Angle 1 Non Collision	Improper Lane use/change 15: Driving too Fast for Conditions 18:	32 Friday 00 Wednesday	Vet Daylight No No Vet Night No Yes	3 0 SECOND 1 0 SECOND	ARY RC 1302 N	MAINLINE WHETSELL RD MAINLINE WHETSELL RD 40	0 W 33.32 0 W 33.32	2323 -80.55269 38010002600E 2317 -80.55263 38010002600E
15615075   8-Oct-15   ORANGEBURG   INTERSTATE     19686557   28-Dec-19   ORANGEBURG   INTERSTATE     18691167   27-Dec-18   ORANGEBURG   INTERSTATE	26 MAINLINE 95 MAINLINE 95 MAINLINE	INTERSTATE 26 INTERSTATE 95 INTERSTATE 95	168.33 INTER 85.91 INTER 85.92 INTER	ERSTATE 26 I		INTERSTATE 95 INTERSTATE 26 INTERSTATE 26	0 0 2	No Injury Possible Injury I	Highway Traffic Sign Post Motor Unit (In Transport)	Angle 3 Rear End Rear End	Driving too Fast for Conditions 11:	48 Thursday 05 Saturday	Dry Daylight No No Dry Daylight No Yes Dry Daylight No Yes	2 0 SECOND 2 0 US ROU' 2 0 US ROU'	TE 176 N	MAINLINE WHETSELL RD MAINLINE OLD STATE RD 30 MAINLINE OLD STATE RD 30	S 33.32	2234 -80.5518 38010002600E 2083 -80.54607 38010009500N 2087 -80.54604 38010009500N
17681118 29-Dec-17 ORANGEBURG INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.92 INTER			INTERSTATE 26			Motor Unit (In Transport) Motor Unit (Stopped)	Rear End		31 Thursday 13 Friday	ory Daylight No Yes Ory Daylight No Yes	3 0 US ROU				-80.54599 38010009500N

		INTERSTATE 95 85.9	5 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 0 N	o Injury E	mbankment Non C	Collision D	riving too Fast for Conditions 21:21	Sunday W	ry Daylight No Yes /et Night No Yes	1 0 US ROUTE 176 MAINLINE OLD STATE RD 83 N 33.32131 -80.54573	38010009500N
	19606360 7-Jul-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.9	9 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 1 Pc	ossible Injury N	Notor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 14:10	Sunday D		4 0 US ROUTE 176 MAINLINE OLD STATE RD 1 N 33.32175 -80.54541	38010009500N
								nproper Lane use/change 11:05 riving too Fast for Conditions 11:00				
		INTERSTATE 95 85.7	8 INTERSTATE 26 M.						,	ry Daylight No No		
Column				MAINLINE INTERSTATE 26 0 0 N	Injury H			•		et Night Yes Yes		
				MAINLINE INTERSTATE 26 0 0 0 N	o Injury N		End D	riving too Fast for Conditions 19:33		ry Daylight No Yes		
				MAINLINE INTERSTATE 26 0 0 1 Po	ossible Injury N					ry Daylight No Yes		
				MAINLINE INTERSTATE 26 0 0 0 No	o Injury N	Notor Unit (Stopped) Rear E		riving too Fast for Conditions 14:50		ry Daylight No Yes		
		INTERSTATE 95 85.8	4 INTERSTATE 26 M	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Notor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 16:08	Sunday D	ry Daylight No Yes		
	16509709 23-Jan-16 ORANGEBURG INTERSTATE 95 MAINLINE			MAINLINE INTERSTATE 26 0 0 0 N	o Injury G		Collision Re	oad Surface Condition 8:45		et Daylight No No		
				MAINLINE INTERSTATE 26 0 0 N	o Injury G	uardrail End Non C	Collision D	riving too Fast for Conditions 12:20	Monday W	et Daylight Yes Yes		
				MAINLINE INTERSTATE 26 0 0 1 N	on-Incapacitating Injury N	Motor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 20:10		ry Night No Yes		
Column   C	16614523 5-Sep-16 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.8	7 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Motor Unit (In Transport) Rear E	End D	istracted/Inattention 13:15		ry Daylight No No	2 0 US ROUTE 176 MAINLINE OLD STATE RD 0 N 33.32026 -80.54649	
The content of the				MAINLINE INTERSTATE 26 0 0 0 No	o Injury 0		Collision D	riving too Fast for Conditions 8:00	Friday D	ry Daylight No Yes		
Column   C	18550615 17-Apr-18 ORANGEBURG RAMP 7852 26	Exit 86 B 0.1	1 M.	MAINLINE 0 0 1 No	on-Incapacitating Injury R	an off Road Left Non C	Collision D	riving too Fast for Conditions 17:06	Tuesday D	ry Daylight Yes Yes	1 0 MAINLINE 1 N 33.31973 -80.546	38050785226W
Fig.   Column   Col	18609355 4-Aug-18 ORANGEBURG RAMP 7852 26	Exit 86 B 0.1	6 M	MAINLINE 0 0 1 No	on-Incapacitating Injury R	an off Road Left Non C	Collision D	riving too Fast for Conditions 22:35	Saturday D	ry Night Yes Yes	1 0 MAINLINE 15 N 33.31938 -80.54541	38050785226W
	15540578 19-Apr-15 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	2 INTERSTATE 26 M	MAINLINE INTERSTATE 26 0 0 1 Pc	ossible Injury N	Notor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 12:39	Sunday W	et Daylight No Yes	4 0 MAINLINE 50 N 33.3185 -80.54777	38010009500N
Column	18616223 6-Jul-18 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	4 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Notor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 12:00	Friday D	ry Daylight No Yes	3 0 MAINLINE 2 N 33.31863 -80.54767	38010009500N
Column   C	18599909 6-Jul-18 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	4 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 0 N	o Injury N	Notor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 12:00	Friday D	ry Daylight No Yes	3 0 MAINLINE 0 N 33.31868 -80.54764	38010009500N
Column   C	19545705 31-Mar-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	4 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N	Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 12:00	Sunday D	ry Daylight No Yes	2 0 MAINLINE 0 N 33.31867 -80.54764	38010009500N
Column   C	17680945 22-Dec-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	4 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 1 Pc	ossible Injury B	ridge Rail Rear E	End D	riving too Fast for Conditions 12:30	Friday D	ry Daylight No Yes	2 0 MAINLINE 30 N 33.31869 -80.54763	38010009500N
Column   C	16574456 14-Jun-16 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	4 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 0 N	o Injury E	mbankment Non C	Collision D	riving too Fast for Conditions 8:16	Tuesday D	ry Daylight Yes Yes	1 0 US ROUTE 176 MAINLINE OLD STATE RD 1 N 33.318693 -80.54763	38010009500N
The column	17617695 20-Aug-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	4 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 11:00	Sunday D	ry Daylight No Yes	2 0 US ROUTE 176 MAINLINE OLD STATE RD 1 N 33.31872 -80.54761	38010009500N
Column   C	17547334 12-Apr-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	5 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Notor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 18:23	Wednesday D	ry Daylight No Yes	3 0 US ROUTE 176 MAINLINE OLD STATE RD 1 N 33.31876 -80.54758	38010009500N
Column   C	19686559 27-Dec-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	'5 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 0 N	o Injury N	Motor Unit (Stopped) Rear E	End D	riving too Fast for Conditions 11:00	Friday D	ry Daylight No Yes	3 0 US ROUTE 176 MAINLINE OLD STATE RD 10 S 33.31883 -80.54753	38010009500N
Column   C	17673195 8-Dec-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	5 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 0 No	Injury Ja	ackknife Angle	2 D	riving too Fast for Conditions 7:35	Friday W	et Night No Yes	2 0 US ROUTE 176 MAINLINE OLD STATE RD 4 N 33.31885 -80.54752	38010009500N
Column   C	18616505 5-Aug-18 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	6 INTERSTATE 26 M	MAINLINE INTERSTATE 26 0 0 0 N	Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 17:10	Sunday D	ry Daylight No Yes	2 0 US ROUTE 176 MAINLINE OLD STATE RD 1 S 33.31893 -80.54746	38010009500N
Column	16602998 17-Aug-16 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.6	5 INTERSTATE 95 M.	MAINLINE INTERSTATE 95 0 0 0 N	Injury 0	other - non Collision Sidesv	wipe, Same Direction In	nproper Lane use/change 12:40	Wednesday D	ry Daylight No No	3 0 MAINLINE 3 W 33.31869 -80.54831	38010002600E
Column   C	16557551 9-May-16 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.6	5 INTERSTATE 95 M.	MAINLINE INTERSTATE 95 0 0 1 Pc	ossible Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 8:57	Monday D	ry Daylight No Yes	2 0 MAINLINE 2 W 33.31868 -80.5483	38010002600E
The column	16651794 19-Nov-16 ORANGEBURG INTERSTATE 26 MAINLINE			MAINLINE INTERSTATE 95 0 0 0 No	o Injury N	Notor Unit (In Transport) Sidesv	wipe, Same Direction In	nproper Lane use/change 15:50	Saturday D	ry Daylight No No		
April   Apri				MAINLINE INTERSTATE 95 0 0 N	o Injury N	Motor Unit (In Transport) Angle	e 1 In	nproper Lane use/change 17:30	Monday D	ry Daylight No No		
Column   C		INTERSTATE 26 168.6	5 INTERSTATE 95 M.	MAINLINE INTERSTATE 95 0 0 N	o Injury O	other (Post, Pole, Support,) Non C	Collision D	riving too Fast for Conditions 19:40	Friday W	et Night No Yes		
Anti-part   Control   Co	17599267 13-Jul-17 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.6	6 INTERSTATE 95 M	MAINLINE INTERSTATE 95 0 0 0 N	o Injury R	an off Road Left Non C	Collision In	nproper Lane use/change 4:41	Thursday D	ry Night No No		
April   Apri				MAINLINE INTERSTATE 95 0 0 N	o Injury B	ridge Pier or Abutment Non C		riving too Fast for Conditions 16:50	Friday W	et Daylight No Yes		
Act   Column   Colu		100:0		MAINLINE INTERSTATE 95 0 0 N	o Injury N	Notor Unit (In Transport) Sidesv	wipe, Same Direction In	nproper Lane use/change 10:00		ry Daylight No No		
Column   C						,,		proper acres		ry Daylight No No ry Daylight No No		
March   Marc	18594312 17-Jun-18 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.6 INTERSTATE 26 168.6	7 INTERSTATE 95 M. 7 INTERSTATE 95 M.	MAINLINE INTERSTATE 95 0 0 N	o Injury Bi	ridge Pier or Abutment Non C	Collision D			et Night No Yes		
Part   Control	16570922         14-Jun-16         ORANGEBURG         INTERSTATE         26         MAINLINE           19591918         26-Jun-19         ORANGEBURG         INTERSTATE         26         MAINLINE				o Injury N	Notor Unit (In Transport) Angle	e 1 In			ry Daylight No No		
Column   C						Notor Unit (In Transport) Rear E	End Fo	ollowing too Closely 11:13		ry Daylight No No		
Part   April   Department   Company   Compan		INTERSTATE 26 168.6	9 INTERSTATE 95 M.					riving too Fast for Conditions 15:15	Monday D	ry Daylight No No	2 0 MAINLINE 25 E 33.31822 -80.54786	
Sect   Annual Application   Section   Sectio	17648833 20-Oct-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	2 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N				riving too Fast for Conditions 15:00	Friday D		2 0 MAINLINE 2 S 33.3184 -80.54784	
Section   Sect										ry Daylight No Yes		
Section   Sect	19606375 23-Jul-19 ORANGEBURG INTERSTATE 26 MAINLINE				o Injury No Injury N			riving too Fast for Conditions 9:50 nknown 16:10		ry Daylight No Yes		
Proceeding   Proceeding   Processing   Pro	18691173 29-Dec-18 ORANGEBURG INTERSTATE 26 MAINLINE	INTERSTATE 26 168.6	9 INTERSTATE 95 M.	MAINLINE INTERSTATE 95 0 0 N	o Injury N	Notor Unit (In Transport) Angle	e 3	nproper Lane use/change 15:21	Saturday D	et Daylight No Yes	2 0 MAINLINE 1 W 33.31821 -80.54784	38010002600E
MARCH   CAMPAGE   MARCH   MA	17547063 25-Mar-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	2 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 0 N	o Injury N	Motor Unit (In Transport) Rear E Motor Unit (Stopped) Rear E	End         D           End         D	riving too Fast for Conditions 19:46	Saturday D	ry Daylight No Yes ry Daylight No Yes	2 0 MAINLINE 0 S 33.31844 -80.54781	38010009500N
MANUAL   Prince   Prince   Manual   Prince   Prince   Manual   Prince   P	19548648 12-Apr-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	2 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 16:45	Friday W	ry Daylight No No ret Daylight No Yes	2 0 MAINLINE 3 S 33.31846 -80.5478	38010009500N
1998   1.4 married   1.5 mar	17579021 11-Jun-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.7	2 INTERSTATE 26 M	MAINLINE INTERSTATE 26 0 0 0 N MAINLINE INTERSTATE 26 0 0 0 N	o Injury No Injury N	Notor Unit (In Transport) Rear E	End         D           End         D	riving too Fast for Conditions 9:51 riving too Fast for Conditions 15:00	Sunday D	ry Daylight No Yes ry Daylight No Yes	2 0 MAINLINE 1 N 33.31845 -80.5478	38010009500N
1999002   2500 and   200000000000000000000000000000000000	19687135 20-Dec-19 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.6	6 INTERSTATE 26 M	MAINLINE INTERSTATE 26 0 0 N	o Injury G	iuardrail Face Non C	Collision D	riving too Fast for Conditions 15:10	Friday D	ret Daylight No Yes ry Daylight No Yes	3 0 MAINLINE 2 S 33.31773 -80.54832	38010009500N
1953/77    13-547-07/GRADEREAUS   1953	17661990 22-Nov-17 ORANGEBURG INTERSTATE 95 MAINLINE	INTERSTATE 95 85.6	7 INTERSTATE 26 M	MAINLINE INTERSTATE 26 0 0 N	o Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 13:55	Thursday D	ry Daylight No Yes	2 0 MAINLINE 3 S 33.31779 -80.54827	38010009500N
1965/09   75 0-0-17   0.00					o Injury N	Notor Unit (In Transport) Rear E	End D	riving too Fast for Conditions 12:35	Saturday D			
15/54334   3.40mg-15   0.40maCeaumic   0.00mg-15   0.50maCeaumic   0.00mg-15	19559565         22-Apr-19 ORANGEBURG INTERSTATE         95 MAINLINE           19552779         13-Apr-19 ORANGEBURG INTERSTATE         95 MAINLINE	INTERSTATE 95 85.6				Notor Unit (Stopped) Rear E			Saturday D			
19679281   22 Pec-17 (PAMAGNER MITESTATE 95 MARKINE MITESTATE 55 B2.7) MITESTATE 25 MARKINE MITESTATE 55 B2.7) MITESTATE 25 MARKINE MITESTATE 55 B2.7) MITESTATE 25 B2.7) MARKINE MITESTATE 55 B2.7) MITESTATE 25 B2.7) MARKINE MITESTATE 55 B2.7) MITESTATE 25 B2.7) MARKINE MITESTATE 55 MARKINE MITESTATE 55 B2.7) MARKINE MITESTATE 56 B2.7) MARKINE MITESTATE 56 B2.7) MARKINE MITESTATE 57 B2.7) MARKINE MITESTATE 55 MARKINE MITESTATE 57 B2.7) MARKINE MITESTATE 58 MARKINE MITESTATE 58 MARKINE MITESTATE 59	19559565         22-Apr-19         ORANGEBURG         INTERSTATE         95         MAINLINE           19552779         13-Apr-19         ORANGEBURG         INTERSTATE         95         MAINLINE           17614976         29-Jul-17         ORANGEBURG         INTERSTATE         95         MAINLINE           17681067         27-Dec-17         ORANGEBURG         INTERSTATE         95         MAINLINE	INTERSTATE 95 85.6 INTERSTATE 95 85.6 INTERSTATE 95 85.6	8 INTERSTATE 26 M. 8 INTERSTATE 26 M.	MAINLINE INTERSTATE 26 0 0 1 Pr MAINLINE INTERSTATE 26 0 0 0 N	o Injury N	Notor Unit (Stopped) Rear E				ry Daylight No Yes	2 0 MAINLINE 10 S 33.318 -80.54813	38010009500N 38010009500N
15532892   1-Man-17   DIAMAGERIG   INTESTATE 2   168 60   INTESTATE 2   50   0   1   Possible righty   Not 0   2   0   MANILINE   1   23,31325   30,5478   380000200000   1555387   25,547-10   DIAMAGERIG   INTESTATE 2   168 60   INTESTATE 2   INTESTATE	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE     19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE     17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   15656992   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   1543343   3-May-15   ORANGEBURG   1543343   3-May-15   ORANGEBURG	INTERSTATE 95	8 INTERSTATE     26 M.       8 INTERSTATE     26 M.       8 INTERSTATE     26 M.       9 INTERSTATE     26 M.	MAINLINE	o Injury Nossible Injury No Injury No	Motor Unit (Stopped)         Rear E           Motor Unit (Stopped)         Unknown           Motor Unit (Stopped)         Rear E	own D End D	riving too Fast for Conditions 12:50 riving too Fast for Conditions 15:05	Monday W Sunday D	ry         Daylight         No         Yes           Vet         Daylight         No         Yes           ry         Daylight         No         Yes	2         0         MAINLINE         10 S         33.318 -80.54812           6         0         MAINLINE         2 IS         33.31801 -80.54812           2         0         MAINLINE         10 IS         33.31803 -80.54812           2         0         MAINLINE         10 IS         33.31803 -80.54812	38010009500N 38010009500N 38010009500N 38010009500N
15513533   28-Dec.13   CANAGERUMS   NTESTATE   25   MANILUM   NTESTA	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   15650992   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-16   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   1	INTERSTATE 95   85.6   1	8 INTERSTATE     26 M.       8 INTERSTATE     26 M.       8 INTERSTATE     26 M.       9 INTERSTATE     26 M.       9 INTERSTATE     26 M.       7 INTERSTATE     26 M.	AAINLINE INTERSTATE 26 0 0 0 1 PA NAINLINE INTERSTATE 26 0 0 0 0 N NAINLINE INTERSTATE 26 0 0 1 PA NAINLINE INTERSTATE 26 0 0 0 N	o Injury Nossible Injury Nossible Injury Nob	Motor Unit (Stopped)         Rear B           Motor Unit (Stopped)         Unknown           Motor Unit (Stopped)         Rear B           Motor Unit (In Transport)         Sides           Motor Unit (In Transport)         Rear B	iown D End D wipe, Same Direction In End D	riving too Fast for Conditions 12:50 riving too Fast for Conditions 15:05 nproper Lane use/change 13:00 riving too Fast for Conditions 14:00	Monday W Sunday D Monday W Friday D	ry         Daylight         No         Yes           Vet         Daylight         No         Yes           ry         Daylight         No         Yes           et         Daylight         No         No           ry         Daylight         No         Yes	2         0         MAINLINE         10 S         33 318 -80.54812           6         0         MAINLINE         2 S         33 3190 -80.54812           2         0         MAINLINE         10 S         33.31803 -80.5481           3         0         MAINLINE         1 S         33.31812 -80.54891           3         0         MAINLINE         50 S         80.54799	38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N
1588897   5-Jul-170   0   0   0   0   0   0   0   0   0	19559565   22-Apr-13   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-13   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1565992   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-16   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   19660220   1940407   19404	INTERSTATE 95 85.6 INTERSTATE 95 85. INTERSTATE 95 85. INTERSTATE 95 85. INTERSTATE 95 85.	SINTERSTATE   2.6 M.	AANNLINE INTERSTATE 26 0 0 0 1 PA AAINLINE INTERSTATE 26 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 1 PA AAINLINE INTERSTATE 26 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 1 PA AAINLINE INTERSTATE 26 0 0 0 1 PA	bo Injury Nossible Injury Noss	Motor Unit (Stopped)         Rear E           Motor Unit (Stopped)         Unkn           Motor Unit (Stopped)         Rear E           Motor Unit (In Transport)         Sidesv           Motor Unit (In Transport)         Rear E           Motor Unit (In Transport)         Sidesv           Motor Unit (In Transport)         Sidesv           Motor Unit (In Transport)         Sidesv	iown D  End D  wipe, Same Direction In  End D  wipe, Same Direction D  wipe, Same Direction In	riving too Fast for Conditions         12:50           riving too Fast for Conditions         15:05           proper Lane use/change         13:00           riving too Fast for Conditions         14:00           riving too Fast for Conditions         10:20           proper Lane use/change         6:45	Monday W Sunday D Monday W Friday D Sunday D Tuesday W	ry         Daylight (etc)         No         Yes           ret         Daylight (etc)         No         Yes           ry         Daylight (etc)         No         Yes           ret         Daylight (No         No           ry         Daylight (No         Yes           ry         Daylight (No         Yes           ret         Night (No         No	2         0         MAINLINE         10 S         33.318         -80.54813           6         0         MAINLINE         2 S         33.31801         -80.54812           2         0         MAINLINE         10 S         33.31803         -80.54813           3         0         MAINLINE         1 S         33.31812         -80.54804           3         0         MAINLINE         50 S         33.31818         -80.54793           2         0         MAINLINE         1 S         33.31822         -80.54793           2         0         MAINLINE         1 E         33.31822         -80.54788	3801009500N 3801009500N 3801009500N 3801009500N 3801009500N 3801009500N 3801009500N 3801000500N
15599914   3-10-136   0-10-146	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1565092   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-16   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1966020   7-Jul-19   ORANGEBURG   INTERSTATE   95   MAINLINE   1966020   7-Jul-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17532891   14-Mar-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17532891   14-Mar-17   ORANGEBURG   INTERSTATE   26   MAINLINE   16548156   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   15651835   28-Dec-15   ORANGEBURG   INTERSTATE   26   MAINLINE   26   MAINLINE   26   MAINLINE   27   MAINLINE   27   MAINLINE   27   MAINLINE   28	INTERSTATE 95	SINTERSTATE   26 M.	AANNLINE INTERSTATE 26 0 0 0 1 1PA AAINLINE INTERSTATE 26 0 0 0 0 NA AAINLINE INTERSTATE 26 0 0 0 1PA AAINLINE INTERSTATE 26 0 0 0 NA AAINLINE INTERSTATE 25 0 0 0 1PA AAINLINE INTERSTATE 25 0 0 0 1 1PA AAINLINE INTERSTATE 25 0 0 0 0 1PA AAINLINE INTERSTATE 25 0 0 0 0 NA AAINLINE INTERSTATE 25 0 0 0 0 NA AAINLINE INTERSTATE 25 0 NA AAINLINE INTERSTATE 25 NA A	D Injury	Alotor Unit (Stopped) Rear E Motor Unit (Stopped) Unknr Motor Unit (Stopped) Rear E Motor Unit (In Transport) Sides Motor Unit (In Transport) Rear E Motor Unit (In Transport) Rear E Motor Unit (In Transport) Sides Motor Unit (In Transport) Sides Motor Unit (In Transport) Motor Unit (In Transport) Angle Motor Unit (In Transport) Mon C Motor Unit (In Transport) Angle	Down	riving too Fast for Conditions 12:50 riving too Fast for Conditions 15:05 proper Lane use/change 13:00 riving too Fast for Conditions 14:00 riving too Fast for Conditions 10:20 proper Lane use/change 6:45 riving too Fast for Conditions 14:55 proper Lane use/change 10:45	Monday W Sunday D Monday W Friday D Sunday D Tuesday W Monday D Monday D Monday D	ry         Daylight         No         Yes           rete         Daylight         No         Yes           ry         Daylight         No         Yes           ret         Daylight         No         No           ry         Daylight         No         Yes           ry         Daylight         No         Yes           ret         Night         No         No           ry         Daylight         No         Yes           ry         Daylight         No         No           ry         Daylight         No         No	2         0         MAINLINE         10 S         33.318         .80.54813           6         0         MAINLINE         2 S         33.31801         :80.54812           2         0         MAINLINE         10 S         33.31801         :80.54813           3         0         MAINLINE         1 S         33.31812         :80.54801           3         0         MAINLINE         50 S         33.31812         :80.54792           2         0         MAINLINE         1 S         33.31825         :80.54793           2         0         MAINLINE         1 E         33.31825         :80.54791           1         0         MAINLINE         1 W         33.31828         :80.54791           2         0         MAINLINE         1 3E         33.31828         :80.54791	38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010002600E 38010002600E 38010002600E
1699958   4-Aug-16   ORANGEBURG   INTERSTATE   26   ORANGEBU	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-bec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   15656992   28-bec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-16   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-bec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   19660200   7-Jul-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17532891   14-Mar-17   ORANGEBURG   INTERSTATE   95   MAINLINE   16548196   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   16548196   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   16648735   7-Nov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   16548393   7-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   16548393   7-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   26548393   7-Jul-17   ORANGEBURG   TORANGEBURG   T	INTERSTATE 95	SINTERSTATE   26 M.	AANNLINE INTERSTATE 26 AANUNE INTERSTATE 26 O O O N AANUNE INTERSTATE 26 O O O P AANUNE INTERSTATE 26 O O O P AANUNE INTERSTATE 26 O O O N AANUNE INTERSTATE 25 O O O O N AANUNE INTERSTATE 35 O O O N	lo Injury No Inj	Alotor Unit (Stopped) Rear E Anotor Unit (Stopped) Unknot Alotor Unit (Stopped) Rear E Alotor Unit (In Transport) Sides Alotor Unit (In Transport) Angle Alotor Unit (In Transport) Angle Alotor Unit (In Transport) Angle Alotor Unit (In Transport) Sides	Dim   Dim	riving too Fast for Conditions 12:50 riving too Fast for Conditions 15:05 proper Lane use/change 13:00 riving too Fast for Conditions 14:00 riving too Fast for Conditions 10:20 proper Lane use/change 6:45 riving too Fast for Conditions 14:55 proper Lane use/change 10:42 proper Lane use/change 10:42 proper Lane use/change 14:42 proper Lane use/change 8:15	Monday W Sunday D Monday W Friday D Sunday D Tuesday W Monday D Monday D Monday D Monday D Wednesday D	Yes	2 0 MAINLINE 10 S 33.318 80.54812 2 0 MAINLINE 10 S 33.31801 80.54812 2 0 MAINLINE 10 S 33.31801 80.54812 3 0 MAINLINE 10 S 33.31802 80.54812 3 0 MAINLINE 1 S 33.31812 80.54891 2 0 MAINLINE 50 S 33.31812 80.54799 2 0 MAINLINE 1 S 33.31822 80.54797 2 0 MAINLINE 1 E 33.31823 80.54799 1 0 MAINLINE 1 E 33.31825 80.54798 1 0 MAINLINE 1 B 33.31825 80.54798 2 0 MAINLINE 1 B 33.31825 80.54791 2 0 MAINLINE 1 B 33.31826 80.54791 2 0 MAINLINE 1 B 33.31828 80.54792 2 0 MAINLINE 1 B 33.31831 80.54794 2 0 MAINLINE 1 D E 33.31831 80.54794 2 0 MAINLINE 1 E 33.31831 80.54794	38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E
19686632   26-Dec-19   ORANGEBURG   INTERSTATE   59   SANININE   INTERSTATE   59   SANININE   INTERSTATE   50   O   O   No Injury   Motor Unit (In Transport)   Sideswipe, Same Direction   Infragrant   50   Saninine   S	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1565092   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1769281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17532891   14-Mar-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17532891   14-Mar-17   ORANGEBURG   INTERSTATE   26   MAINLINE   16548196   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   16548195   25-Dec-15   ORANGEBURG   INTERSTATE   26   MAINLINE   1654735   7-Nov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   5-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   5-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   5-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   1758947   23-Sep-19   ORANGEBURG   INTERSTATE   26   MAINLINE   18599944   8-Jul-18   ORANGEBURG   INTERSTATE   36   MAINLINE   36	INTERSTATE 95   85.6     INTERSTATE 26   168.6     INTERSTATE 26   268.6     INTERSTATE 26     INTERST	SINTERSTATE   26 M	AANNINE INTERSTATE 26 AANNINE INTERSTATE 39 AANNINE INTERSTATE 30 O O N	In Injury N	Alotor Unit (Stopped) Rear E Actor Unit (Stopped) Unknot Actor Unit (Stopped) Rear E Actor Unit (Stopped) Rear E Actor Unit (In Transport) Sides Actor Unit (In Transport) Rear E Actor Unit (In Transport) Sides Actor Unit (In Transport) Sides Actor Unit (In Transport) Non C Actor Unit (In Transport) Angle Actor Unit (In Transport) Sides Actor Unit (In Transport) Sides And Actor Unit (In Transport) Sides And Actor Unit (In Transport) Rear E Actor Unit (In Transport) Rear E Actor Unit (In Transport) Rear E	Dept.   Dept.	riving too Fast for Conditions 12:50 riving too Fast for Conditions 15:05 proper Lane use/change 13:00 riving too Fast for Conditions 14:00 riving too Fast for Conditions 10:20 proper Lane use/change 6:45 riving too Fast for Conditions 14:55 proper Lane use/change 10:42 proper Lane use/change 10:42 proper Lane use/change 14:42 proper Lane use/change 18:15 proper Lane use/change 15:40 riving too Fast for Conditions 14:32 proper Lane use/change 15:40 riving too Fast for Conditions 14:32	Monday W Sunday D Monday W Friday D Sunday D Tuesday W Monday D Sunday D Sunday D	Yes	2 0 MAINLINE 10 S 33.318 8.05.4812 2 0 MAINLINE 10 S 33.3180 8.05.4812 2 0 0 MAINLINE 10 S 33.3180 8.05.4812 2 0 0 MAINLINE 10 S 33.3180 8.05.4812 3 0 0 MAINLINE 1 S 33.31812 8.05.4804 3 0 0 MAINLINE 1 S 33.31812 8.05.4804 8.05.4799 2 0 0 MAINLINE 1 S 33.31812 8.05.4799 1 D S 8.05.4799	38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E
1538739   10-Apr-16   10-Apr	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1565092   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-16   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17680230   7-Jul-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17680230   28-Dec-15   ORANGEBURG   INTERSTATE   26   MAINLINE   16548196   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   16648735   7-Mov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   7-Mov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   7-Mov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   7-Mov-16   ORANGEBURG   INTERSTATE   26   MAINLINE   18599914   8-Jul-18   ORANGEBURG   INTERSTATE   26   MAINLINE   18599954   8-Jul-18   ORANGEBURG   INTERSTATE   35   MAINLINE   3659958   8-Aug-16   ORANGEBURG   INTERSTATE   36   MAINLINE   3659958   3600000000000000000000000000000000000	INTERSTATE 95   85.6     INTERSTATE 26   168.6     INTERSTATE 27   168.7     INTERSTATE 28   85.7     INTERSTATE 36   85.6     INTERSTATE 36   85.7     INTERST	SINTERSTATE   26 M.	AANNUNE INTERSTATE 26  AANNUNE INTERSTATE 39	Injury M Sussible Injury M D Injury M Sussible Injury M D Injury M	Actor Unit (Stopped) Rear E  Actor Unit (Stopped) Unkinc  Actor Unit (Stopped) Rear E  Actor Unit (Stopped) Rear E  Actor Unit (In Transport) Sides  Actor Unit (In Transport) Rear E  Actor Unit (In Transport) Rear E  Actor Unit (In Transport) Sides  Actor Unit (In Transport) Angle  Actor Unit (In Transport) Angle  Actor Unit (In Transport) Angle  Actor Unit (In Transport) Rear E   Actor Unit (In Transport) Rear E   Actor Unit (In Transport) Rear E   Actor Unit (In Transport) Rear E   Actor Unit (In Transport) Rear E   Actor Unit (In Transport) Rear E   Actor Unit (In Transport) Rear E    Actor Unit (In Transport) Rear E    Actor Unit (In Transport) Rear E    Actor Unit (In Transport) Rear E    Actor Unit (In Transport) Rear E     Actor Unit (In Transport) Rear E     Actor Unit (In Transport) Rear E	Dept.   Dept.	riving too Fast for Conditions 12:50  riving too Fast for Conditions 15:05  proper Lane use/change 13:00  riving too Fast for Conditions 14:00  riving too Fast for Conditions 10:20  proper Lane use/change 6:45  riving too Fast for Conditions 14:55  proper Lane use/change 10:42  proper Lane use/change 10:42  proper Lane use/change 11:42  proper Lane use/change 15:40  riving too Fast for Conditions 11:55  proper Lane use/change 15:40  riving too Fast for Conditions 14:32  riving too Fa	Monday W Sunday D Monday W Friday D Sunday D Tuesday D Tuesday W Monday D Monday D Monday D Wednesday D Monday D Sunday D Sunday D Thursday D Sunday D	Yes	2 0 MANILINE 10 S 33.318 -80.54812 C 0 MANILINE 10 S 33.3181 -80.54812 C 0 MANILINE 10 S 33.31801 -80.54812 C 0 MANILINE 10 S 33.31801 -80.54812 C 0 MANILINE 10 S 33.31812 -80.54801 3 0 MANILINE 1 S 33.31812 -80.54801 C 0 MANILINE 1 S 33.31812 -80.54791 C 0 MANILINE 1 S 33.31822 -80.54791 C 0 MANILINE 1 E 33.31822 -80.54791 C 0 MANILINE 1 W 33.31828 -80.54791 C 0 MANILINE 1 W 33.31832 -80.54795 C 0 MANILINE 1 W 33.31832 -80.54795 C 0 MANILINE 1 W 33.31832 -80.54795 C 0 MANILINE 1 W 33.31833 -80.54796 C 0 W 33.31834 -80.54789	38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E
18549502 15-Apr-18 ORANGEBURG INTERSTATE 95 MAINLINE INTERSTATE 95 M	19559565  22-Apr-19  ORANGEBURG   INTERSTATE   95  MAINLINE   1955279  13-Apr-19  ORANGEBURG   INTERSTATE   95  MAINLINE   17614976  29-jul-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17681067  27-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   1568092  28-Dec-15  ORANGEBURG   INTERSTATE   95  MAINLINE   15543343  3-May-15  ORANGEBURG   INTERSTATE   95  MAINLINE   1657090  30-May-15  ORANGEBURG   INTERSTATE   95  MAINLINE   1657092  31-May-15  ORANGEBURG   INTERSTATE   95  MAINLINE   17679281  22-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17679281  22-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17638191  14-Mar-17  ORANGEBURG   INTERSTATE   26  MAINLINE   16548196  25-Apr-16  ORANGEBURG   INTERSTATE   26  MAINLINE   16548159  28-Dec-15  ORANGEBURG   INTERSTATE   26  MAINLINE   16645735  7-Nov-16  ORANGEBURG   INTERSTATE   26  MAINLINE   17589837  5-Jul-17  ORANGEBURG   INTERSTATE   26  MAINLINE   17589837  5-Jul-17  ORANGEBURG   INTERSTATE   26  MAINLINE   18599914  3-Jul-18  ORANGEBURG   INTERSTATE   26  MAINLINE   1859994  3-Jul-18  ORANGEBURG   INTERSTATE   26  MAINLINE   1859995  3-Jul-18  ORANGEBURG   INTERSTATE   36  MAINLINE   18599998  3-Jul-18  ORANGEBURG   INTERSTATE   36  MAINLINE   36	INTERSTATE 95   85.6   INTERSTATE 96   168.6   INTERSTATE 26   168.6   INTERSTATE 27   168.6   INTERSTATE 28   168.6   INTERSTATE 95   85.7   INTERSTATE 95   85.7   INTERSTATE 95   85.7   INTERSTATE 95   85.6   INTERSTATE 95   85.7   INTERSTATE 95   85.6   INTERSTATE 95   85.7   INTERSTATE 95   85.6   INTERSTATE 95   INTERSTATE 95   85.6   INTERSTATE 95   85.6   INTERSTATE 95   85	SINTERSTATE   26 M.	AANNLINE INTERSTATE 26 0 0 0 1 PA AAINLINE INTERSTATE 26 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 1 PA AAINLINE INTERSTATE 26 0 0 0 0 N AAINLINE INTERSTATE 25 0 0 0 0 N AAINLINE INTERSTATE 25 0 0 0 0 N AAINLINE INTERSTATE 25 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 2 PA AAINLINE INTERSTATE 26 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 0 PA AAINLINE INTERSTATE 26 0 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 0 0 N AAINLINE INTERSTATE 26 0 0 0 0 N AAINL	Injury M Sostile Injury M Injury G Injury G Injury G Injury M Injury M Injury M Injury M	Altor Unit (Stopped) Rear E Antor Unit (Stopped) Unkin Altor Unit (Stopped) Rear E Altor Unit (Stopped) Rear E Altor Unit (In Transport) Sidess Altor Unit (In Transport) Non C Altor Unit (In Transport) Sidess Altor Unit (In Transport) Sidess Altor Unit (In Transport) Sidess Altor Unit (In Transport) Rear E	Dept.   Dept.	riving too Fast for Conditions 7.505 riving too Fast for Conditions 7.506 riving too Fast for Conditions 7.506 riving too Fast for Conditions 7.507 7.	Monday W Sunday D Monday W Friday D Sunday D Tuesday W Monday D Thursday D Sunday D Sunday D Sunday D Thursday D Thursday D	Daylight   No   Yes	2 0 MANILINE 10 S 33.318 -80.54812 3 0 MANILINE 10 S 33.3182 -80.54812 3 0 MANILINE 10 S 33.31801 -80.54812 3 0 MANILINE 10 S 33.31801 -80.54812 3 0 MANILINE 10 S 33.31812 -80.54801 3 0 MANILINE 10 S 33.31812 -80.54801 3 0 MANILINE 10 S 33.31812 -80.54791 2 0 MANILINE 1 S 33.31822 -80.54791 1 0 MANILINE 1 S 33.31822 -80.54791 1 0 MANILINE 1 S 33.31822 -80.54791 2 0 MANILINE 1 S 33.31828 -80.54791 2 0 MANILINE 1 S 33.31832 -80.54791 2 0 MANILINE 1 S 33.31832 -80.54795 2 0 MANILINE 1 S 33.31833 -80.54796 2 0 MANILINE 1 S 33.31834 -80.54797 2 0 MANILINE 1 S 33.31834 -80.54797 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010009500N 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010002600E 38010009500N 38010009500N 38010009500N
16522901 27-Feb-16   ORANGEBURG   INTERSTATE   95   MAINLINE   INTERSTATE	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   19552779   13-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1568092   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570905   30-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17639281   14-Mar-17   ORANGEBURG   INTERSTATE   26   MAINLINE   17638196   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   15638196   25-Apr-15   ORANGEBURG   INTERSTATE   26   MAINLINE   15638195   28-Dec-15   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   5-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   5-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   17589837   5-Jul-17   ORANGEBURG   INTERSTATE   26   MAINLINE   18599914   3-Jul-18   ORANGEBURG   INTERSTATE   26   MAINLINE   18599998   3-Jul-18   ORANGEBURG   INTERSTATE   35   MAINLINE   1968672   13-Jug-19   ORANGEBURG   INTERSTATE   35   MAINLINE   1968672   26-Dec-19   ORANGEBURG   INTERSTATE   35   MAINLINE   19686632   26-Dec-19   ORANGEBURG   INTERSTATE   35   MAINLINE   19686632   26-Dec-19   ORANGEBURG   INTERSTATE   35   MAINLINE   19686633   30-Dap-15   ORANGEBURG   INTERSTATE   35   MAINLINE   36   MAINLI	INTERSTATE 95	SINTERSTATE   26 M.	AANNLINE INTERSTATE 26  AANNLINE INTERSTATE 25  AANNLINE INTERSTATE 26  AANNLINE INTERSTATE 26  AANNLINE INTERSTATE 26  AANNLINE INTERSTATE 25  AANNLINE INTERSTATE 26  O O NAAINLINE INTERSTATE 26  O O ON NAAINLINE	lo Injury Mossible Injury Moss	Actor Unit (Stopped) Rear E Actor Unit (Stopped) Unkin Actor Unit (Stopped) Rear E Actor Unit (Stopped) Rear E Actor Unit (Intransport) Sidess Actor Unit (Intransport) Angle Atther (Post, Pole, Support,) Non C Actor Unit (Intransport) Sidess Actor Unit (Intransport) Rear E	Dept.   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	19559565  22-Apr-13  ORANGEBURG   INTERSTATE   95  MAINLINE   19552779  13-Apr-13  ORANGEBURG   INTERSTATE   95  MAINLINE   17614976   29-Jul-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17681067  27-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   1566992  28-Dec-15  ORANGEBURG   INTERSTATE   95  MAINLINE   15543343  3-May-15  ORANGEBURG   INTERSTATE   95  MAINLINE   16570905  30-May-15  ORANGEBURG   INTERSTATE   95  MAINLINE   16709281  22-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17679281  22-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17679281  23-Dec-17  ORANGEBURG   INTERSTATE   95  MAINLINE   17632891  14-Mar-17  ORANGEBURG   INTERSTATE   26  MAINLINE   16548196  25-Apr-16  ORANGEBURG   INTERSTATE   26  MAINLINE   15658353  28-Dec-15  ORANGEBURG   INTERSTATE   26  MAINLINE   17589837  5-Jul-17  ORANGEBURG   INTERSTATE   26  MAINLINE   17589837  5-Jul-17  ORANGEBURG   INTERSTATE   26  MAINLINE   1964721  23-Sep-19  ORANGEBURG   INTERSTATE   26  MAINLINE   1964771  11-Aug-17  ORANGEBURG   INTERSTATE   26  MAINLINE   19646771  11-Aug-18  ORANGEBURG   INTERSTATE   26  MAINLINE   19646771  11-Aug-19  ORANGEBURG   INTERSTATE   26  MAINLINE   19646771  11-Aug-19  ORANGEBURG   INTERSTATE   26  MAINLINE   19646771  11-Aug-19  ORANGEBURG   INTERSTATE   26  MAINLINE   19646632  26-Dec-19  ORANGEBURG   INTERSTATE   26  MAINLINE   19686632  26-Dec-19  ORANGEBURG   INTERSTATE   39  MAINLINE   19686632  36-Dec-19  ORANGEBURG   INTERSTATE   39  MAINLINE   19686632  36-Dec-19  ORANGEBURG   INTERSTATE   39  MAINLINE   19566844  1-May-19  ORANGEBURG   INTERSTATE   39  MAINLINE   19566840  1	INTERSTATE 95	SINTERSTATE   26 M.	AANNLINE INTERSTATE 26 0 0 0 1 PA AANNLINE INTERSTATE 26 0 0 0 0 NA AANNLINE INTERSTATE 26 0 0 0 1 PA AANNLINE INTERSTATE 26 0 0 0 NA AANNLINE INTERSTATE 25 0 0 0 1 PA AANNLINE INTERSTATE 25 0 0 0 NA AANNLINE INTERSTATE 25 0 0 NA AANNLINE INTERSTATE 25 0 0 NA AANNLINE INTERSTATE 25 0 NA AANNLINE INTERSTATE 25 0 NA AANNLINE INTERSTATE 25 0 NA AANNLINE INTERSTATE 26 0 NA AANNLINE INTERSTATE 26 0 NA AANNLINE INTERSTATE 26 NA AANNLINE INTER	Injury Mossible Injury Mospingry Mospi	Actor Unit (Stopped) Rear E Actor Unit (In Transport) Sidess Actor Unit (In Transport) Angle Atther (Post, Pole, Support,) Non C Actor Unit (In Transport) Sidess Actor Unit (In Transport) Rear E Actor Unit (In Transport) Sidess Actor Unit (In Transport) Sidess Actor Unit (In Transport) Sides Actor Unit (In Transport) Rear E Actor Unit (In Transport) Rear E	Dept.   Dept.	riving too Fast for Conditions  12:50 riving too Fast for Conditions 15:05 proper Lane use/change 13:00 riving too Fast for Conditions 14:00 riving too Fast for Conditions 10:20 proper Lane use/change 6:45 riving too Fast for Conditions 10:20 proper Lane use/change 10:42 proper Lane use/change 10:42 proper Lane use/change 10:42 proper Lane use/change 13:40 riving too Fast for Conditions 14:22 riving too Fast for Conditions 14:32 riving too Fast for Conditions 14:32 riving too Fast for Conditions 15:35 riving too Fast for Conditions 15:35 riving too Fast for Conditions 15:35 riving too Fast for Conditions 15:30 proper Lane use/change 14:30 riving too Fast for Conditions 15:00 proper Lane use/change 14:30 riving too Fast for Conditions 15:00 proper Lane use/change 15:00 11:40	Monday	Daylight   No	2   0   MAINLINE   10   S   33 315   80.54812     2   0   MAINLINE   2   S   33 3150   80.54812     3   0   MAINLINE   10   S   33.3151   80.54812     3   0   MAINLINE   1   S   33.3151   80.54812     3   0   MAINLINE   1   S   33.3151   80.54892     2   0   MAINLINE   1   S   33.3151   80.54799     2   0   MAINLINE   1   S   33.3152   80.54799     3   0   MAINLINE   1   W   33.3152   80.54798     4   0   MAINLINE   1   W   33.3152   80.54791     5   0   MAINLINE   1   E   33.31831   80.54794     5   0   MAINLINE   1   E   33.31832   80.54791     6   0   MAINLINE   1   E   33.31832   80.54791     7   0   MAINLINE   1   E   33.31832   80.54796     8   0   MAINLINE   1   E   33.31832   80.54795     9   MAINLINE   1   D   S   33.31833   80.54786     9   0   MAINLINE   1   D   S   33.31833   80.54786     1   0   MAINLINE   1   D   S   33.31833   80.54786     1   0   MAINLINE   1   D   S   33.31833   80.54786     2   0   MAINLINE   1   D   S   33.31833   80.54786     3   0   MAINLINE   1   D   S   33.31834   80.54786     3   0   MAINLINE   1   D   S   33.31834   80.54786     4   0   S   S   S   S   S   S     5   0   MAINLINE   5   D   S   33.3170   80.54878     5   0   MAINLINE   5   S   33.3170   80.54878     6   0   MAINLINE   8   S   33.3171   80.54876     7   0   MAINLINE   8   S   33.3171   80.54876     9   0   MAINLINE   8   S   33.3171   80.54876     9   0   MAINLINE   8   S   33.3171   80.54876     0   0   MAINLINE   8   S   33.3171   80	88010009500N   38010009500N   38010009500N   38010009500N   38010009500N   38010009500N   38010009500N   38010002600E   38010002600E   38010002600E   38010002600E   38010002600E   38010002600E   38010002600E   38010002600E   38010002600E   38010009500N   38010009500N
	19559565   22-Apr-19   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17614976   29-Jul-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17681067   27-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   1569692   28-Dec-15   ORANGEBURG   INTERSTATE   95   MAINLINE   15543343   3-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   16570903   30-May-15   ORANGEBURG   INTERSTATE   95   MAINLINE   165709281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   22-Dec-17   ORANGEBURG   INTERSTATE   95   MAINLINE   17679281   25-Apr-16   ORANGEBURG   INTERSTATE   95   MAINLINE   17632891   14-Mar-17   ORANGEBURG   INTERSTATE   26   MAINLINE   16548156   25-Apr-16   ORANGEBURG   INTERSTATE   26   MAINLINE   16548158   28-Dec-15   ORANGEBURG   INTERSTATE   26   MAINLINE   1763893   28-Dec-17   ORANGEBURG   INTERSTATE   26   MAINLINE   1763893   28-Dec-17   ORANGEBURG   INTERSTATE   26   MAINLINE   1859993   3-Jul-18   ORANGEBURG   INTERSTATE   26   MAINLINE   1859995   3-Jul-18   ORANGEBURG   INTERSTATE   35   MAINLINE   1859995   3-Jul-18   ORANGEBURG   INTERSTATE   35   MAINLINE   1966632   26-Dec-19   ORANGEBURG   INTERSTATE   35   MAINLINE   19686632   26-Dec-19   ORANGEBURG   INTERSTATE   35   MAINLINE   19686632   26-Dec-19   ORANGEBURG   INTERSTATE   35   MAINLINE   1956844   1-May-19   ORANGEBURG   INTERSTATE   35   MAINLIN	INTERSTATE 95 85.6 INTERSTATE 26 168.6 INTERSTATE 26 85.7 INTERSTATE 95 85.7 INTERSTATE 95 85.7 INTERSTATE 95 85.6	SINTERSTATE   26 M.	AANNLINE INTERSTATE 26 0 0 0 1 1 PA AANNLINE INTERSTATE 26 0 0 0 0 NA AINNLINE INTERSTATE 26 0 0 0 1 PA AINNLINE INTERSTATE 26 0 0 0 1 PA AINNLINE INTERSTATE 26 0 0 0 NA AINNLINE INTERSTATE 25 0 0 0 NA AINNLINE INTERSTATE 25 0 0 0 NA AINNLINE INTERSTATE 25 0 0 NA AINNLINE INTERSTATE 25 0 NA AINNLINE INTERSTATE 25 0 NA AINNLINE INTERSTATE 25 NA AINNLINE INTERSTATE 26 NA AINNLINE INT	Injury Mossible Injury Mossibl	Netor Unit (Stopped) Rear E Motor Unit (In Transport) Sidess Motor Unit (In Transport) Non C Motor Unit (In Transport) Sidess Motor Unit (In Transport) Sidess Motor Unit (In Transport) Rear E Motor Unit (In Transport) Sidess Motor Unit (In Transport) Sidess Motor Unit (In Transport) Rear E	Dept.   Dept.	riving too Fast for Conditions  12:50 riving too Fast for Conditions 15:05 proper Lane use/change 13:00 proper Lane use/change 13:00 proper Lane use/change 14:00 riving too Fast for Conditions 10:20 proper Lane use/change 6:45 riving too Fast for Conditions 14:55 proper Lane use/change 10:42 proper Lane use/change 10:42 proper Lane use/change 13:40 proper Lane use/change 14:20 riving too Fast for Conditions 14:32 riving too Fast for Conditions 13:35 riving too Fast for Conditions 13:35 riving too Fast for Conditions 13:36 proper Lane use/change 14:30 proper Lane use/change 14:30 proper Lane use/change 14:37 riving too Fast for Conditions 11:40 proper Lane use/change 11:47 riving too Fast for Conditions 11:40 riving too Fast for Conditions 11:40 proper Lane use/change 11:47 riving too Fast for Conditions 11:40 proper Lane use/change 11:47 proper Lane use/change 11:47 proper Lane use/change 11:49	Monday   W   Monday   W   Monday   W   Monday   W   Monday   D   Mon	Daylight   No	2   0   MAINLINE   10   S   33.318   80.54812     2   0   MAINLINE   2   S   33.3191   80.54812     3   0   MAINLINE   10   S   33.31813   80.54812     3   0   MAINLINE   1   S   33.31812   80.54812     3   0   MAINLINE   1   S   33.31812   80.54891     4   0   MAINLINE   1   S   33.31812   80.54799     5   0   MAINLINE   1   S   33.31822   80.54799     6   0   MAINLINE   1   W   33.31822   80.54791     1   0   MAINLINE   1   W   33.31828   80.54791     2   0   MAINLINE   1   D   S   33.31831   80.54792     2   0   MAINLINE   1   E   33.31832   80.54791     2   0   MAINLINE   1   E   33.31832   80.54792     2   0   MAINLINE   1   E   33.31832   80.54792     2   0   MAINLINE   1   E   33.31832   80.54795     2   0   MAINLINE   1   D   S   33.31831   80.54798     3   0   MAINLINE   0   E   33.31833   80.54789     4   0   MAINLINE   1   D   S   33.31833   80.54789     5   0   MAINLINE   1   D   S   33.31833   80.54789     6   0   MAINLINE   1   D   S   33.31833   80.54789     7   0   MAINLINE   1   D   S   33.31833   80.54789     8   0   MAINLINE   1   D   S   33.31704   80.54893     9   MAINLINE   50   S   33.31704   80.54893     0   MAINLINE   8   S   33.3171   80.54876     0   MAINLINE   8   S   33.3171   80.54876     0   MAINLINE   8   S   33.3171   80.54876     0   MAINLINE   9   S   33.3171   80.54876     0   MAINLINE   9   S   33.31713   80.54876     0   MAINLINE   1   N   S   S   S   S   S   S   S   S   S	88010009500N

	16572499 12-Jun-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.62 INTERSTATE	26 MAINLINE INTERSTATE 26 0	ol i	D No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	14:56 Sunday Dry	y Daylight No	Yes	3 0	MAINLINE	2 5	33.31722 -80.54868 38010009500N
	16569895 12-Jun-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.62 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (Stopped)	Rear End	Following too Closely	14:56 Sunday Dry	Daylight No	No Yes	2 0	MAINLINE	2 S	33.31723 -80.54868 38010009500N
	16564500 30-May-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.63 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Other (Post, Pole, Support,)	Non Collision	Driving too Fast for Conditions	21:05 Monday We	t Night No	Yes Yes	1 0	MAINLINE	10 S 25 S	33.31738 -80.54857 38010009500N
	15572371 18-Jul-15 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.64 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	11:45 Saturday Dry	Daylight No	Yes	2 0	MAINLINE	5 N	33.3174 -80.54855 38010009500N
	16514817 21-Jan-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.64 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Highway Traffic Sign Post	Non Collision	Improper Lane use/change	7:41 Thursday Dry	Daylight No	No	2 0	MAINLINE	4 S	33.31746 -80.54851 38010009500N
	16579194 5-Jul-16 ORANGEBURG INTERSTATE			168.65 INTERSTATE			No Injury	Motor Unit (In Transport)	Angle 1	Improper Lane use/change	12:14 Tuesday Dry	Daylight No	No	2 0		1 W	33.31872 -80.54833 38010002600E
						0 1		Cross Median/Center		Improper Lane use/change	15:32 Tuesday Dry	Daylight No	No No	2 0		1 W	
	19644865 14-Oct-19 ORANGEBURG INTERSTATE			168.64 INTERSTATE		0	Possible Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	21:58 Monday Dry	Daylight No		2 0		-	
		26 MAINLINE		168.63 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Failure to Yield RoW	12:27 Wednesday Dry	Daylight No		2 0			
												.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	No No	3 1 2 0		1 W	
						0	No Injury			Cargo		Daylight No	No No	1 0 2 0		3 E 25 E	
						0 0	No Injury			Improper Lane use/change		/ Night No	No No	2 0		12 W	
						0 0				Failure to Yield RoW Debris		Daylight No		2 0		-	
The second property of the p	16670788 18-Dec-16 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.6 INTERSTATE	95 MAINLINE INTERSTATE 95 0					Tires/Wheel	3:40 Sunday We		Yes No	2 0			00.0000
The control will be seen from the	16523181 29-Feb-16 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.58 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0 0	2 Possible Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	16:35 Monday Dry		No No	2 0 2	MAINLINE	2 W	33.31942 -80.54901 38010002600E
Column   C	16655071 25-Nov-16 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.53 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0 1	No Injury	Tree	Sideswipe, Same Direction	Improper Lane use/change	17:41 Friday Dry	Night Yes	No No	2 0 2	MAINLINE	200 W	33.31998 -80.54954 38010002600E
The column	15558783 9-Jun-15 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.53 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	0 No Injury	Guardrail Face	Non Collision	Driving too Fast for Conditions	15:16 Tuesday We	t Daylight No		2 0 1 0	MAINLINE	0 W	33.320021 -80.54958 38010002600E
The column	16547050 25-Apr-16 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.5 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	15:10 Monday Dry	Daylight No	Yes	2 0 2 0 SECONDARY R	1302 MAINLINE WHETSELL RD	1 W	33.32039 -80.54993 38010002600E
Column   C	17671893 5-Dec-17 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.7 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	1 Possible Injury	Overturn/Rollover	Non Collision	Driving too Fast for Conditions	14:12 Tuesday Dry	/ Daylight No		1 0	MAINLINE	1 W	33.31815 -80.54779 38010002600E
Column   C	17603993 31-Jul-17 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.7 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0 1	1 Incapacitating Injury	Spill (2-wheeled Units)	Sideswipe, Same Direction	Improper Lane use/change	10:45 Monday Dry	Daylight No	No No	2 0	MAINLINE		33.31807 -80.54771 38010002600E
The column	19686218 5-Dec-19 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.71 INTERSTATE	95 MAINLINE INTERSTATE 95 0		0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	13:13 Thursday Dry	Daylight No	No No	2 2	MAINLINE		33.318 -80.54765 38010002600E
The part of the part   The part of the part   The part of the pa	16634087 29-Sep-16 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.73 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	18:19 Thursday Dry	Daylight No	No	2 1	MAINLINE	0 W	33.31776 -80.54742 38010002600E
Column	15553028 27-May-15 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.73 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	1 Possible Injury	Motor Unit (In Transport)	Angle 3	Improper Lane use/change	15:30 Wednesday Dry	/ Daylight No	No No	2 0	MAINLINE		33.31775 -80.5474 38010002600E
Column   C	19581462 4-Jun-19 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.74 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Improper Lane use/change	15:30 Tuesday Dry	Daylight No	No No	2 0	MAINLINE	2 W	33.3177 -80.54735 38010002600E
Column   C	18570110 20-May-18 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.76 INTERSTATE	95 MAINLINE INTERSTATE 95 0		0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	12:35 Sunday We	t Daylight No		2 0	MAINLINE	3 E	33.31748 -80.54714 38010002600E
Column   C	18624716 1-Aug-18 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.78 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	No Injury	Other - non Collision	Rear End	Failure to Yield RoW	9:42 Wednesday Dry	Daylight No	No	3 0	MAINLINE	120 E	33.31721 -80.54689 38010002600E
The color of the	19590382 16-Jun-19 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26		95 MAINLINE INTERSTATE 95 0		0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	14:25 Sunday Dry	Daylight No	Yes	2 0	MAINLINE	10 S	33.31663 -80.54632 38010002600E
	18690789 29-Dec-18 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95		26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	14:04 Saturday Dry	Daylight No	Yes	3 0	MAINLINE	20 S	33.31522 -80.55011 38010009500N
Column	19686511 21-Dec-19 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.48 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	14:35 Saturday Dry	Daylight No	Yes	2 0	MAINLINE	146 N	33.31544 -80.54996 38010009500N
Column   C	16500771 3-Jan-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.51 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	13:50 Sunday Dry	Daylight No	Yes	2 0	MAINLINE	25 S	33.31577 -80.54972 38010009500N
March   Marc	18540344 31-Mar-18 ORANGEBURG INTERSTATE			85.52 INTERSTATE		0	No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	12:30 Saturday Dry	Daylight No	Yes	3 0 2 0		19 S	33.31598 -80.54957 38010009500N
April   Company   Compan						0	No Injury	Motor Unit (In Transport)		Distracted/Inattention		Daylight Yes	No Yes	2 0		100 S 1 S	
Column   C						0	No Injury					Daylight No		3 0		-	
Part	19685972 14-Nov-19 ORANGEBURG INTERSTATE					0	1 Possible Injury					t Daylight No	No Yes	3 0 4 0			
Color   Colo	19578999 8-Jun-19 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.56 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	1 Possible Injury			Distracted/Inattention	11:25 Saturday Dry		Yes No	2 0	MAINLINE	10 S	33.31649 -80.5492 38010009500N
Part	19686249 26-Dec-19 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.57 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0 1	No Injury		Rear End	Driving too Fast for Conditions	12:00 Thursday Dry	Daylight No	Yes Yes	3 0 2 0	MAINLINE	10 N 50 S	33.31655 -80.54916 38010009500N
Column   C	18691160 26-Dec-18 ORANGEBURG INTERSTATE		INTERSTATE 95	85.57 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0 0		Tree Motor Unit (Stopped)		Driving too Fast for Conditions Improper Lane use/change	16:00 Saturday Dry 13:50 Wednesday Dry	Daylight No Daylight No	Yes No	1 0 2 0	MAINLINE		33.31663 -80.5491 38010009500N
March   Marc	19611424 30-Jun-19 ORANGEBURG INTERSTATE		INTERSTATE 95	85.58 INTERSTATE	26 MAINLINE INTERSTATE 26 0									3 0	MAINLINE	15 N	33.31668 -80.54907 38010009500N
Column   C	18690788 29-Dec-18 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.58 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	11:38 Saturday Dry	Daylight No	Yes	2 0	MAINLINE	2 S	33.31672 -80.54904 38010009500N
April   Apri	16569331 8-Jun-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.58 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (In Transport)	Angle 1	Improper Turn	14:10 Wednesday Dry	Daylight No	Yes No	2 0	MAINLINE	11 S	33.31675 -80.54902 38010009500N
	16610943 28-Aug-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.59 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (In Transport)	Angle 3	Driving too Fast for Conditions	16:45 Sunday Dry	Daylight No	Yes	3 0	MAINLINE	30 S	33.31679 -80.54899 38010009500N
1906   1906	16548197 25-Apr-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.6 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (Stopped)	Non Collision	Following too Closely	15:20 Monday Dry	Daylight No	No	2 0	MAINLINE	30 S	33.31694 -80.54888 38010009500N
The color of the	15533976 30-Mar-15 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.85 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	22:00 Monday Dry	/ Night No	No	2 0	MAINLINE	2 E	33.3164 -80.54611 38010002600E
Total   Tota	17543410 2-Apr-17 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.29 INTERSTATE	26 MAINLINE INTERSTATE 26 0		0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	12:00 Sunday Dry	Daylight No	Yes	2 0	MAINLINE	140 S	33.31293 -80.55175 38010009500N
Second   Company   Compa	15549551 22-May-15 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.29 INTERSTATE	26 MAINLINE INTERSTATE 26 0		No Injury		Sideswipe, Same Direction	Improper Lane use/change	12:25 Friday Dry	Daylight No	No	2 0			33.31299 -80.55171 38010009500N
MARCHE	18570150 23-May-18 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.3 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	0 No Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction	Improper Lane use/change	13:50 Wednesday We	t Daylight No		2 0 1 0		2 S 2 S	33.31307 -80.55165 38010009500N
2-0-2-1-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-	16555905 8-May-16 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.31 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	1 Possible Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions Driving too Fast for Conditions	16:45 Sunday Dry	Daylight No	Yes	2 0 3 0	MAINLINE	400 S	33.31325 -80.55152 38010009500N
1917-191   1918-191					26 MAINLINE INTERSTATE 26 0	0 :	2 Possible Injury D No Injury	Motor Unit (Stopped) Motor Unit (In Transport)				Daylight No	Yes No	2 0		34 S	
1.000000000000000000000000000000000000	19512758 16-Jan-19 ORANGEBURG INTERSTATE 17568961 26-May-17 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.41 INTERSTATE 85.41 INTERSTATE	26 MAINLINE         INTERSTATE 26         0           26 MAINLINE         INTERSTATE 26         0	0	D No Injury D No Injury	Tree Ditch	Non Collision Non Collision	Ran off Road  Driving too Fast for Conditions	9:00 Friday Dry	Night No Daylight No	No Yes	1 0	MAINLINE	1 N 55 W	33.31452 -80.55062 38010009500N
1554000   7-40   150-00000000000000000000000000000000000	19605227 20-Jul-19 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.45 INTERSTATE	26 MAINLINE INTERSTATE 26 0		D No Injury D No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	9:40 Saturday Dry	Daylight Yes Daylight No	Yes	2 0 3 0	MAINLINE		33.3149 -80.55034 38010009500N
1933/26    946-37    0000000000000000000000000000000000	15584180 7-Aug-15 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.46 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Motor Unit (Stopped)	Rear End	Improper Lane use/change	14:10 Friday Dry	Daylight No	No	3 0	MAINLINE	20 S	33.31506 -80.55023 38010009500N
1862/334  4-OC.19 GAMARGEMS  INTESTATE 26  MARKINE   STRESTATE 55  16.8 SINTESTATE 55  16.8 SINTESTATE 55  16.8 SINTESTATE 55  MARKINE   STRESTATE 5	17532874 9-Mar-17 ORANGEBURG INTERSTATE	95 MAINLINE	INTERSTATE 95	85.46 INTERSTATE	26 MAINLINE INTERSTATE 26 0	0	No Injury	Tree	Non Collision	Driving too Fast for Conditions	5:17 Thursday Dry	/ Night No	Yes	1 0	MAINLINE		33.31516 -80.55016 38010009500N
1575-0882   33-Jul   51   50   50   50   50   50   50   50	19661824 4-Oct-19 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.86 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	0 No Injury	Overturn/Rollover	Non Collision	Driving too Fast for Conditions	9:38 Friday Dry	Daylight No		1 0	MAINLINE	200 E	33.31632 -80.54603 38010002600E
1969986  12-May   176908  12-May   176908  12-May   176908	15571088 13-Jul-15 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.87 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	13:32 Monday Dry	Daylight No		2 0	MAINLINE	20 E	33.31623 -80.54594 38010002600E
15552177   3-Apr-15   OAARGEBURG   INTESTATE   26 MARNUNE   INTESTATE   27 MARNUNE   INTESTATE   31 MARNUNE   INTESTATE	17606904 12-Aug-17 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.92 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	21:20 Saturday Dry	Night No	No	2 0	MAINLINE	24 E	33.3156 -80.54533 38010002600E
1967333   3-Dec-19 GRANGERURG   INTERSTATE 5   1967333   1-Dec-19 GRANGERURG   INTERSTATE 5   1967333   1-Dec-19 GRANGERURG   INTERSTATE 5   1967333   1-Dec-19 GRANGERURG   INTERSTATE 5   1-DEC-	15532170 3-Apr-15 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.98 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	18:35 Friday Dry	Daylight No	Yes	2 0	MAINLINE	10 S	33.31492 -80.54468 38010002600E
15936950 22-May-13) GRANGEBURG (INTERSTATE 25 IASAS/INTERSTATE 95 MAINLINE INTERSTATE 25 IASAS/INTERSTATE 25	19673538 1-Dec-19 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	169.03 INTERSTATE	95 MAINLINE INTERSTATE 95 0		No Injury		Rear End	Driving too Fast for Conditions	13:46 Sunday We	t Daylight No	Yes	2 0	MAINLINE	1 E	33.3144 -80.54418 38010002600E
18608563   29-Jul-19   ORANGEBURG   INTERSTATE   25   MAINLINE   12   MA	15549550 22-May-15 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.87 INTERSTATE	95 MAINLINE INTERSTATE 95 1	1 0	1 Fatal	Tree Motor Unit (Parked)	Non Collision	Unknown	15:00 Friday Dry	Daylight No	No	1 0	MAINLINE	5 E 3 E	33.31429 -80.54407 38010002600E
1993636   29-Jun-19   CRANGEBURG   1959784	18608563 29-Jul-18 ORANGEBURG INTERSTATE	26 MAINLINE	INTERSTATE 26	168.87 INTERSTATE	95 MAINLINE INTERSTATE 95 0	0	No Injury	Motor Unit (In Transport)	Angle 1	Improper Turn	9:15 Sunday Dry	Daylight No	No	2 0	MAINLINE	25 E	33.31356 -80.54337 38010002600E
19587329   7-Apr-19   DORCHESTER   INTERSTATE   26 MAINLINE   INTERSTATE	19593636 29-Jun-19 ORANGEBURG INTERSTATE			168.87 INTERSTATE 168.87 INTERSTATE	95 MAINLINE INTERSTATE 95 0 95 MAINLINE INTERSTATE 95 0	0	1 Possible Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	11:15 Saturday Dry	Daylight No		2 0 3 0		1 E 2 E	33.31334 -80.54317 38010002600E
15512468   12-Feb.13   DORCHESTER   INTERSTATE 26   169.03   LOCAL ROAD   337 MAINLINE   WEATHERS FARM RD   0   0   No Injury   Tree   Non Collision   15.000   Thursday   Dry   Daylight   Ves   Ves   1   0   MAINLINE   77   W   3.3.51207   80.54297   80010002000E   15.000   No Injury   Non Collision   Non-Collision	19587329 7-Apr-19 DORCHESTER INTERSTATE				337 MAINLINE WEATHERS FARM RD 0 337 MAINLINE WEATHERS FARM RD 0	0 0	0 No Injury	Motor Unit (In Transport)	Rear End		13:17 Sunday Dry	Daylight No	Yes No	2 0 2		10 W	33.31311 -80.54294 18010002600E
17509361 11-1an-17 DORCHESTER   INTERSTATE 26   IMAINLINE   INTERSTATE 26   ISO-00   ILOCAL ROAD   337   MAINLINE   WEATHERS FARM RD   0   O   No Injury   Motor Unit (In Transport)   Sideswipe, Same Direction   Improper Lane use/Change   16:30   Wednesday   Dry   Daylight   No   No   2   O   MAINLINE   Tree   No Injury   Tree   No Inclusion   Interstate 26   Iso-02   Is	15609599 12-Oct-15 DORCHESTER INTERSTATE	26 MAINLINE	INTERSTATE 26	169.04 LOCAL ROAD	337 MAINLINE WEATHERS FARM RD 0	0 0	D No Injury D No Injury	Tree Animal (Deer Only)	Non Collision	Animal in Road	16:00 Thursday Dry 7:15 Monday Dry	Daylight Yes Daylight No		1 0	MAINLINE	3 E	33.31295 -80.54279 18010002600E
	15585240 18-Aug-15 DORCHESTER INTERSTATE	26 MAINLINE	INTERSTATE 26	169.07 LOCAL ROAD	337 MAINLINE WEATHERS FARM RD 0		D No Injury D No Injury	Tree	Non Collision	Driving too Fast for Conditions	12:45 Tuesday Dry	Daylight No Daylight No	Yes	2 0 1 0	MAINLINE	2 E	33.31265 -80.54251 18010002600E
						0								1 0			

45C20C04 24 Nov. 45 DODGUESTED	INTERCTATE	26 MAINLINE	INTERSTATE 26	169.11 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	olara taissa	Manager (In the Townson)	Sidemiles Come Diseasing	1	2.45 C-+	Day Marks No. No.		MAINLINE	T ols	22 21210	00 54205 40040
15630694 21-Nov-15 DORCHESTER 16570908 5-Jun-16 DORCHESTER	INTERSTATE	26 MAINLINE	INTERSTATE 26	169.12 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Ditch	Sideswipe, Same Direction Angle 3	Driving too Fast for Conditions 0:	2:45 Saturday D 0:20 Sunday D	Dry Night No No Dry Night No Yes	2 0	MAINLINE	8 E 68 W	33.31209	-80.54205 180100 -80.54196 180100
16564459 29-May-16 DORCHESTER 19671591 21-Nov-19 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.13 LOCAL ROAD 169.16 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD 0 0	0 No Injury 1 Possible Injury	Tree Tree	Non Collision Non Collision	Fatigued/Asleep 11:	1:50 Thursday D	Wet Night No Yes Dry Daylight No No	1 0	MAINLINE MAINLINE	68 W 13 W	33.31163	-80.5419 180100 -80.54152 180100
19519078 16-Feb-19 DORCHESTER 17665154 20-Nov-17 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.21 LOCAL ROAD 169.22 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         0         0	2 Non-Incapacitating Injury 1 Possible Injury	Tree	Non Collision Sideswipe, Same Direction		7:40 Saturday W 8:10 Monday D	Wet Daylight Yes No Dry Daylight No Yes	2 0	MAINLINE MAINLINE	60 W		-80.54105 180100 -80.54094 180100
16599870 26-Jul-16 DORCHESTER 15636240 25-Nov-15 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.22 LOCAL ROAD 169.24 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD   0   0   0	1 Possible Injury 0 No Injury	Ran off Road Right Motor Unit (In Transport)	Non Collision Rear End		1:00 Tuesday D 2:05 Wednesday D	Dry Night Yes No Dry Daylight No Yes	2 1	MAINLINE	1 E		-80.54084 180100 -80.54066 180100
16657790 29-Nov-16 DORCHESTER 18654034 18-Oct-18 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.26 LOCAL ROAD 169.27 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         1         1           WEATHERS FARM RD         0         0	0 Fatal 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Aggressive Operation 7:	7:02 Tuesday W 8:10 Thursday D	Wet Daylight No No Dry Daylight Yes No	1 0	MAINLINE MAINLINE	100 W		-80.54049 180100 -80.54036 180100
15599225 7-Sep-15 DORCHESTER 19519591 16-Feb-19 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	169.28 LOCAL ROAD 169.31 LOCAL ROAD	337 MAINLINE 337 MAINLINE		0 No Injury	Tree	Non Collision Rear End	Driving too Fast for Conditions 8:		Dry Daylight No Yes	1 0	MAINLINE	100 W	33.31031	-80.54026 180100 -80.53986 180100
16537850 29-Mar-16 DORCHESTER	INTERSTATE :	26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.36 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	0 No Injury 1 Non-Incapacitating Injury	Motor Unit (In Transport) y Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions 5:	5:00 Tuesday D	Dry Daylight No Yes	2 0	MAINLINE	44 W	33.30933	-80.53932 180100
16508297 23-Jan-16 DORCHESTER 18582229 16-Jun-18 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26	169.4 LOCAL ROAD 169.41 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD 0 0	1 Possible Injury 0 No Injury	Ran off Road Left	Non Collision Angle 3	Improper Lane use/change 12:	2:35 Saturday D	Wet Night No Yes Dry Daylight No No	2 0	MAINLINE MAINLINE	42 W 40 W	33.30884	-80.53894 180100 -80.53884 180100
16536215 1-Apr-16 DORCHESTER 15503781 12-Jan-15 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.59 SECONDARY ROAD 84.65 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD   0   0   0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction Non Collision		5:45 Friday D 0:20 Monday W	Dry Daylight No No Wet Daylight No Yes	1 0	MAINLINE MAINLINE	201 N 300 N		-80.55524 180100 -80.55504 180100
15637637 28-Nov-15 DORCHESTER 15564403 28-Jun-15 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.7 SECONDARY ROAD 84.71 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 1 Possible Injury	Motor Unit (Stopped) Median Barrier	Rear End Non Collision		4:41 Saturday D 9:55 Sunday D	Dry Daylight No Yes Dry Daylight Yes No	3 0	MAINLINE	5 N 117 N		-80.55488 180100 -80.55483 180100
15562234 20-Jun-15 ORANGEBURG 15558788 12-Jun-15 ORANGEBURG	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95	84.9 INTERSTATE 84.95 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 0 0 INTERSTATE 26 0 0	0 No Injury 4 Non-Incapacitating Injury	Motor Unit (Stopped) y Median Barrier	Rear End Non Collision		2:16 Saturday D 8:32 Friday D	Dry Daylight No Yes Dry Daylight No No	3 0	MAINLINE MAINLINE	100 S	33.30776	-80.55417 380100 -80.55397 380100
15574565 18-Jul-15 ORANGEBURG	INTERSTATE 9	95 MAINLINE 95 MAINLINE	INTERSTATE 95	84.97 INTERSTATE 84.99 INTERSTATE	26 MAINLINE	INTERSTATE 26 0 0	0 No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions 11:	1:53 Saturday D	Dry Daylight No Yes	2 0	MAINLINE	100 S	33.30869	-80.55391 380100
15647784 22-Dec-15 ORANGEBURG 16659986 26-Nov-16 ORANGEBURG	INTERSTATE 5	95 MAINLINE	INTERSTATE 95	85 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Median Barrier Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 15:	5:50 Saturday D	Dry Daylight No Yes	3 0	MAINLINE	50 S 50 N	33.30912	-80.55381 380100 -80.55378 380100
16614103 2-Sep-16 ORANGEBURG 15651861 27-Dec-15 ORANGEBURG	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85 INTERSTATE 85.08 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 1 Incapacitating Injury	Embankment Motor Unit (Stopped)	Non Collision Rear End	Driving too Fast for Conditions 9:		Wet Daylight No Yes Dry Daylight No Yes	3 0	MAINLINE	10 S 1 S		-80.55378 380100 -80.5533 380100
15526261 14-Mar-15 ORANGEBURG 16574496 16-Jun-16 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.09 INTERSTATE 85.1 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 3 Possible Injury	Ran off Road Left Median Barrier	Non Collision Non Collision	5		Wet Daylight Yes Yes Wet Daylight Yes Yes	1 0	MAINLINE	100 S 100 S		-80.55327 380100 -80.55322 380100
15591611 25-Aug-15 ORANGEBURG 15599011 7-Sep-15 ORANGEBURG		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.11 INTERSTATE 85.12 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Motor Unit (In Transport) Median Barrier	Angle 3 Non Collision		0:30 Tuesday D 3:47 Monday W	Dry Night No No Wet Daylight No Yes	2 0	MAINLINE	170 S 280 S		-80.55314 380100 -80.55305 380100
15602526 22-Sep-15 ORANGEBURG 16614142 12-Sep-16 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.14 INTERSTATE 85.17 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury	Median Barrier Median Barrier	Non Collision Non Collision	Improper Lane use/change 0:	0:50 Tuesday W 7:34 Monday W	Wet Night No No	2 0	MAINLINE	100 S 50 N		-80.55297 380100 -80.55273 380100
16601044 4-Aug-16 ORANGEBURG	INTERSTATE 5	95 MAINLINE	INTERSTATE 95	85.17 INTERSTATE	26 MAINLINE	INTERSTATE 26 0 0	0 No Injury 0 No Injury	Median Barrier	Non Collision	Driving too Fast for Conditions 17:	7:50 Thursday W	Wet Daylight No Yes Wet Daylight No Yes	1 0	MAINLINE	90 S	33.31144	-80.55272 380100
16673689 22-Dec-16 ORANGEBURG 16569317 19-May-16 ORANGEBURG	INTERSTATE 9	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.17 INTERSTATE 85.18 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Driving too Fast for Conditions 17:	3:45 Thursday D 7:49 Thursday W	Dry Daylight No Yes  Wet Daylight No Yes	1 0	MAINLINE MAINLINE	70 S	33.31159	-80.5527 380100 -80.55264 380100
16564465 29-May-16 ORANGEBURG 15637523 6-Dec-15 ORANGEBURG		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.2 INTERSTATE 85.2 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Angle 3		3:40 Sunday W 0:50 Sunday D	Wet Daylight Yes Yes Dry Daylight No No	2 0	MAINLINE	68 S 25 S		-80.55251 380100 -80.55245 380100
18632654 15-Sep-18 ORANGEBURG 17614823 27-Aug-17 ORANGEBURG	INTERSTATE 9	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.22 INTERSTATE 85.23 INTERSTATE	26 MAINLINE 26 MAINLINE		0 No Injury 0 No Injury	Tree Median Barrier	Non Collision Angle 1	Driving too Fast for Conditions 12:		Wet Daylight Yes Yes Dry Daylight No No	1 0 2	MAINLINE MAINLINE	1 N 100 S		-80.55231 380100 -80.55223 380100
15531091 4-Apr-15 ORANGEBURG 17668388 8-Dec-17 ORANGEBURG	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.24 INTERSTATE 85.25 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 1 Possible Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Driving too Fast for Conditions 10:	0:42 Saturday D 6:00 Friday W	Dry Daylight No Yes	2 0	MAINLINE MAINLINE	1000 N	33.31233	-80.55217 380100 -80.55217 380100
19585362 23-Jun-19 ORANGEBURG	INTERSTATE 5	95 MAINLINE	INTERSTATE 95	85.25 INTERSTATE	26 MAINLINE	INTERSTATE 26 0 0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions 11:	1:16 Sunday D	Wet Night No No Dry Daylight No Yes	2 0	MAINLINE	19 5	33.31249	-80.55206 380100
18569797 16-May-18 ORANGEBURG 18582183 8-Jun-18 ORANGEBURG	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95	85.25 INTERSTATE 85.26 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 6 Possible Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End	Driving too Fast for Conditions 12:	7:00 Wednesday W 2:50 Friday D	Wet Daylight No Yes Dry Daylight No Yes	3 0	MAINLINE MAINLINE	40 S 13 S	33.31255	-80.55205 380100 -80.55202 380100
19586755 22-Jun-19 ORANGEBURG 15607939 3-Oct-15 ORANGEBURG	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	85.26 INTERSTATE 85.27 INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26	0 No Injury 0 No Injury	Motor Unit (In Transport) Median Barrier	Rear End Non Collision		2:42 Saturday D 6:59 Saturday W	Dry Daylight No Yes Wet Daylight No Yes	2 0 1 0	MAINLINE MAINLINE	100 S 20 S		-80.55197 380100 -80.55194 380100
17624738 15-Sep-17 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.19 LOCAL ROAD 170.18 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         1         1	0 No Injury 0 Fatal	Tree Tree	Non Collision Non Collision	Improper Lane use/change 5:	5:35 Friday D 3:07 Wednesday D	Dry Night No No Dry Daylight No No	1 0 US ROUTE 1 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 38 E US 15 HWY N 37 E	33.3	-80.53038 180100 -80.53054 180100
18522411 15-Feb-18 DORCHESTER 19579215 7-Jun-19 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26	170.16 LOCAL ROAD 170.15 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD	1 Possible Injury 0 No Injury	Motor Unit (Parked)  Motor Unit (In Transport)	Angle 2 Sideswipe, Same Direction	Under the Influence 3:	3:20 Thursday D 6:08 Friday D	Dry Night No No Dry Daylight No No	2 O US ROUTE 2 O US ROUTE 2 O US ROUTE		US 15 HWY N 35 E	33.30039	-80.53076 180100 -80.53078 180100
19635356 27-Sep-19 DORCHESTER 18654004 12-Oct-18 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.15 LOCAL ROAD 170.13 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD 0 0  WEATHERS FARM RD 0 0	1 Possible Injury 0 No Injury	Ran off Road Right Motor Unit (Stopped)	Rear End	Under the Influence 20:	0:04 Friday D	Dry Night No No	2 0 US ROUTE 2 0 US ROUTE 2 0 US ROUTE	15 MAINLINE	US 15 HWY N 35 W US 15 HWY N 32 E	33.30042	-80.53079 180100 -80.53104 180100
18558578 5-May-18 DORCHESTER	INTERSTATE :	26 MAINLINE	INTERSTATE 26	170.05 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	0 No Injury	Guardrail Face	Sideswipe, Same Direction Non Collision	Ran off Road 9:	9:10 Saturday D	Dry Daylight No No	1 0 US ROUTE	15 MAINLINE	US 15 HWY N 100 W	33.30162	-80.53193 180100
19593926 27-Jun-19 DORCHESTER 18582235 13-Jun-18 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.93 LOCAL ROAD 169.9 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Sideswipe, Same Direction Rear End	Driving too Fast for Conditions 7:	7:32 Thursday D 7:00 Wednesday D	Dry Daylight No No Dry Daylight Yes Yes	2 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 13 E US 15 HWY N 9 W	00.00-00	-80.53318 180100 -80.53356 180100
15537552 19-Apr-15 DORCHESTER 17520557 13-Feb-17 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.84 LOCAL ROAD 169.83 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD   0   0   0	0 No Injury 2 Possible Injury	Tree Motor Unit (In Transport)	Non Collision Rear End		7:30 Sunday D 7:20 Monday D	Dry Daylight No Yes Dry Daylight No No	1 0 US ROUTE 4 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 100 W US 15 HWY N 160 W		-80.5342 180100 -80.53431 180100
16666190 11-Dec-16 DORCHESTER 18541996 17-Mar-18 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.82 LOCAL ROAD 169.82 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD 0 0  WEATHERS FARM RD 0 1	0 No Injury 1 Incapacitating Injury	Cross Median/Center Guardrail Face	Sideswipe, Same Direction Non Collision	Improper Lane use/change 15:	5:57 Sunday D 2:55 Saturday D	Dry Daylight No No	2 0 US ROUTE 1 1 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 200 E US 15 HWY N 0 E		-80.53439 180100 -80.53442 180100
17637969 12-Oct-17 DORCHESTER	INTERSTATE :	26 MAINLINE	INTERSTATE 26	169.79 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	0 No Injury	Other Movable Object	Non Collision	Debris 17:	7:50 Thursday D	Dry Daylight No No Dry Daylight No No	1 0	MAINLINE	2 E	33.30457	-80.53476 180100
17528504 13-Feb-17 DORCHESTER 19541483 24-Mar-19 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.66 LOCAL ROAD 169.66 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         0         0	0 No Injury 0 No Injury	Ditch	Non Collision Sideswipe, Same Direction	Tires/Wheel 15:	7:31 Monday D 5:57 Sunday D	Dry Daylight No No Dry Daylight No No	2 0	MAINLINE MAINLINE	13 E 63 W	33.30601	-80.53589 180100 -80.53613 180100
17588758 10-Jul-17 DORCHESTER 18667363 18-Nov-18 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.63 LOCAL ROAD 169.62 LOCAL ROAD	337 MAINLINE 337 MAINLINE		1 Non-Incapacitating Injury 0 No Injury	y Bridge Overhead Structure Tree	Non Collision Non Collision		2:33 Monday D 5:20 Sunday W	Dry Daylight No No Wet Daylight No Yes	1 0	MAINLINE	1 W	33.30643	-80.53644 180100 -80.53653 180100
15585841 22-Aug-15 DORCHESTER 18587675 28-Jun-18 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.6 LOCAL ROAD 169.6 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD   0   0   0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Rear End		8:50 Saturday D 5:40 Thursday D	Dry Daylight No No Dry Daylight Yes Yes	2 0	MAINLINE	20 W		-80.53675 180100 -80.53676 180100
18619317 21-Aug-18 DORCHESTER 19612821 16-Aug-19 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	169.57 LOCAL ROAD 169.49 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD	1 Non-Incapacitating Injury 0 No Injury	y Tree Tree	Non Collision Non Collision		1:09 Tuesday D 1:28 Friday D	Dry Night No No Dry Night No No	1 0	MAINLINE MAINLINE	53 W 31 W		-80.53714 180100 -80.53798 180100
18539801 29-Mar-18 DORCHESTER 19530277 12-Feb-19 ORANGEBURG	INTERSTATE	26 MAINLINE 95 MAINLINE	INTERSTATE 26 INTERSTATE 95	169.46 LOCAL ROAD 87.45 INTERSTATE	337 MAINLINE 26 MAINLINE	WEATHERS FARM RD	0 No Injury	Tree Animal (Deer Only)	Non Collision Non Collision		4:40 Thursday D 4:18 Tuesday D	Dry Daylight Yes No	1 0 US ROUTE	MAINLINE 176 MAINLINE	34 W OLD STATE RD 100 N		-80.53826 180100 -80.53468 380100
19512945 4-Jan-19 ORANGEBURG	INTERSTATE 5	95 MAINLINE	INTERSTATE 95	87.51 INTERSTATE	26 MAINLINE 337 MAINLINE	INTERSTATE 26 0 0	0 No Injury 0 No Injury	Tree	Non Collision	Improper Lane use/change 16:	6:19 Friday W	Dry Night No No Wet Daylight No No	2 0 US ROUTE	176 MAINLINE	OLD STATE RD 200 N	33.34178	-80.53427 380100
17590141 15-Jul-17 DORCHESTER 18645275 16-Oct-18 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.21 LOCAL ROAD 170.22 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         0         0	1 Non-Incapacitating Injury 0 No Injury	Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Wrong side or Wrong Way 14:	6:54 Saturday D 4:15 Tuesday D	Dry Daylight No No Dry Daylight Yes No	1 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 41 E US 15 HWY N 42 E	33.29963	-80.53017 180100 -80.53002 180100
17530089 10-Mar-17 DORCHESTER 19676901 27-Nov-19 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.26 LOCAL ROAD 170.31 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD   0   0   0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 18: Driving too Fast for Conditions 17:	8:40 Friday D 7:20 Wednesday D	Dry Night No Yes Dry Night No Yes	2 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 225 W US 15 HWY N 125 W		-80.52959 180100 -80.52909 180100
15509965 5-Feb-15 DORCHESTER 16505259 18-Jan-16 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.35 LOCAL ROAD 170.37 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         0         0	0 No Injury 0 No Injury	Ran off Road Left Motor Unit (Stopped)	Sideswipe, Same Direction Rear End		0:45 Thursday D 8:25 Monday D	Dry         Night         No         No           Dry         Night         No         No	2 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 55 E US 15 HWY N 90 E		-80.52867 180100 -80.52847 180100
19684864 21-Dec-19 DORCHESTER 19559113 28-Apr-19 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.4 LOCAL ROAD 170.42 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD         0         0           WEATHERS FARM RD         0         1	0 No Injury 2 Incapacitating Injury	Ditch Tree	Non Collision Angle 3	Improper Lane use/change 2:	2:25 Saturday D 1:33 Sunday D	Dry Night No No Dry Daylight No No	1 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 164 W US 15 HWY N 62 E		-80.52815 180100 -80.52784 180100
18577428 8-Jun-18 DORCHESTER 19618770 16-Aug-19 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.45 LOCAL ROAD 170.49 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD 0 0  WEATHERS FARM RD 0 0	0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction Non Collision	Improper Lane use/change 17:	7:30 Friday D	Dry Daylight No No	2 O US ROUTE 1 O US ROUTE	15 MAINLINE	US 15 HWY N 65 E US 15 HWY N 69 E	33.29702	-80.52752 180100 -80.52756 180100
18581094 13-Jun-18 DORCHESTER	INTERSTATE :	26 MAINLINE	INTERSTATE 26	170.51 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	1 Possible Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions 16:	3:38 Friday D 6:15 Wednesday D		2 0 US ROUTE	15 MAINLINE	US 15 HWY N 71 W	33.2964	-80.52692 180100
16547960 22-Apr-16 DORCHESTER 15637527 30-Nov-15 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.51 LOCAL ROAD 170.57 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD   0   0   0	0 No Injury 0 No Injury	Ditch Motor Unit (In Transport)	Rear End Sideswipe, Same Direction		9:30 Friday W 6:25 Monday D	Wet Daylight No No Dry Daylight No No	2 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 104 E US 15 HWY N 77 W		-80.52692 180100 -80.52628 180100
16529085 13-Mar-16 DORCHESTER 19674233 5-Dec-19 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.58 LOCAL ROAD 170.58 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD   0   0   0	0 No Injury 0 No Injury	Ditch Motor Unit (Stopped)	Non Collision Rear End		1:15 Sunday D 4:50 Thursday D	Dry         Daylight         No         No           Dry         Daylight         No         No	1 0 US ROUTE 2 0 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 77 E US 15 HWY N 194 W		-80.52619 180100 -80.52618 180100
17638682 16-Oct-17 DORCHESTER 18588646 20-Jun-18 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.6 LOCAL ROAD 170.62 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD	0 No Injury 0 No Injury	Median Barrier Tree	Non Collision Non Collision	Tires/Wheel 2:	2:30 Monday D 9:00 Wednesday W	Dry Night No No	1 0 US ROUTE 1 0 US ROUTE		US 15 HWY N 80 E US 15 HWY N 142 E	33.29534	-80.52591 180100 -80.52575 180100
19672221 5-Dec-19 DORCHESTER 17565646 20-May-17 DORCHESTER	INTERSTATE	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.62 LOCAL ROAD 170.62 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FARM RD 1 2	1 Fatal 0 No Injury	Tree Median Barrier	Non Collision Non Collision	Ran off Road 12:	2:44 Thursday D	Dry Daylight No No Dry Daylight No Yes	1 0 US ROUTE 1 0 US ROUTE	15 MAINLINE	US 15 HWY N 142 W US 15 HWY N 156 W	33.29517	-80.52574 180100 -80.52574 180100
17555525 2-May-17 DORCHESTER	INTERSTATE :	26 MAINLINE	INTERSTATE 26	170.63 LOCAL ROAD	337 MAINLINE	WEATHERS FARM RD 0 0	0 No Injury	Median Barrier	Non Collision	Ran off Road 23:	3:55 Tuesday D	Dry Night No No	1 0 US ROUTE	15 MAINLINE	US 15 HWY N 116 E	33.29505	-80.52563 180100
19543643 5-Apr-19 DORCHESTER 19662668 8-Nov-19 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26	170.67 US ROUTE 170.67 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 0 0	0 No Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Improper Lane use/change 12:	2:05 Friday D 2:23 Friday D	Dry Daylight No No Dry Daylight Yes No	2 0 LOCAL ROAD	337 MAINLINE	WEATHERS FAI 86 E WEATHERS FAI 87 E	33.29454	-80.5252 180100 -80.52514 180100
16611231 2-Sep-16 DORCHESTER 18627265 1-Sep-18 DORCHESTER	INTERSTATE :	26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.68 US ROUTE 170.72 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 0 0 0 US 15 HWY N 0 0	1 Possible Injury 1 Non-Incapacitating Injury		Non Collision Non Collision	Tires/Wheel 11:	6:00 Friday W 1:33 Saturday D	Wet Daylight No Yes Dry Daylight No No	1 0 LOCAL ROAD		WEATHERS FAI 230 W	33.29401	-80.52504 180100 -80.52463 180100
15512419 10-Feb-15 DORCHESTER 17543360 23-Mar-17 DORCHESTER		26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.74 US ROUTE 170.77 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 0 0 0 US 15 HWY N 0 0	0 No Injury 1 Non-Incapacitating Injury	Motor Unit (Parked)	Sideswipe, Same Direction Non Collision		1:00 Tuesday D 2:24 Thursday D	Dry Night No No Dry Daylight No No	2 0 LOCAL ROAD 1 1 LOCAL ROAD	337 MAINLINE 337 MAINLINE	WEATHERS FAI 60 W WEATHERS FAI 97 W		-80.52442 180100 -80.52411 180100
15556669 11-Jun-15 DORCHESTER 15521650 27-Feb-15 DORCHESTER	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.67 SECONDARY ROAD 83.67 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Animal (Deer Only)  Motor Unit (In Transport)	Non Collision Rear End	Animal in Road 5:	5:15 Thursday D 5:45 Friday D	Dry Daylight No No Dry Daylight No Yes	1 0 US ROUTE	178 MAINLINE 178 MAINLINE	CHARLESTON H 200 N CHARLESTON H 100 S	33.29063	-80.55957 180100 -80.55954 180100
16673907 23-Dec-16 DORCHESTER	INTERSTATE	95 MAINLINE	INTERSTATE 95	83.72 SECONDARY ROAD	11 MAINLINE 11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions 17:	7:10 Friday D	Dry Night No Yes	2 0 US ROUTE	178 MAINLINE 178 MAINLINE	CHARLESTON F 100 3 CHARLESTON F 55 S CHARLESTON F 31 S	33.29137	-80.55921 180100
15578366 26-Jul-15 DORCHESTER 16642327 24-Oct-16 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95	83.78 SECONDARY ROAD 83.8 SECONDARY ROAD	11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Overturn/Rollover Median Barrier	Non Collision Non Collision	Improper Lane use/change 6:	0:45 Sunday D 6:32 Monday D	Dry Daylight No No	2 0 US ROUTE	178 MAINLINE	CHARLESTON H 29 S	33.29239	-80.55881 180100 -80.55872 180100
15652558 31-Dec-15 DORCHESTER 17674408 8-Dec-17 DORCHESTER	INTERSTATE 9	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.83 SECONDARY ROAD 83.87 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Rear End Non Collision	Ran off Road 5:	5:30 Friday W	Dry Daylight Yes Yes Wet Night No No	1 0 US ROUTE	178 MAINLINE	CHARLESTON F 26 S CHARLESTON F 200 N	33.29332	-80.55854 180100 -80.55828 180100
17583742 3-Jul-17 DORCHESTER 18615539 12-Aug-18 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.92 SECONDARY ROAD 83.92 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Median Barrier	Angle 3 Non Collision		7:20 Monday W 3:10 Sunday D	Wet Daylight No No Dry Daylight No Yes		178 MAINLINE 178 MAINLINE	CHARLESTON F 10 S CHARLESTON F 9 S		-80.55799 180100 -80.55794 180100
18583998 15-Jun-18 DORCHESTER 17533713 18-Mar-17 DORCHESTER	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95	83.94 SECONDARY ROAD 83.96 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Tree	Sideswipe, Same Direction Non Collision	Improper Lane use/change 3:	3:52 Friday D 0:10 Saturday D	Dry Night No No Dry Night No No		178 MAINLINE 178 MAINLINE	CHARLESTON H 7 N		-80.55782 180100 -80.55772 180100
15565968 4-Jul-15 DORCHESTER	INTERSTATE 5	95 MAINLINE	INTERSTATE 95	83.96 SECONDARY ROAD	11 MAINLINE 11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury	Ditch	Non Collision	Under the Influence 22:	2:30 Saturday W	Wet Night No No	1 0 US ROUTE	178 MAINLINE	CHARLESTON F 5 S CHARLESTON F 1 S	33.29461	-80.55772 18010
16634992 20-Oct-16 DORCHESTER 16598944 13-Aug-16 DORCHESTER	SECONDARY R	95 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD	84 SECONDARY ROAD 0.57 INTERSTATE	95 MAINLINE	DUNCAN CHAPEL RD   0   0	0 No Injury 1 Possible Injury	Other Movable Object Ditch	Non Collision Non Collision	Under the Influence 20:	7:43 Thursday D 0:15 Saturday D	Dry Daylight No No Dry Night No No		178 MAINLINE 2546 MAINLINE	JOHNNIE DR 5 N	33.29567	-80.55754 18010 -80.55865 18070
15565505 2-Jul-15 DORCHESTER 17647598 23-Oct-17 DORCHESTER		95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.03 SECONDARY ROAD 84.05 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End		0:33 Thursday D 4:34 Monday W	Dry Daylight No No Wet Daylight No No	2 0	MAINLINE MAINLINE	2 N 24 N		-80.55736 18010 -80.55728 18010
17585726 6-Jul-17 DORCHESTER 16611721 2-Sep-16 DORCHESTER	INTERSTATE	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.06 SECONDARY ROAD 84.06 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Other Movable Object Median Barrier	Non Collision Non Collision	Tires/Wheel 16:	6:59 Thursday D 0:00 Friday W		3 0 1	MAINLINE MAINLINE	5 N 100 N	33.29591	-80.55724 180100 -80.55723 180100
15575889 14-Jul-15 DORCHESTER 19501063 3-Jan-19 DORCHESTER	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.06 SECONDARY ROAD 84.08 SECONDARY ROAD	11 MAINLINE 11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury	Motor Unit (In Transport)  Median Barrier	Sideswipe, Same Direction Non Collision	Improper Lane use/change 11:	1:30 Tuesday D	Dry Daylight No No	2 0	MAINLINE MAINLINE	5 S	33.29601	-80.55721 18010
16500588 2-Jan-16 DORCHESTER	INTERSTATE 5	95 MAINLINE	INTERSTATE 95	84.09 SECONDARY ROAD	11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions 16:	3:30 Thursday D 6:00 Saturday D	Dry Daylight No Yes Dry Daylight No Yes	3 0	MAINLINE	7 N	33.29634	-80.5571 18010 -80.55709 18010
16672572 23-Dec-16 DORCHESTER 17547276 8-Apr-17 DORCHESTER	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.14 SECONDARY ROAD 84.22 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	1 Possible Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 11:	2:50 Friday D 1:00 Saturday D	Dry Daylight No No Dry Daylight No Yes	2 0 2	MAINLINE MAINLINE	13 N 29 N	33.29815	-80.55684 18010 -80.55657 18010
19602694 14-Jul-19 DORCHESTER 19687369 29-Dec-19 DORCHESTER	INTERSTATE 5	95 MAINLINE 95 MAINLINE	INTERSTATE 95 INTERSTATE 95	84.31 SECONDARY ROAD 84.32 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD         0         0           DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 16:	6:35 Sunday D 0:32 Sunday W	Dry Daylight No Yes Wet Daylight No Yes	3 0 2 0	MAINLINE MAINLINE	75 N 40 N	33.29949	-80.55624 180100 -80.5562 180100
17675361 26-Nov-17 DORCHESTER 15599224 11-Sep-15 DORCHESTER	INTERSTATE 9	95 MAINLINE 95 MAINLINE	INTERSTATE 95	84.33 SECONDARY ROAD 84.34 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD	0 No Injury	Motor Unit (In Transport)	Rear End Non Collision	Driving too Fast for Conditions 15:	5:05 Sunday D 2:45 Friday D	Dry Daylight No Yes	2 0	MAINLINE MAINLINE	52 N	33.29978	-80.55617 180100 -80.55614 180100
TOTOTAL TTOURT TOUR TOUR THE STER	INTERSTATE	95 MAINLINE	INTERSTATE 95	84.35 SECONDARY ROAD	11 MAINLINE	DUNCAN CHAPEL RD 0 0	0 No Injury 0 No Injury	Animal (Deer Only)  Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions 14:	4:23 Sunday D	Dry Night No No Dry Daylight Yes Yes	3 0	MAINLINE	54 N 100 N	33.30009	-80.55609 180100
18624734 29-Jul-18 DORCHESTER		95 MAINLINE	INTERSTATE 95	84.36 SECONDARY ROAD 84.37 SECONDARY ROAD	11 MAINLINE 11 MAINLINE	DUNCAN CHAPEL RD 0 0  DUNCAN CHAPEL RD 0 0	0 No Injury 0 No Injury	Median Barrier Tree	Non Collision Non Collision		3:35 Friday D 0:12 Friday D	Dry Night No Yes Dry Night No No	2 0	MAINLINE	28 N 200 S		-80.55608 180100 -80.55602 180100
18624734 29-Jul-18 DORCHESTER 17598441 28-Jul-17 DORCHESTER 15550861 22-May-15 DORCHESTER	INTERSTATE	95 MAINLINE	INTERSTATE 95														
18624734 29-Jul-18 DORCHESTER 17598441 28-Jul-17 DORCHESTER	INTERSTATE SINTERSTATE	95 MAINLINE 26 MAINLINE 26 MAINLINE	INTERSTATE 26 INTERSTATE 26	170.92 US ROUTE 170.95 US ROUTE	15 MAINLINE 15 MAINLINE	US 15 HWY N 0 0 US 15 HWY N 0 1	0 No Injury 5 Incapacitating Injury	Motor Unit (In Transport) Tree	Sideswipe, Opposite Direction Non Collision		1:29 Sunday D 3:49 Friday D	Dry Night No No Dry Daylight No No			WEATHERS FAI 100 W WEATHERS FAI 100 W		-80.52234 180100 -80.52205 180100

16668612 13-Dec-16 DORCHESTER III	INTERCTATE 26	6 MAINLINE	INTERSTATE 26	171.51 US ROUTE	15 MAINLINE US 15 HWY N 0 0	O No Joine	Motor Unit (In Transport)	Rear End	Driving too East for Conditions 10	:59 Tuesday	Wet Daylight No Yes	2 OISECONDARY Rd 5	50 MAINLINE	SEVEN MILE RI 1 1 3	33.287008 -80.51398 1:	120100036
15515300 17-Feb-15 DORCHESTER II 15649666 25-Dec-15 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.51 US ROUTE 171.52 US ROUTE 171.54 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Tree  Motor Unit (In Transport)  Tree	Non Collision Rear End	Under the Influence 11	:40 Tuesday :00 Friday	Wet         Daylight         No         Yes           Dry         Daylight         No         No           Dry         Night         No         Yes	1 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE	SEVEN MILE RC 14 E 3	33.286933 -80.51383 1: 33.28682 -80.5136 1:	1801000260
15601059 23-Sep-15 DORCHESTER II 18613208 13-Aug-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.54 US ROUTE 171.55 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0 0	0 No Injury 5 Possible Injury 2 Possible Injury	Guardrail Face Motor Unit (In Transport)	Sideswipe, Same Direction Rear End	Improper Lane use/change 23	:30 Wednesday :20 Monday	Dry Night No No	2 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE	SEVEN MILE RC 43 E 3	33.286784 -80.51353 1: 33.28671 -80.51339 1:	1801000260
15571877 11-Jul-15 DORCHESTER II	INTERSTATE 26	6 MAINLINE	INTERSTATE 26 US 15 HWY N	171.55 US ROUTE 171.51 INTERSTATE	15 MAINLINE US 15 HWY N 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 No Injury	Guardrail Face	Angle 3	Improper Lane use/change 12	:20 Saturday	Dry Night No No Dry Daylight No No	2 0 SECONDARY RC 5			33.28671 -80.51338 1: 33.286908 -80.51335 1:	1801000260
15011992 22-Apr-15 DORCHESTER U 18543660 7-Apr-18 DORCHESTER II 16649513 25-Oct-16 DORCHESTER II	INTERSTATE 26	5 MAINLINE 6 MAINLINE	INTERSTATE 26	171.55 US ROUTE	15 MAINLINE US 15 HWY N 0 0	1 Incapacitating Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Angle 2 Angle 2	Driving too Fast for Conditions 15	:40 Wednesday :09 Saturday	Wet Daylight No Yes	2 0 SECONDARY RC 5	50 MAINLINE	SEVEN MILE RE 100 E 3	33.2867 -80.51336 1: 33.286563 -80.51308 1:	1801000260
18564624 10-May-18 DORCHESTER U	US ROUTE 15	6 MAINLINE 5 MAINLINE 6 MAINLINE	US 15 HWY N INTERSTATE 26	171.57 US ROUTE 17.36 INTERSTATE	15 MAINLINE US 15 HWY N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Sideswipe, Same Direction	Improper Lane use/change 18	:15 Tuesday :35 Thursday	Dry Daylight No No Dry Daylight No No Dry Daylight No No	2 0 SECONDARY RC 82	50 MAINLINE 320 MAINLINE 50 MAINLINE	ALLIGATOR LAI 1 S	33.28754 -80.51294 1: 33.28624 -80.51246 1:	1802000150
16616163 5-Sep-16 DORCHESTER II 15546985 12-May-15 DORCHESTER II 16506992 18-Jan-16 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26	171.61 US ROUTE 171.62 US ROUTE	15 MAINLINE US 15 HWY N 0 0	0 No Injury 2 Possible Injury	Animal (all other) Ran off Road Left	Non Collision Non Collision	Driving too Fast for Conditions 7	:45 Tuesday	Dry Daylight No No Dry Daylight Yes Yes	1 0 SECONDARY RC 5	50 MAINLINE	SEVEN MILE RC 10 E	33.28624 -80.51237 1: 33.28614 -80.51227 1:	1801000260
18682142 3-Dec-18 DORCHESTER U	US ROUTE 15	5 MAINLINE	US 15 HWY N	171.63 US ROUTE 17.5 SECONDARY ROAD	822 MAINLINE THREE RAVENS RD 0 0	0 No Injury 2 Possible Injury	Motor Unit (Stopped)  Motor Unit (In Transport)	Angle 3 Angle 2	Improper Turn 8	:40 Monday	Dry Night No No Wet Daylight No No	2 0 INTERSTATE 2	26 MAINLINE	INTERSTATE 26 0 N	33.28928 -80.51178 1	1802000150
17579075 26-Apr-17 DORCHESTER U 17511739 14-Jan-17 DORCHESTER U	US ROUTE 15	5 MAINLINE 5 MAINLINE	US 15 HWY N US 15 HWY N	17.51 SECONDARY ROAD 17.52 SECONDARY ROAD	822   MAINLINE	1 Possible Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Angle 2	Improper Turn 16	:12 Wednesday :35 Saturday	Dry Daylight No No	2 0 INTERSTATE 2	26 MAINLINE 26 MAINLINE	INTERSTATE 26 3 S INTERSTATE 26 1 N	33.28939 -80.5117 1: 33.28955 -80.51159 1:	1802000150
15550842 15-May-15 DORCHESTER U	US ROUTE 15	5 MAINLINE 5 MAINLINE	US 15 HWY N US 15 HWY N	17.53 SECONDARY ROAD 17.53 SECONDARY ROAD	822 MAINLINE         THREE RAVENS RD         0         0           822 MAINLINE         THREE RAVENS RD         0         0	0 No Injury 3 Non-Incapacitating Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Angle 3 Angle 2	Improper Turn 15	:05 Tuesday :27 Friday	Wet Daylight No No Dry Daylight No No	2 0 INTERSTATE 2	26 MAINLINE 26 MAINLINE	INTERSTATE 26 0 S INTERSTATE 26 1 S		1802000150
	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.68 US ROUTE 171.69 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Tree	Non Collision Non Collision	Obstruction in Roadway 22	:50 Friday :50 Friday	Wet Night No No Wet Night No No	1 0 SECONDARY RC 5 1 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE	SEVEN MILE RE 300 W	33.28573 -80.51148 1: 33.28566 -80.51133 1:	1801000260
16580476 28-Jun-16 DORCHESTER II	INTERSTATE 26	0 MAINLINE 6 MAINLINE	ALLIGATOR LAKE RD INTERSTATE 26	0.19 US ROUTE 171.71 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Other Movable Object	Non Collision Non Collision	Other (vehicle defect) 13	:20 Wednesday :40 Tuesday	Dry Daylight No No Dry Daylight No No		MAINLINE 50 MAINLINE		33.28551 -80.51104 1	1807008200
18578810 5-Jun-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.74 US ROUTE 171.83 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 0 0	1 Non-Incapacitating Injury 0 No Injury	Spill (2-wheeled Units)  Motor Unit (In Transport)	Non Collision Rear End	Following too Closely 8	:52 Sunday :43 Tuesday	Dry Daylight No No Dry Daylight No No	2 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE	SEVEN MILE RE 40 E	33.28528 -80.51058 1: 33.28459 -80.50919 1:	1801000260
15628213 9-Nov-15 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.87 US ROUTE 171.88 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 2 Possible Injury	Motor Unit (In Transport) Ditch	Angle 1 Sideswipe, Same Direction	Improper Lane use/change 18	:00 Monday	Dry Daylight No No Wet Night No No	2 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE		33.2843 -80.5086 1: 33.28427 -80.50854 1:	1801000260
17548323 16-Apr-17 DORCHESTER II 17580200 27-Jun-17 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.88 US ROUTE 171.9 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Improper Lane use/change 13	:30 Sunday :45 Tuesday	Dry Night No No Dry Daylight Yes No	2 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE	SEVEN MILE RE 156 E	33.28425 -80.50848 1: 33.28409 -80.50816 1:	1801000260
15527511 17-Mar-15 DORCHESTER II 19586389 6-May-19 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.91 US ROUTE 171.91 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Other Movable Object Motor Unit (Parked)	Non Collision Sideswipe, Same Direction	Improper Lane use/change 9	:00 Tuesday :56 Monday	Dry Night No No Dry Daylight No No	2 0 SECONDARY RC 5	50 MAINLINE 50 MAINLINE	SEVEN MILE RE 225 E		1801000260
15592793 7-Sep-15 DORCHESTER II 16592069 18-Jul-16 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	83.4 SECONDARY ROAD 83.56 SECONDARY ROAD	11 MAINLINE         DUNCAN CHAPEL RD         0         0           11 MAINLINE         DUNCAN CHAPEL RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (In Transport)	Rear End Sideswipe, Same Direction	Improper Lane use/change 0	:29 Monday :57 Monday	Wet Daylight No Yes Dry Night Yes No	2 0 US ROUTE 17	L78 MAINLINE L78 MAINLINE	0	33.28709 -80.56129 1: 33.28916 -80.56028 1:	1801000950
18571772 30-May-18 DORCHESTER II 16656846 22-Oct-16 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.09 US ROUTE 171.11 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 1 1	0 No Injury 1 Fatal	Other Movable Object Tree	Non Collision Non Collision	Ran off Road 4	:10 Wednesday :35 Saturday	Dry Night Yes No	1 0 LOCAL ROAD 33	337 MAINLINE 337 MAINLINE	WEATHERS FAI 100 W WEATHERS FAI 56 W	33.29023 -80.52021 1: 33.29007 -80.51995 1:	1801000260
18502076 3-Jan-18 DORCHESTER II 17577202 22-Jun-17 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.11 US ROUTE 171.13 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	1 Non-Incapacitating Injury 0 No Injury	Tree Motor Unit (In Transport)	Non Collision Unknown	Distracted/Inattention 12		Wet Daylight Yes No	2 0 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 25 E	33.29002 -80.51987 1: 33.28987 -80.51961 1:	1801000260
18622277 4-Sep-18 DORCHESTER II 18640632 27-Sep-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.13 US ROUTE 171.24 US ROUTE	15 MAINLINE US 15 HWY N 0 0 15 MAINLINE US 15 HWY N 1 1	0 No Injury 1 Fatal	Other Movable Object Ran off Road Left	Non Collision Non Collision	Improper Lane use/change 13	:40 Tuesday :16 Thursday	Dry Daylight No No Dry Daylight Yes No	1 0 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 0 E	33.28985 -80.51957 1: 33.28905 -80.51804 1:	1801000260
17561810 21-May-17 DORCHESTER II 18538825 20-Mar-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.26 US ROUTE 171.27 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 1 Non-Incapacitating Injury		Rear End Non Collision	Ran off Road 6	:20 Sunday :17 Tuesday	Dry Daylight No No Wet Night No No	1 0 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 17 W	33.28884 -80.51763 13 33.28882 -80.51759 13	1801000260
17581403 30-Jun-17 DORCHESTER II 16670699 19-Dec-16 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.29 US ROUTE 171.33 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Ran off Road Right	Rear End Sideswipe, Same Direction	Driving too Fast for Conditions 15 Improper Lane use/change 11	:35 Friday :43 Monday	Wet Daylight Yes Yes Dry Daylight No No	2 0 LOCAL ROAD 33	337 MAINLINE 337 MAINLINE	WEATHERS FAI 10 W	33.28864 -80.51724 13 33.28838 -80.51671 13	1801000260
16615812 9-Sep-16 DORCHESTER II 17561659 9-May-17 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.33 US ROUTE 171.39 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0 0	0 No Injury 1 Non-Incapacitating Injury	Motor Unit (In Transport) Ran off Road Left	Sideswipe, Same Direction Non Collision	Improper Lane use/change 18 Cargo 15	:25 Friday :38 Tuesday	Dry Daylight Yes No Dry Daylight No No	1 0 LOCAL ROAD 33			33.28835 -80.51666 13 33.28789 -80.51574 13	1801000260
	RAMP 785	6 MAINLINE 7 1	INTERSTATE 26 4 Exit 172 A	171.4 US ROUTE 0.14	15 MAINLINE US 15 HWY N 0 0 0 0 MAINLINE 0 0 0	2 Possible Injury 1 Possible Injury	Tree Tree	Rear End Non Collision		:15 Wednesday :40 Saturday	Dry Daylight No Yes Dry Night Yes No	2 1 LOCAL ROAD 33	MAINLINE MAINLINE	WEATHERS FAI 10 W 1 S	33.28786 -80.51568 13 33.2872 -80.51564 13	
	INTERSTATE 26	7 1 6 MAINLINE	4 Exit 172 A INTERSTATE 26	0.14 171.42 US ROUTE	MAINLINE 0 0 0 0 0 15 MAINLINE US 15 HWY N 0 0	1 Possible Injury 0 No Injury	Ran off Road Left Motor Unit (In Transport)	Non Collision Rear End		:50 Thursday :09 Friday	Dry Night No Yes Dry Night No Yes		MAINLINE 337 MAINLINE	WEATHERS FAI 30 E	33.28719 -80.51564 13 33.28765 -80.51525 13	1801000260
16510789 29-Jan-16 DORCHESTER U 15542430 3-May-15 DORCHESTER U		5 MAINLINE 5 MAINLINE	US 15 HWY N US 15 HWY N	17 SECONDARY ROAD 17.09 SECONDARY ROAD	821 MAINLINE         BUZZARDS ROOST RD         0         0           821 MAINLINE         BUZZARDS ROOST RD         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)	Rear End Angle 3	Under the Influence 17 Failure to Yield RoW 15	:18 Friday :55 Sunday	Dry         Daylight         No         No           Dry         Daylight         No         No		11 MAINLINE 11 MAINLINE		33.28356 -80.51557 1: 33.28419 -80.51514 1:	
18568038 30-Apr-18 DORCHESTER U 15545180 9-May-15 DORCHESTER R		5 MAINLINE 2 3	US 15 HWY N 4 Ramp to I-26 W	17.11 SECONDARY ROAD 0.15	821 MAINLINE         BUZZARDS ROOST RD         0         0           MAINLINE         0         1	0 No Injury 1 Incapacitating Injury	Motor Unit (In Transport) Guardrail Face	Angle 3 Non Collision		:55 Monday :28 Saturday	Dry         Daylight         No         No           Wet         Daylight         Yes         Yes	2 0 INTERSTATE 2 1 0	26 MAINLINE MAINLINE		33.28442 -80.51499 1: 33.28854 -80.51426 1:	
16615081 9-Sep-16 DORCHESTER II 16500259 3-Jan-16 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.64 US ROUTE 81.65 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0	1 Non-Incapacitating Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (Stopped)	Rear End Rear End		:10 Friday :10 Sunday	Dry Night Yes Yes Dry Daylight No Yes		54 MAINLINE 54 MAINLINE		33.26344 -80.5728 13 33.26351 -80.57276 13	
16601384 13-Aug-16 DORCHESTER II 18538819 18-Mar-18 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.67 US ROUTE 81.67 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	1 Possible Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (In Transport)	Rear End Rear End		:50 Saturday :35 Sunday	Dry Daylight No No Dry Daylight No Yes	1 1 1 1		MULBERRY RD 30 S MULBERRY RD 100 S	33.2638 -80.57262 13 33.26378 -80.57262 13	
16567703 12-Jun-16 DORCHESTER II 18688204 22-Dec-18 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.68 US ROUTE 81.71 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped) Motor Unit (Stopped)	Rear End Rear End		:50 Sunday :51 Saturday	Dry         Daylight         No         No           Dry         Daylight         No         No		54 MAINLINE 54 MAINLINE	MULBERRY RD 52 S MULBERRY RD 100 N	33.26397 -80.57253 13 33.26436 -80.57234 13	
18689249 22-Dec-18 DORCHESTER II 16630684 8-Oct-16 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.71 US ROUTE 81.77 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped) Animal (Deer Only)	Rear End Non Collision	Distracted/Inattention 9	:51 Saturday :46 Saturday	Dry Daylight No No Dry Night No No		54 MAINLINE 54 MAINLINE	MULBERRY RD 100 N MULBERRY RD 121 N	33.26436 -80.57234 13 33.2652 -80.57194 13	
16629391 18-Sep-16 DORCHESTER II 18688243 28-Dec-18 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.78 US ROUTE 81.81 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Animal (Deer Only) Motor Unit (Stopped)	Non Collision Rear End	Animal in Road 11	:24 Sunday :38 Friday	Dry Daylight No No Wet Daylight No Yes		54 MAINLINE 54 MAINLINE		33.26526 -80.57191 1: 33.26571 -80.57169 1:	
15633345 19-Nov-15 DORCHESTER II 16668346 26-Dec-16 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.84 US ROUTE 81.84 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	1 Possible Injury 0 No Injury	Median Barrier Motor Unit (In Transport)	Non Collision Angle 3	Medical Related 14	:25 Thursday	Dry Daylight No No Dry Daylight No No			MULBERRY RD 18 S MULBERRY RD 4 S	33.26608 -80.57151 13 33.2661 -80.5715 13	
19532855 15-Mar-19 DORCHESTER II 18690901 22-Dec-18 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.85 US ROUTE 81.87 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Animal (Deer Only)	Rear End Non Collision	Driving too Fast for Conditions 20	:45 Friday :30 Saturday	Wet Night No Yes Dry Night No No	1 1 1 1	54 MAINLINE 54 MAINLINE	MULBERRY RD 100 N MULBERRY RD 100 N	33.26616 -80.57147 13 33.2665 -80.5713 13	
16572365 12-Jun-16 DORCHESTER II 17561811 21-May-17 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.88 US ROUTE 81.9 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (Stopped)	Rear End Rear End		:30 Sunday :30 Sunday	Dry Daylight No Yes Dry Daylight No No		54 MAINLINE 54 MAINLINE	MULBERRY RD 10 N MULBERRY RD 25 S	33.26658 -80.57127 1: 33.26686 -80.57113 1:	
		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	81.91 US ROUTE 81.92 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (Parked) Motor Unit (Stopped)	Sideswipe, Same Direction Rear End		:50 Monday :00 Sunday	Dry Night No No Dry Daylight No No		54 MAINLINE 54 MAINLINE	MULBERRY RD 235 N MULBERRY RD 20 S	33.26698 -80.57107 1: 33.26712 -80.571 1:	1801000950 1801000950
19574994 3-Jun-19 DORCHESTER II 19642711 27-Sep-19 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95	81.93 US ROUTE 81.94 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Animal (Deer Only)  Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Animal in Road 22	:40 Monday	Dry Night No No Dry Daylight No No	1 0 SECONDARY RC 5	54 MAINLINE 54 MAINLINE	MULBERRY RD 5 S	33.26728 -80.57092 1: 33.26736 -80.57089 1:	1801000950
18643544 29-Sep-18 DORCHESTER II 17545328 16-Apr-17 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95	81.95 US ROUTE 81.97 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Ditch Motor Unit (Stopped)	Non Collision Rear End	Ran off Road 8	:00 Saturday :47 Sunday	Wet Night Yes No Dry Daylight No No	1 0 SECONDARY RC 5	54 MAINLINE	MULBERRY RD 100 S	33.26755 -80.57079 1: 33.26781 -80.57067 1:	1801000950
	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95	81.98 US ROUTE 81.98 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Median Barrier	Rear End Non Collision	Driving too Fast for Conditions 12	:40 Thursday :49 Wednesday	Dry Daylight No Yes	2 0 SECONDARY RC 5	54 MAINLINE	MULBERRY RD 50 S	33.26792 -80.57061 1: 33.26802 -80.57057 1:	1801000950
19684862 20-Dec-19 DORCHESTER II 18689721 26-Dec-18 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95	82 US ROUTE 82 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (In Transport)	Rear End Angle 3	Driving too Fast for Conditions 17		Dry Daylight No Yes	3 0 SECONDARY RC 5	54 MAINLINE	MULBERRY RD 1 S	33.26818 -80.57049 1: 33.26823 -80.57046 1:	1801000950
19606238 27-Jul-19 DORCHESTER II 18529058 12-Feb-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26	170.81 US ROUTE 171.07 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Median Barrier	Non Collision Non Collision	Improper Lane use/change 15	:05 Saturday :40 Monday	Dry Daylight No No Dry Night No No	1 0 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 110 W	33.29303 -80.52369 1: 33.29038 -80.52046 1:	1801000260
19574327 19-May-19 DORCHESTER II 19672306 1-Dec-19 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26	171.11 US ROUTE 171.11 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport) Median Barrier	Sideswipe, Same Direction Non Collision	Following too Closely 8	:26 Sunday :45 Sunday	Dry Daylight No No Wet Daylight Yes Yes	2 0 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 10 W	33.29007 -80.51995 1: 33.29004 -80.5199 1:	1801000260
19654795 22-Jun-19 DORCHESTER II 18618863 17-Aug-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.11 US ROUTE 171.16 US ROUTE 171.25 US ROUTE	15 MAINLINE US 15 HWY N 0 3 15 MAINLINE US 15 HWY N 0 0 0	3 Incapacitating Injury 0 No Injury	Ran off Road Left	Head On Non Collision	Under the Influence 3	:10 Saturday :50 Friday	Dry Night Yes No Wet Night No Yes	2 1 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 15 W	33.28962 -80.51915 1: 33.28891 -80.51778 1:	1801000260
19612813 16-Aug-19 DORCHESTER II 19501237 1-Jan-19 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	171.25 US ROUTE 171.45 US ROUTE	15 MAINLINE US 15 HWY N 0 0 0 15 MAINLINE US 15 HWY N 0 0 0 0	0 No Injury	Motor Unit (In Transport)  Motor Unit (Parked)	Rear End	Driving too Fast for Conditions 15	:00 Friday :00 Tuesday	Dry Daylight No Yes	2 0 LOCAL ROAD 33	337 MAINLINE	WEATHERS FAI 25 W	33.28886 -80.51766 1: 33.28747 -80.51489 1:	1801000260
19597929 15-Jul-19 DORCHESTER II 19667555 20-Nov-19 DORCHESTER U	INTERSTATE 26	6 MAINLINE 5 MAINLINE	INTERSTATE 26 US 15 HWY N	171.54 US ROUTE	15 MAINLINE	0 No Injury 0 No Injury	Motor Unit (In Transport)	Angle 3 Sideswipe, Same Direction	Improper Lane use/change 17	:35 Monday	Dry Daylight No No	2 0 SECONDARY RC 5		SEVEN MILE RE 1 W	33.28681 -80.51358 1: 33.28796 -80.51267 1:	1801000260
1965/353 20-NOV-19 DORCHESTER U 19659308 5-NoV-19 DORCHESTER II 18635110 12-Sep-18 DORCHESTER II	INTERSTATE 26	6 MAINLINE 6 MAINLINE	INTERSTATE 26 INTERSTATE 26	17.39 INTERSTATE 171.61 US ROUTE 171.66 US ROUTE	26 MAINLINE	0 No Injury 0 No Injury 0 No Injury	Motor Unit (In Transport) Guardrail Face Motor Unit (In Transport)	Angle 2 Non Collision Rear End	Driving too Fast for Conditions 17	:00 Wednesday :10 Tuesday :10 Wednesday	Dry Night Yes Yes	1 0 SECONDARY RC 5		SEVEN MILE RE 20 N	33.28629 -80.51255 1: 33.28587 -80.51175 1:	1801000260
18613175 21-Jul-18 DORCHESTER II	INTERSTATE 95	5 MAINLINE	INTERSTATE 95	82.26 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0	0 No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention 10	:45 Saturday	Dry Daylight No No	3 0 SECONDARY RC 1	11 MAINLINE	DUNCAN CHAP 25 S	33.27167 -80.5688 1: 33.27174 -80.56877 1:	1801000950
16579144 12-Jun-16 DORCHESTER II 17564475 21-May-17 DORCHESTER II 19562189 4-May-19 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	82.26 US ROUTE 82.27 US ROUTE 82.28 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0	5 Possible Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (Stopped)  Motor Unit (In Transport)	Rear End Rear End	Distracted/Inattention 12	:24 Sunday :55 Sunday :00 Saturday	Dry Daylight No Yes  Dry Daylight No No  Dry Daylight No No	3 0 SECONDARY R( 1 2 0 SECONDARY R( 1 2 0 SECONDARY R( 1	11 MAINLINE 11 MAINLINE 11 MAINLINE	DUNCAN CHAP 5 N	33.27174 -80.56877 13 33.27185 -80.56871 13 33.27205 -80.56861 13	1801000950
18667133 21-Nov-18 DORCHESTER II	INTERSTATE 95	5 MAINLINE	INTERSTATE 95	82.29 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)	Angle 3 Rear End	Driving too Fast for Conditions 11	:49 Wednesday		2 0 SECONDARY RC 1	11 MAINLINE	DUNCAN CHAP 15 S	33.27214 -80.56857 13 33.27226 -80.56851 13	1801000950
17555857 5-May-17 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	82.3 US ROUTE 82.3 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0 179 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Median Barrier  Motor Unit (In Transport)	Rear End Non Collision	Ran off Road 14	:45 Friday :45 Friday	Dry Daylight No Yes Dry Daylight No Yes Wat Daylight No Yes	2 0 SECONDARY R 1 1 0 SECONDARY R 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 9 N	33.27227 -80.56851 1	1801000950
17530096 12-Mar-17 DORCHESTER II 18590353 24-Jun-18 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.34 US ROUTE 82.34 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0 179 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (In Transport)  Motor Unit (In Transport)  Pan off Poad Left	Rear End Rear End Sideswine Same Direction	Driving too Fast for Conditions 17	:36 Sunday :00 Sunday	Wet Daylight No Yes  Dry Daylight No Yes  Dry Daylight Yes No		11 MAINLINE 11 MAINLINE	DUNCAN CHAP 7 N	33.27275 -80.56827 13 33.27278 -80.56825 13 33.27227 -80.56801 11	1801000950
17632797 6-Oct-17 DORCHESTER II 18609906 29-Jul-18 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95	82.38 US ROUTE 82.39 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Ran off Road Left  Motor Unit (In Transport)	Sideswipe, Same Direction Rear End	Driving too Fast for Conditions 13	:48 Friday :45 Sunday	Dry Daylight Yes No Dry Daylight No Yes Dry Daylight No No		11 MAINLINE 11 MAINLINE	DUNCAN CHAP 21 N	33.27327 -80.56801 1: 33.27341 -80.56794 1:	1801000950
16674629 30-Dec-16 DORCHESTER II 19557882 21-Apr-19 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.42 US ROUTE 82.42 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0  178 MAINLINE CHARLESTON HWY 0 0  178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (Stopped)	Rear End Rear End	Driving too Fast for Conditions 16	:08 Friday :30 Sunday	Dry Daylight No No Dry Daylight No Yes	2 0 SECONDARY RO 1		DUNCAN CHAP 120 N	33.27382 -80.56774 1: 33.2739 -80.56771 1:	1801000950
19643273 4-Oct-19 DORCHESTER II 17559290 29-Apr-17 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.42 US ROUTE 82.49 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (Stopped)	Rear End Rear End	Driving too Fast for Conditions 12	:02 Friday :10 Saturday	Dry Daylight No Yes Dry Daylight No Yes Dry Daylight No Yes	3 0 SECONDARY RC 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 8 N	33.27391 -80.5677 1 33.27483 -80.56726 1	1801000950
19646551 20-Oct-19 DORCHESTER II 18582238 9-Jun-18 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.5 US ROUTE 82.5 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 178 MAINLINE CHARLESTON HWY 0 0 179 CHARLESTON HWY 0 0	0 No Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (In Transport)	Rear End Rear End	Driving too Fast for Conditions 13	:30 Sunday :10 Saturday	Dry Daylight No No Dry Daylight No Yes	2 0 SECONDARY RC 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 56 N	33.27488 -80.56723 1: 33.27488 -80.56723 1:	1801000950
16500587 2-Jan-16 DORCHESTER II 19504152 3-Jan-19 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.51 US ROUTE 82.51 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0  178 MAINLINE CHARLESTON HWY 0 0  178 MAINLINE CHARLESTON HWY 0 0	1 Possible Injury 1 Non-Incapacitating Injury		Rear End Non Collision	Under the Influence 15	:50 Saturday :40 Thursday	Dry Daylight No Yes Dry Night No No	3 0 SECONDARY RC 1 1 0 SECONDARY RC 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 35 N	33.27503 -80.56716 1: 33.27508 -80.56713 1:	1801000950
19541475 17-Mar-19 DORCHESTER II 15530024 28-Mar-15 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.55 US ROUTE 82.56 US ROUTE	178 MAINLINE         CHARLESTON HWY         0         0           178 MAINLINE         CHARLESTON HWY         0         0	0 No Injury 0 No Injury	Motor Unit (Stopped)  Motor Unit (Stopped)	Rear End Rear End	Other Improper Action 14	:27 Sunday :50 Saturday	Dry Daylight No No Dry Daylight No No		11 MAINLINE 11 MAINLINE	DUNCAN CHAP 20 N	33.27565 -80.56686 1: 33.27577 -80.5668 1:	1801000950
17577524 24-Jun-17 DORCHESTER II 19671003 1-Dec-19 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.59 US ROUTE 82.6 US ROUTE	178 MAINLINE         CHARLESTON HWY         0         0           178 MAINLINE         CHARLESTON HWY         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (Stopped)	Rear End Rear End	Following too Closely 12	:02 Saturday :05 Sunday	Dry Daylight No Yes Wet Daylight No No	2 0 SECONDARY RC 1	11 MAINLINE	DUNCAN CHAP 23 N	33.27616 -80.56661 13 33.27622 -80.56658 13	1801000950
17653970 12-Nov-17 DORCHESTER II 17600800 3-Aug-17 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.6 US ROUTE 82.6 US ROUTE	178 MAINLINE         CHARLESTON HWY         0         0           178 MAINLINE         CHARLESTON HWY         0         0	0 No Injury 0 No Injury	Animal (Deer Only)  Motor Unit (In Transport)	Non Collision Sideswipe, Same Direction	Improper Lane use/change 12	:00 Sunday :53 Thursday	Dry Night No No Dry Daylight No No	2 0 SECONDARY RC 1		DUNCAN CHAP 10 N	33.27623 -80.56657 1: 33.27633 -80.56652 1:	1801000950
18538745 12-Mar-18 DORCHESTER II 17582994 1-Jul-17 DORCHESTER II	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.66 US ROUTE 82.67 US ROUTE	178 MAINLINE         CHARLESTON HWY         0         0           178 MAINLINE         CHARLESTON HWY         0         0	0 No Injury 0 No Injury	Median Barrier Motor Unit (Stopped)	Non Collision Rear End	Other Improper Action 12	:35 Monday :40 Saturday	Dry Daylight No Yes Dry Daylight No No	2 0 SECONDARY RC 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 94 N	33.27709 -80.56616 13 33.27725 -80.56608 13	1801000950
	INTERSTATE 95	5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.68 US ROUTE 82.7 US ROUTE	178 MAINLINE         CHARLESTON HWY         0         0           178 MAINLINE         CHARLESTON HWY         0         0	0 No Injury 4 Possible Injury	Median Barrier Motor Unit (In Transport)	Non Collision Rear End	Tires/Wheel 12 Failure to Yield RoW 12	:21 Saturday :00 Friday	Dry Daylight No No Dry Daylight No No	1 0 SECONDARY R( 1 2 0 SECONDARY R( 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 100 S	33.27738 -80.56602 13 33.2776 -80.56591 13	1801000950
18626558 18-Aug-18 DORCHESTER II 15519121 27-Feb-15 DORCHESTER II		5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95	82.7 US ROUTE 82.7 US ROUTE	178 MAINLINE         CHARLESTON HWY         0         0           178 MAINLINE         CHARLESTON HWY         0         0	0 No Injury 0 No Injury	Motor Unit (In Transport) Motor Unit (Stopped)	Rear End Rear End	Following too Closely 13	:48 Sunday :42 Sunday	Dry Daylight No No Dry Daylight No No	2 0 SECONDARY RC 1	11 MAINLINE 11 MAINLINE	DUNCAN CHAP 47 N	33.27764 -80.5659 13 33.27766 -80.56589 13	1801000950
15519121 27-Feb-15 DORCHESTER    17674393 3-Dec-17 DORCHESTER    19674378 1-Dec-19 DORCHESTER		5 MAINLINE	INTERSTATE 95	82.75 US ROUTE 82.75 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0	1 Non-Incapacitating Injury 0 No Injury	Motor Unit (In Transport) Ran off Road Left	Rear End Rear End	Driving too Fast for Conditions 5	:15 Saturday :52 Saturday	Wet Night No Yes Wet Daylight No Yes	2 0 SECONDARY R( 1 2 0 SECONDARY R( 1	11 MAINLINE 11 MAINLINE		33.27824 -80.5656 13 33.27826 -80.5656 13	
15519121 27-Feb-15 DORCHESTER II 17674393 3-Dec-17 DORCHESTER II	INTERSTATE 95	5 MAINLINE	INTERSTATE 95	OE.75 OS NOOTE								1 0 SECONDARY RG 1	11 MAINLINE	DUNCAN CHAR 115 N	33.27975 -80.56487 1	1801000950
15519121 27-Feb-15 DORCHESTER II 17674393 3-Dec-17 DORCHESTER II 19674378 1-Dec-19 DORCHESTER II 19643281 5-Oct-19 DORCHESTER II 15607906 10-Oct-15 DORCHESTER II	INTERSTATE	5 MAINLINE 5 MAINLINE 5 MAINLINE	INTERSTATE 95 INTERSTATE 95 INTERSTATE 95	82.86 US ROUTE 82.88 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0 0 178 MAINLINE CHARLESTON HWY 0 0 0	0 No Injury 2 Possible Injury	Other Movable Object Tree	Non Collision Sideswipe, Same Direction	Debris 10 Improper Lane use/change 16	:27 Tuesday :32 Monday	Dry         Daylight         No         No           Dry         Daylight         No         No		11 MAINLINE		33.27999 -80.56475 1	
15519121 27-Feb-15 DORCHESTER II 17674393 3-Dec-17 DORCHESTER II 19674378 1-Dec-19 DORCHESTER II 19643281 5-Oct-19 DORCHESTER II 15607906 10-Oct-15 DORCHESTER II 19581403 11-Jun-19 DORCHESTER II	INTERSTATE	5 MAINLINE 5 MAINLINE	INTERSTATE 95	82.86 US ROUTE	178 MAINLINE CHARLESTON HWY 0 0	0 No Injury	Other Movable Object Tree Motor Unit (In Transport) Motor Unit (In Transport) Median Barrier		Improper Lane use/change 16 Following too Closely 17		Dry         Daylight         No         No           Dry         Daylight         No         No           Dry         Daylight         No         No           Dry         Daylight         No         Yes	2 0 SECONDARY R 1 2 0 SECONDARY R 1		DUNCAN CHAP 105 N DUNCAN CHAP 79 N		1801000950 1801000950

16537707 8-Apr-16 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.24 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	1 Possible Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	15:48 Friday Dry	Daylight No	Yes	2	0 SECONDARY RO	11 MAINLINE	DUNCAN CHAP 2 N		144 -80.56891 18010009500N
16537706 8-Apr-16 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.24 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	1 Possible Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	15:47 Friday Dry	Daylight No	Yes	2	0 SECONDARY RO	11 MAINLINE	DUNCAN CHAP 2 N	33.271	144 -80.56891 18010009500N
19638769 4-Oct-19 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.09 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	0 No Injury	Motor Unit (In Transport)	Angle 3	Failure to Yield RoW	18:30 Friday Dry	Night No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 0 E	33.270	057 -80.5678 18020017800E
18514253 1-Feb-18 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.09 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Failure to Yield RoW	10:46 Thursday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 0 E	33.270	054 -80.56769 18020017800E
15640375 5-Dec-15 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.11 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	1 Possible Injury	Motor Unit (In Transport)	Angle 2	Failure to Yield RoW	22:15 Saturday Dry	Night No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 1 E	33.270	048 -80.56752 18020017800E
19564965 8-May-19 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.12 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	0 No Injury	Motor Unit (In Transport)	Angle 3	Failure to Yield RoW	11:17 Wednesday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 4 E	33.270	044 -80.56734 18020017800E
19574340 24-May-19 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.13 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	0 No Injury	Motor Unit (In Transport)	Angle 1	Failure to Yield RoW	10:17 Friday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 15 E	33.270	037 -80.56716 18020017800E
16634821 22-Oct-16 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.13 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	5 Possible Injury	Motor Unit (In Transport)	Angle 2	Improper Turn	17:30 Saturday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 3 W	33.270	034 -80.56705 18020017800E
17584251 2-Jul-17 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	2.17 SECONDARY ROAD	841 MAINLINE	CONNERS DR	0	0	3 Possible Injury	Cross Median/Center	Angle 1	Improper Lane use/change	0:00 Sunday Dry	Night No	No	2	0 SECONDARY RO 3	70 MAINLINE	MISTY GLEN RE 2 E	33.270	012 -80.56648 18020017800E
18582228 16-Jun-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.09 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	12:55 Saturday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 60 N	33.269	941 -80.56989 18010009500N
17607695 29-May-17 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.09 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	12:10 Monday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 16 S	33.269	945 -80.56987 18010009500N
19552220 21-Apr-19 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.11 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	18:20 Sunday Dry	Daylight No	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 5 N	33.269	969 -80.56976 18010009500N
16624757 18-Sep-16 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.12 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Other Movable Object	Non Collision	Tires/Wheel	12:10 Sunday Dry	Daylight No	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 425 N	33.269	986 -80.56967 18010009500N
17679786 29-Dec-17 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.14 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Median Barrier	Rear End	Driving too Fast for Conditions	11:32 Friday Dry	Daylight Yes	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 24 S	33.270	016 -80.56953 18010009500N
17660865 26-Nov-17 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.15 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Ran off Road Left	Sideswipe, Same Direction	Driving too Fast for Conditions	13:59 Sunday Dry	Daylight Yes	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 6 S	33.270	023 -80.56949 18010009500N
15559321 19-Jun-15 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.16 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	14:00 Friday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 5 S	33.270	031 -80.56946 18010009500N
16625804 2-Oct-16 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.17 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Improper Lane use/change	18:05 Sunday Dry	Daylight No	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 5 S	33.270	049 -80.56937 18010009500N
18538839 30-Mar-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.18 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	12:44 Friday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 26 N	33.270	062 -80.56931 18010009500N
15626989 11-Nov-15 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.18 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Bridge Rail	Non Collision	Tires/Wheel	15:20 Wednesday Dry	Daylight No	No	1	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 3 S	33.270	069 -80.56928 18010009500N
18542877 8-Apr-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.18 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	11:05 Sunday Dry	Daylight No	No	3	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 11 S	33.270	069 -80.56928 18010009500N
16508545 26-Jan-16 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.18 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Guardrail End	Non Collision	Improper Lane use/change	14:28 Tuesday Dry	Daylight No	No	1	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 3 S	33.27	707 -80.56927 18010009500N
18604756 22-Jul-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.19 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	16:30 Sunday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 100 N	33.270	079 -80.56923 18010009500N
18542876 8-Apr-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.2 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	11:04 Sunday Dry	Daylight No	No	3	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 10 S	33.270	091 -80.56917 18010009500N
18604755 22-Jul-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.2 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (In Transport)	Rear End	Driving too Fast for Conditions	16:30 Sunday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 200 N	33.270	095 -80.56915 18010009500N
17586351 24-Jun-17 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.21 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	1 Possible Injury	Motor Unit (In Transport)	Rear End	Distracted/Inattention	11:18 Saturday Dry	Daylight No	No	3	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 0 N	33.271	109 -80.56908 18010009500N
18629644 1-Sep-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.22 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Median Barrier	Non Collision	Fatigued/Asleep	18:30 Saturday Wet	Daylight No	No	1	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 180 N	33.271	114 -80.56906 18010009500N
16570598 11-Jun-16 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.22 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Guardrail Face	Rear End	Distracted/Inattention	13:20 Saturday Dry	Daylight No	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 10 N	33.271	116 -80.56905 18010009500N
19579209 6-Jun-19 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.96 INTERSTATE	95 MAINLINE	INTERSTATE 95	0	0	1 Possible Injury	Motor Unit (In Transport)	Angle 2	Failure to Yield RoW	22:09 Thursday Wet	Night No	No	2	0 SECONDARY RO 8	39 MAINLINE	SHANNON LOC 0 E	33.271	132 -80.56982 18020017800E
15534529 3-Apr-15 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	81.72 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Driving too Fast for Conditions	15:32 Friday Dry	Daylight No	Yes	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 317 S	33.264	442 -80.57231 18010009500N
15534121 8-Apr-15 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	81.93 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Other Movable Object	Non Collision	Debris	18:53 Wednesday Dry	Daylight No	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 27 S	33.267	724 -80.57094 18010009500N
15525619 21-Mar-15 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	81.99 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Median Barrier	Non Collision	Tires/Wheel	19:57 Saturday Dry	Night No	No	1	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 100 N	33.268	809 -80.57053 18010009500N
17513800 9-Jan-17 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Other (Post, Pole, Support,)	Non Collision	Improper Lane use/change	18:14 Monday Dry	Night Yes	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 10 S	33.268	826 -80.57045 18010009500N
18688205 22-Dec-18 DORCHESTER INTERSTATE	95 MAINLINE	INTERSTATE 95	82.01 US ROUTE	178 MAINLINE	CHARLESTON HWY	0	0	0 No Injury	Motor Unit (Stopped)	Rear End	Distracted/Inattention	10:50 Saturday Dry	Daylight No	No	2	0 SECONDARY RO	54 MAINLINE	MULBERRY RD 79 S	33.268	829 -80.57043 18010009500N
18682084 3-Dec-18 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.93 INTERSTATE	95 MAINLINE	INTERSTATE 95	0	0	0 No Injury	Motor Unit (In Transport)	Angle 1	Failure to Yield RoW	17:24 Monday Dry	Daylight No	No	2	0 SECONDARY RO 8	39 MAINLINE	SHANNON LOC 0 E	33.271	146 -80.57021 18020017800E
16527705 14-Mar-16 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.92 INTERSTATE	95 MAINLINE	INTERSTATE 95	0	0	3 Non-Incapacitating Injury	Motor Unit (In Transport)	Angle 3	Failure to Yield RoW	22:05 Monday Dry	Night No	No	2	3 SECONDARY RO 8	39 MAINLINE	SHANNON LOC 0 W	33.27	715 -80.57033 18020017800E
16584163 10-Jul-16 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.92 SECONDARY ROAD	839 MAINLINE	SHANNON LOOP	0	0	0 No Injury	Motor Unit (In Transport)	Angle 2	Disregarded Signs/Signals	12:19 Sunday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 0 E	33.271	154 -80.57043 18020017800E
18680285 25-Nov-18 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.9 SECONDARY ROAD	839 MAINLINE	SHANNON LOOP	0	0	5 Possible Injury	Ditch	Non Collision	Driving too Fast for Conditions	6:20 Sunday Dry	Night No	Yes	1	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 0 W	33.271	171 -80.57086 18020017800E
17503467 9-Jan-17 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.89 SECONDARY ROAD	839 MAINLINE	SHANNON LOOP	0	0	0 No Injury	Motor Unit (In Transport)	Sideswipe, Same Direction	Failure to Yield RoW	10:05 Monday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 1 W	33.271	171 -80.57087 18020017800E
17669437 5-Dec-17 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.86 SECONDARY ROAD	839 MAINLINE	SHANNON LOOP	0	0	1 Possible Injury	Ran off Road Left	Angle 2	Failure to Yield RoW	15:10 Tuesday Dry	Daylight No	No	2	0 INTERSTATE	95 MAINLINE	INTERSTATE 95 0 W	33.271	193 -80.57131 18020017800E
17632779 1-Oct-17 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.83 SECONDARY ROAD	839 MAINLINE	SHANNON LOOP	0	0	0 No Injury	Ran off Road Left	Angle 3	Failure to Yield RoW	11:55 Sunday Dry	Daylight No	No	2	0 SECONDARY RO 8	40 MAINLINE	DORCHESTER S 6 W	33.277	211 -80.57181 18020017800E
19644656 18-Oct-19 DORCHESTER US ROUTE	178 MAINLINE	CHARLESTON HWY	1.74 SECONDARY ROAD	840 MAINLINE	DORCHESTER S-840 E	0	0	0 No Injury	Motor Unit (In Transport)	Angle 3	Wrong side or Wrong Way	15:25 Friday Dry	Daylight Yes	No	2	0 SECONDARY RO	20 MAINLINE	MULBERRY RD 10 W	33.277	256 -80.57303 18020017800E
	•	*						•		•	-									

# APPENDIX D. I-26 AT I-95 TRAFFIC FORECAST TECH MEMO

I-26 at I-95 Interchange Improvement SCDOT Project P038677

# Technical Memorandum TRAFFIC FORECAST

Prepared by:



September 2022

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## TRAFFIC FORECAST

## 1.0 PURPOSE

The purpose of this memorandum is to present the proposed design volumes for the South Carolina Department of Transportation's (SCDOT) I-26 at I-95 Improvement Project Widening Project located in Orangeburg and Dorchester Counties (Exit 86 on I-95, Exit 169 on I-26). The following sections describe the data collected and used for this process, the determination of peak hours, the selection of an appropriate design hour, determination of growth rates and adjustment factors, and the preparation of peak design hour volumes.

## 2.0 STUDY AREA

The study area for this widening project is shown in **Figure 1**. The study area is focused on the I-26 at I-95 intersection and four adjacent interchanges including:

- US 176 (Old State Road) at I-95 to the north
- US 178 (Charleston Highway) at I-95 to the south
- SC 210 (Vance Road) at I-26 to the west
- US 15 at I-26 to the east

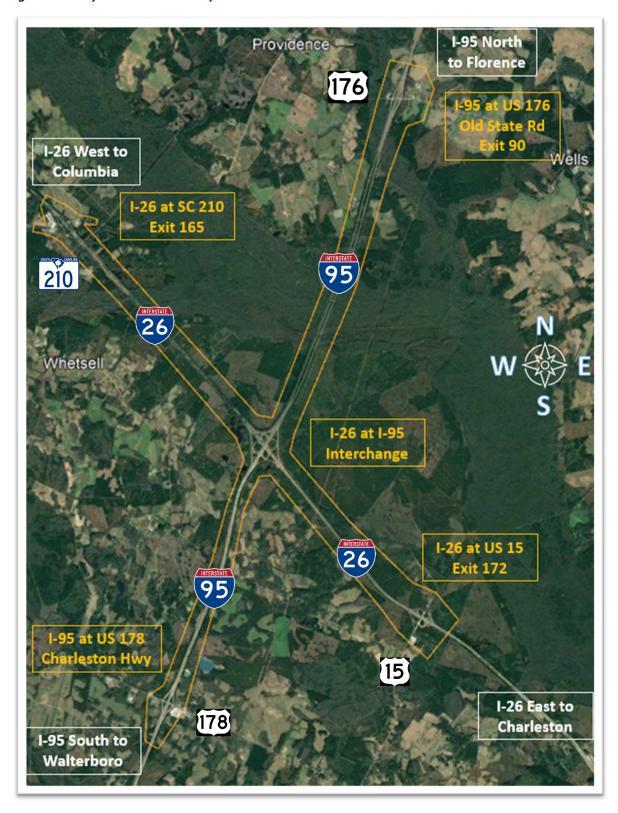
I-95 is a north-south Interstate on the east coast that extends from the United States – Canada border in the north to Miami, Florida in the south. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic along the east coast. In South Carolina, I-95 links Florence in the north to Savannah, Georgia in the south in addition to providing access to multiple municipalities.

I-26 is an east-west Interstate that extends from I-81 in Kingsport, Tennessee south to Charleston. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic. In South Carolina, I-26 links three major municipalities: Spartanburg in the Upstate, Columbia in the Midlands, and Charleston in the coastal area of the Lowcountry.

## 3.0 Proposed Design Years

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

Figure 1: Study Area Location Map



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

# 4.0 DATA COLLECTION

The preparation of volumes for use in this study relied on three key sources of information:

- Interstate and highway volumes from SCDOT's Traffic Monitoring Program and GIS resources
- Interstate, ramp, and surface street volumes collected for this project
- The South Carolina Statewide Model Version 4 (SCSWMv4)

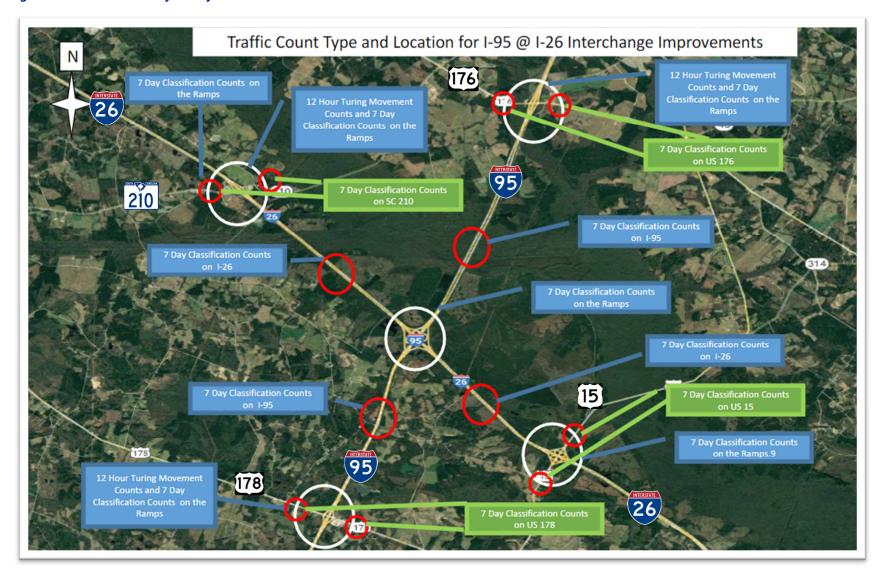
Interstate volumes from SCDOT's Traffic Monitoring Program were obtained via SCDOT's traffic counts website for two permanent ATR count stations: station #0056 on I-95 and station #0020 on I-26. In addition, historic AADT data were utilized for all approaches to the interchanges on I-95 and I-26 as well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

Bi-directional interstate classification counts were also collected by DAD N Associates from Friday, March 1 to Thursday, March 7, 2022, on I-95 and I-26, the four local roads at adjacent interchanges, and ramps at each of the five interchanges. These counts identified the percentages of different vehicle types in the traffic stream. In addition, speed profiles were collected and summarized to be used in calibration of a traffic simulation. As part of the field effort, Intersection turning movement counts were collected at the study intersections on Friday, March 1, 2022. The reports for these counts are provided in **Appendix C**. An illustration of the count locations is shown in **Figure 2**.

The state's South Carolina Statewide Model Version 4 (SCSWMv4) was used to inform the selection of an appropriate growth rate for the study area and to determine distributions of trips on the roadway network. The model also provided insights into existing and future freight requirements and truck volumes in the study area.

The data collected were applied using multiple methods to identify existing 2022, 2030 year of opening and the 2050 design year forecasts. The application of this count data is discussed in more detail in the Growth Rate Development section. The application of the statewide demand model is also discussed in more detail in the Growth Rate Development section.

Figure 2: Count Locations for Project



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

## **5.0 Growth Rate Development**

Multiple sources of information were reviewed to develop an anticipated future traffic growth that could be applied in developing 2030 and 2050 forecasts for this project. The sources include:

- Historic traffic volumes (AADT data) on the Interstates and other local roads. Using this data, the historic annual growth rates for the last 10 years was calculated for all roadway sections and interchanges.
- The South Carolina Statewide Model Version 4 (SCSWMv4) includes traffic models for the 2015 base year and a 2045 future year. The 30-year growth rate was converted to an annual growth rate for key roadway sections.
- Projected annual growth rates utilized in the forecasts for nearby (less than one hour driving distance) projects on I-95 and I-26 were summarized to compare with and to provide consistency between other SCDOT projects.
- Historic and projected population trends for Orangeburg and Dorchester Counties. Although not
  a direct indicator of traffic growth rates, this information can assist in determining longer term
  growth in background traffic. For this study, this data was utilized in examining growth trends at
  the crossroads of the four adjacent interchanges.

The following sections discuss the analysis of each of these sources to determine an appropriate traffic growth rate for the study area.

## 5.1 HISTORIC AADT ANALYSIS (I-95, I-26 & LOCAL CROSSROADS)

Historic volumes recorded at SCDOT continuous and short-term count stations were reviewed to evaluate traffic growth trends over the period of 2009-2019. The count stations were previously displayed in **Figure 2** and are listed below:

Continuous count stations (used for monthly trends and highest hourly volume (HHV) analysis)

- Station 0056: I-95 north adjacent to I-26/I-95 interchange (between I-26 to US 176) permanent counter
- Station 0020: I-26 west of project area (between SC 210 to Homestead Road) permanent counter
- Station 0184 and 0185: US 176 Old State Road (west and east of I-95)

#### Interstate AADT short-term stations (used for historical AADT analysis)

- Station 38-2385: I-95 north of I-26/I-95 interchange
- Station 38-2383: I-95 south of I-26/I-95 interchange
- Station 38-2171: I-26 west of I-26/I-95 interchange
- Station 18-2173: I-26 east of I-26/I-95 interchange

#### Local crossroads AADT short-term count stations

- Station 0184 and 0185: US 176 Old State Road (west and east of I-95)
- Station 18-2041: US 178 Charleston Highway (east of I-95)
- Station 38-0385: SC 210 Vance Road (north of I-26)
- Station 18-0109: US 15 (north of I-26)

#### **Interchange ramp AADT short-term count stations**

- 8 counters at I-26 at I-95 interchange
- 4 counters at US 176 Old State Road at I-95 interchange (north)
- 4 counters at US 178 Charleston Highway at I-95 interchange (south)
- 4 counters at SC 210 Vance Road at I-26 interchange (west)
- 8 counters at US 15 at I-26 interchange (east)

**Table 1** provides the traffic count history for the critical stations and their associated linear growth rates. Key observations on the historic AADT growth include:

- Relatively high level of annual growth on both I-95, with growth rates of 1.8 percent. Volumes in 2019 are higher south of I-26 (48,600 vpd) than north of I-26 (32,200 vpd).
- I-26 is increasing at a higher annual rate than I-95 with an observed growth rate of 2.4 percent west of I-95 and 3.7% east of I-95. Volumes in 2019 are higher west of I-95 (53,500 vpd) than east of I-95 (42,900 vpd).
- Three of the four crossroads for the adjacent interchanges show very low or stagnant growth in traffic volumes. The one exception is US 15 on the eastern limit of the project which has experienced just under 4 percent annual growth in the last 10 years. In any event, all four crossroads carry low volumes of traffic (under 3,000 vpd in 2019).

Table 1: SCDOT Historical AADT Volumes and Annual Growth Rates

Station	Roadway	Location	2009	2011	2013	2015	2017	2019	2009 to 2019
0056 & 38-2835	I-95	North of I-26	26,900	27,200	26,100	29,400	30,900	32,200	1.81%
28-2383	I-95	South of I-26	40,300	40,900	39,600	43,000	43,400	48,600	1.89%
2171	I-26	West of I-95	42,200	42,800	44,300	48,600	52,800	53,500	2.40%
2173	I-26	East of I-95	29,900	29,700	30,900	35,500	39,000	42,900	3.68%
0185	US 176 (Old State Rd)	East of I-95	2,500	2,500	2,400	2,500	2,300	2,500	0.00%
18-0141	US 178 (Charleston Hwy)	East of I-95	2,800	3,100	3,200	2,900	3,000	2,800	0.00%
38-0385	SC 210 (Vance Rd)	North of I-26	1,050	1,050	1,100	1,100	1,150	1,050	0.00%
18-0109	US 15	North of I-26 South of I-26	1,800 NA	1,850 NA	2,400 3,500	1,550 3,100	2,200 3,400	2,500 5,000	3.34% 6.12%

Note: Annual traffic growth rates were computing using compounded rates over 10-year period.

### 5.2 Travel Demand Model Analysis

The following section documents the use of the South Carolina Statewide Model Version 4 (SCSWMV4) travel demand model data to establish appropriate growth rates for the study area including I-26, I-95 and the adjacent interchange roadway network. Traffic volumes were extracted from the 2015 and 2045 versions of SCSWMv4 to establish growth rates for the study area.

The SCSWMv4 includes the entirety of South Carolina and is built upon existing TDMs from MPOs and Council of Governments (COG) within the state. It has a base year of 2015 and a forecast year of 2045, and it includes existing roadways as well as committed projects, including all planned and programmed improvements in the state that are set to open to traffic from 2016 to 2045. The model was run on the TransCAD Version 6 Release 2 (TC6r2) software.

For the purposes of this analysis, the SCSWMv4 was not re-estimated or re-calibrated for the project study area. The model's forecast volumes for 2015 were compared with 2015 SCDOT AADT volumes as a reasonableness check. **Table 2** shows this comparison and summarizes the 2015 and 2045 forecast traffic volumes from the SCSWMv4 along with associated annual growth rates at selected segments on I-26, I-95 and key crossroads in the study area. Key observations from **Table 2** include:

- Moderate annual growth for I-95 (0.9 to 1.3 percent) and slightly lower annual growth on I-26 (0.3 to 0.6 percent).
- On the adjacent crossroads (except US 15) annual growth rates vary (0.0 to 1.0 percent). In addition, the overall volumes are less than 3,000 vpd in 2022 at the adjacent interchange crossroads.
- The model-estimated volumes for 2015 are reasonably close to the 2015 SCDOT AADT volumes with only one roadway (SC 210) having a 2015 SCSWM volume more than 15 percent different from the 2015 AADT.

Table 2: Statewide Model (SCSWMv4) Analysis of Growth Rates

Roadway	Location	2015 SCDOT AADT	2015 SCSWM Volume Estimate	Deviation	2045 SCSWM Volume Estimate	Annual Growth Rate (%)
I-95	North of I-26	29,400	28,998	-0.1%	46,387	1.3%
I-95	South of I-26	43,000	39,527	-8.1%	51,274	0.9%
I-26	West of I-95	48,600	42,386	-12.8%	46,387	0.3%
I-26	East of I-95	35,500	38,664	8.9%	46,430	0.6%
US 176 (Old State Rd)	East of I-95	2,500	NA	NA	NA	NA
US 178 (Charleston Hwy)	East of I-95	2,900	3,255	12.2%	4,443	1.0%
SC 210 (Vance Rd)	North of I-26	1,100	826	-24.9%	830	0.01%
US 15	North of I-26 South of I-26	1,550 3,100	1,640 3,052	1.06% -1.48%	1,848 6,748	0.4% 2.7%

#### **5.3 OTHER FORECASTS**

Traffic forecasts have previously been developed by SCDOT for improvements on both I-26 and I-95. Projected annual growth rates utilized in the forecasts for nearby (less than one hour driving distance) projects on I-95 and I-26 were summarized to compare and provide consistency between other SCDOT projects. Four SCDOT forecasts were identified for consideration in developing growth rates on I-26 and I-95 on all four sides of the I-26 at I-95 interchange as shown in **Table 3**.

**Table 3: Summary of Other Forecasts** 

Roadway	Location	Annual Growth Rate	Project Forecast	Distance from I-26 at I-95 Interchange	Forecast Years
I-95	North of I-26	1.6%	I-95 at US 301 Interchange	11 miles north	2010-2035
I-95	South of I-26	2.0%	I-95 Widening from the Georgia border to MM 8	70 miles south	2022-2050
I-26	West of I-95	2.0%	I-26 Widening from MM 125 to MM 136	35 miles west	2019-2045
I-26	East of I-95	1.5%	I-26/SC 27 interchange improvements (Exit 187)	20 miles east	2017-2043

#### **5.4 POPULATION PROJECTIONS**

Historic and projected population trends were analyzed for Orangeburg and Dorchester Counties. Census data for 2010 and 2020 were supplemented by 2035 County population projections prepared by the South Carolina Revenue and Fiscal Affairs Office. Although not a direct indicator of traffic growth rates, this information can assist in determining longer term growth in shorter distance background traffic. The 10-year historic growth (2010 - 2020) and future projected growth (2020-2035) are summarized in **Table 4**.

**Table 4: Population Growth Rates** 

Interstate	Location	Crossroad	County influencing I-95 Traffic	2010 Population	2020 Population	2035 Projection	2010- 2020 Annual Growth	2020- 2035 Forecast Growth	Relative Local Growth
I-95	North of I-26	US 176 (Old State Rd)	Orangeburg	92,475	84,223	71,710	-0.9%	-1.1%	Low
I-95	South of I-26	US 178 (Charleston Hwy)	Dorchester (to south)	120,112	161,540	213,820	3.0%	1.9%	Moderate (1)
I-26	West of I-95	SC 210 (Vance Rd)	Orangeburg	92,475	84,223	71,710	-0.9%	-1.1%	Low
I-26	East of I- 95	US 15	Dorchester (to east)	120,112	161,540	213,820	3.0%	1.9%	High (1)

<sup>(1)</sup> Dorchester County growth is focused near I-26, especially near the Charleston suburbs. Therefore, the I-26 local growth is considered "high" versus "moderate" on I-95 in Dorchester County.

The two counties examined in **Table 4** include:

- Orangeburg County: The I-26 at I-95 interchange is located just inside the Orangeburg County limits. The interchanges located to the west and to the north of the I-26 at I-95 interchange are located in Orangeburg County. Overall, Orangeburg is undergoing a reduction in population that is anticipated to continue in the future. Between 2010-2012, Orangeburg County is one of 20 counties that have experienced negative growth in population.
- Dorchester County: Dorchester County is located south and east of Orangeburg County. The
  interchanges located to the east and south of the I-26 at I95 interchange are located in Dorchester
  County. Overall, Dorchester County has been increasing in population and is anticipated to
  continue to increase through 2035. A key driver in the population increase is development in the
  suburban areas of the northern Charleston region. Between 2010-2012, Dorchester County ranks
  as the seventh fastest growing county in South Carolina.

#### 5.5 RECOMMENDED GROWTH RATES

The estimated growth rates from the sources discussed in the previous sections are combined and presented for I-26, I-95 and the adjacent interchange crossroads in **Table 5**. In addition, the proposed annual growth rates to be applied in this forecast are shown in the final column. In developing a proposed growth rate, an average of the historic AADT, statewide model, and other forecasts was computed to provide an initial assessment. Population growth trends were considered in terms of low to high local growth, particularly for the adjacent intersections.

Table 5: Annual Growth Rate Comparison & Recommendation

Roadway	Location	2009-2019 Historic AADT (Table 1)	2015-2045 Statewide Model (Table 2)	Other Forecasts (Table 3)	Relative Local Population Growth Projections (1) (Table 4)	Average of Historic AADT, Statewide Model, & Other Forecasts	Proposed Annual Growth Rate(2)
I-95	North of I-26	1.8%	1.3%	1.6%	Low	1.6%	1.6%
I-95	South of I-26	1.9%	0.9%	2.0%	Moderate	1.6%	1.6%
I-26	West of I-95	2.4%	0.3%	2.0%	Low	1.6%	1.8%
I-26	East of I-95	3.7%	0.6%	1.5%	High	1.9%	1.8%
US 176 (Old State Rd)	Both sides	0.0%	NA	NA	Low	0.0%	0.5%
US 178 (Charleston Hwy)	Both sides	0.0%	1.0%	NA	Moderate	0.5%	0.5%
SC 210 (Vance Rd)	Both sides	0.0%	0.01%	NA	Low	0.0%	0.5%
US 15	North of I-26 South of I-26	3.3% 6.1%	0.4% 2.7%	NA	High	1.9% 4.4%	2.4%

<sup>(1)</sup> The population projection data is intended for information only to help inform the forecast growth rate. Nevertheless, it should be weighted less heavily than the historic traffic growth, the model forecasts (which reflects land use growth), and other forecasts.

<sup>(2)</sup> Minimum growth rate assumed to be 0.5% per year.

## **6.0 VOLUME DEVELOPMENT**

#### 6.1 METHODOLOGY

The analysis utilized a traditional methodology of initially estimating daily traffic volumes for the existing and future years and then applying a peak hour percentage (k) and directional (d) factors to estimate peak hour volumes. This method was utilized instead of applying growth rates directly to peak period turn movements. The proposed methodology includes the following steps:

- 1. Evaluation of existing daily traffic patterns (See Section 6.2)
- 2. Determination of existing 2022 AADT (See Section 6.3)
- 3. Preparation of 2022 balanced AADT turn movements (See Section 6.4)
- 4. Peak hour data analysis to identify a peak hour percentage (k)
- 5. Application of future growth rates to prepare future balanced AADT turn movements (See Section 6.6)
- 6. Determination of Peak Period Traffic Factors
- 7. Application of growth rates for preparation of future traffic volumes
- 8. Identification of truck percentages

#### 6.2 EVALUATION OF EXISTING DAILY TRAFFIC PATTERNS

The existing traffic flows on both I-26 and I-95 exhibit different daily flow patterns than many other high volume Interstate facilities. The majority of higher volume freeways are located in urban areas with very predictable weekday flows dominated by a higher volume AM and PM period controlled by daily commuter patterns. In addition, urban areas typically have higher volumes on weekdays than weekends. While there is some variance in volumes in an urban area by month, the variances are relatively modest.

In contract, both I-26 and I-95 are high volume rural Interstates carrying high volumes of long distance travelers, both within South Carolina and along the entire southeast coast. This includes a substantial volume (more than 20 percent of traffic) of large commercial interstate trucks (more than 20 percent of total traffic). Therefore, the first step in developing forecasts included analyzing both historical patterns and traffic volumes on I-26 and I-95.

A key analysis was examining the daily traffic volumes over a full year. Since the objective was to identify patterns over a typical year, the analysis focused on 2019 in order to eliminate variances in traffic flow related to the Covid pandemic. The 2019 data for both I-26 and I-95 were examined for variances in flow throughout the week (see **Table 6**), throughout the year (see **Table 7**), as well as on a day to day basis (see **Figure 3** and **Figure 4**).

Table 6: Variance of Traffic Volumes by Day of Week (2019)

	I-26 Stat	tion #20	I-95 Stat	ion #56
	ADT	Conversion Factor	ADT	Conversion Factor
Monday	49,168	1.08	31,068	1.05
Tuesday	45,035	1.18	27,712	1.18
Wednesday	47,428	1.12	28,208	1.16
Thursday	51,875	1.02	31,477	1.04
Friday	63,888	0.83	37,748	0.87
Saturday	55,914	0.95	37,024	0.89
Sunday	57,459	0.92	35,735	0.92
Weekday	51,479	1.03	31,243	1.05
Weekend	56,687	0.93	36,379	0.90
MTWT Weekday	48,376	1.09	29,616	1.11
FSS Weekend	59,087	0.90	36,836	0.89

Note: The conversion factor is used to convert a daily count on a given day of the week to an average daily volume. It is applied by dividing the given count by the conversion factor.

Table 7: Variance of Traffic Volumes by Month of Year (2019)

	I-26 St	ation #20	I-95 Sta	ition #56
Month	ADT	Conversion Factor	ADT	Conversion Factor
January	44,594	1.19	26,837	1.22
February	47,312	1.12	27,291	1.20
March	56,125	0.94	33,512	0.98
April	57,151	0.93	37,485	0.87
May	56,119	0.94	32,854	1.00
June	59,202	0.89	35,331	0.93
July	59,772	0.89	36,345	0.90
August	55,737	0.95	33,910	0.97
September	45,133	1.17	27,781	1.18
October	49,793	1.06	29,331	1.12
November	51,848	1.02	30,471	1.08
December	52,058	1.02	35,582	0.92
Annual Average (computed)	52,945	NA	32,774	NA
Official AADT (other adjustments)	52,900	NA	32,200	NA

Note: The conversion factor is used to convert a daily count collected in a given month

to an average annualized daily volume. It is applied by multiplying the given count by the conversion factor.

#### A review of **Table 6** indicates:

- Friday is the highest volume day throughout the year on both I-26 and I-95. It is particularly high on I-26 where the average Friday is more than 12,000 vpd higher than an average weekday and 4,000 vpd higher than the average weekend.
- The average daily weekend volume is more than 10 percent higher than the average weekday.
- If Friday is counted in the weekend, the difference is even greater with 20 percent higher daily volumes on the weekend than weekday.

#### A review of **Table 7** indicates:

- As shown, the official AADT was 52,900 vpd on I-26 and 32,200 vpd on I-95 in 2019.
- Daily volumes are subject to peaking for the summer months as expected. June and July are the highest volumes months with more than 59,000 vpd on I-26 and 35,000 vpd on I-95.
- High volumes are not limited to just June and July, however. A review of the data indicates that higher volumes begin in March through August with over 55,000 vpd.
- The lowest volume months are September to October as well as January to February.
- Although lower volumes than observed in the peak season (March through August), November and December both carry higher average values, primarily due to heavy traffic associated with the Thanksgiving and Christmas holidays.

In addition to looking at monthly and weekly patterns, a summary of daily patterns was developed in a graphic format. A review of the 2019 daily volumes is included in **Figure 3** for I-26 and **Figure 4** for I-95. Key patterns noted include:

- The substantial peaking on weekends (including Fridays) is evident not just during the higher volume March through August, but also throughout the year.
- The highest recurring peak volumes are noted on summer weekends for I-26 and I-95. The highest summer-related day was Friday May 24 marking the beginning of the tourist season. Although the traditional summer peak is noted from June through August, higher volumes on I-26 begin in in March and extend through the spring.
- The highest days of the year on I-95 are on the days before and after Thanksgiving and Christmas. Also note that in April there is a sustained peak, most likely caused by "snowbirds" returning from Florida to the northern states with the end of winter.
- A substantial peak followed by a dip was noted in early September on I-26. This dip matches the Governor's ordered evacuation of coastal areas for Hurricane Dorian. There is a peak caused by the evacuation followed by reduced volumes the day of the storm. (This data was not available in the 2019 data set for I-95.)
- A review of the data sets indicated that a full 365 days of data were available on I-26. On I-95, however, the available data sets did not include full holiday data including gaps for Thanksgiving, three summer weekends (including Labor Day and July 4<sup>th</sup>), the Hurricane Dorian evacuation and some other dates. Therefore, the I-95 data likely does not reflect full peaking volumes. This was considered when reviewing the HHV data in the development of the peak hour factor (k).

Figure 3: 2019 Daily Volumes on I-26 (SCDOT Count Station #20)

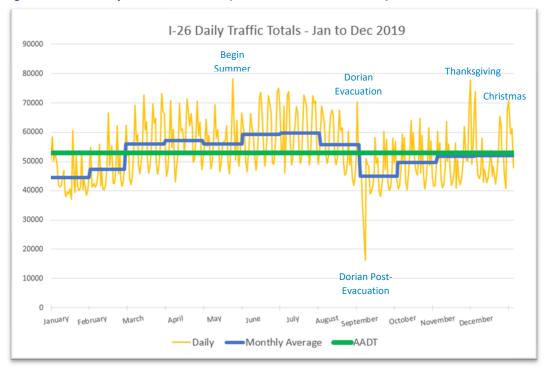
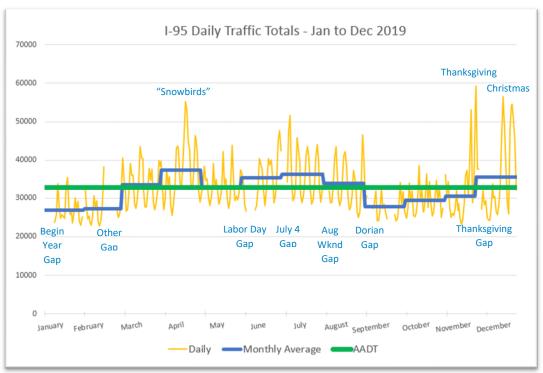


Figure 4: 2019 Daily Volumes on I-95 (SCDOT Count Station #56)



#### 6.3 DETERMINATION OF EXISTING 2022 AADT

The next step in estimating the project forecasts is the development of a baseline AADT for the 2022 existing conditions. One of the key challenges is the impact of the Covid pandemic on traffic patterns in 2020 and 2021. Therefore, AADT volumes on key roadway links were compared for 2019, 2020 and 2021 in addition to the 24-hour traffic counts collected as part of this project effort. **Table 8** provides an overview of the data considered and the identification of a 2022 forecasted AADT.

Table 8: Estimation of 2022 AADT at Key Roadway Links

Station	Roadway	Location	2019	2020	2021	March 2022 (actual)	March 2022 factored(1)	2022 Forecast Target	2022 Balanced Forecast AADT
0056 & 38-2835	1-95	North of I-26	32,200	28,700	35,700	32,415	31,800	35,700	35,800
28-2383	I-95	South of I-26	48,600	43,100	51,900	45,920	45,000	51,900	52,000
2171	I-26	West of I-95	53,500	47,000	49,600	48,890	45,000	49,600	49,600
2173	I-26	East of I-95	42,900	36,000	41,000	42,065	38,700	41,000	41,000
0184 0185	US 176 Old State Rd	West of I-95 East of I-95	NA 2,500	2,600 2,300	2,300 2,500	3,228 3,170	NA (2)	3,200	3,400 2,800
18-0141	US 178 Charleston Hwy	West of I-95 East of I-95	NA 2,800	NA 2,300	NA 2,500	3,655 4,524	NA (2)	3,500	3,000 4,000
38-0385	SC 210 Vance Rd	North of I-26 South of I-26	1,050	1,150	1,200	2,038 1,651	NA (2)	1,800	1,600 1,800
18-0109	US 15	North of I-26 South of I-26	2,500	2,200	2,400 5,100	2,174 4,204	NA (2)	2,400 5,000	2,800 5,000

#### Notes:

- 1. AADT calculated using March factor shown in
- 2. Table 7.
- 3. Monthly factor not calculated for local crossroads. Given the low volumes on the local roads (less than 5,000 vpd), the balancing methodology required adjustments that limited ability to precisely meet counts.

## 6.4 Preparation of 2022 Balanced AADT Turn Movements

The next step in the forecast procedure was the development of balanced daily turn movements for the I-26 at I-95 interchange and each of the four adjacent interchanges. For each interchange, this process required identifying the existing AADT on each approach as identified in **Table 8**. In addition, the 24-hour turn movement volumes were estimated using a combination of ramp AADT volumes and the counts collected for this study (both the ramp classification counts and the intersection turn movements).

In order to simplify the development of turn movement volumes, a spreadsheet tool was utilized to convert daily traffic volumes into turn movement data. Originally prepared by the North Carolina Department of Transportation (NCDOT), the tool verifies whether the turn movements are balanced at the interchange while also providing a simplified iterative method to balance the AADT turn movements.

As a final step, the spreadsheet converts the AADT turn movement information into peak hour turn movements utilizing the k and d factors. The volumes are computed for the overall interchange and can be assigned to multiple interchange types.

The basic theory utilized in the NCDOT spreadsheet is that traffic volumes are balanced daily with trips returning on the same roads, but in an opposite direction. As an example, the number of northbound right turns are offset by a similar number of westbound left turns over a full day. At each intersection, the turns must be balanced between the four quadrants with the daily volumes on each of the four approaches. An initial estimate of traffic flows in each quadrant is made based on existing data (for this project the SCDOT daily ramp counts as well as the ramp counts collected for the project were utilized).

Once a balanced daily solution for the quadrant turns is identified, the applicable peak hour percentages (k) and directional splits (d) can be applied to estimate peak period turn movements. Due to challenges matching peak hour turn movements for movements with differing k and d factors, the spreadsheet applies an iterative balancing to smooth out differences between approaches.

Note that the method is applied for the overall interchange without needing to take into account the type of interchange. For each individual interchange, the turn movements are iteratively adjusted to balance from east to west and from north to south (as well as the reverse movements). Once a given interchange is balanced, the applicable turn movements were compared to the existing traffic counts for reasonableness.

For this project, additional evaluation was focused on the I-95 northbound left onto I-26 west and the returning message. Although the daily counts on the loop in the northeast quadrant and the opposite ramp in the southwest quadrant did not match, the higher of the two volumes observed was closely matched to prevent an overestimate of the assumed 2022 existing movements. As a final step, the volumes between adjacent interchanges were checked to verify that total through traffic volumes are consistent between interchanges.

The 2022 balanced AADT turn movements for each of the five interchanges are in Appendix D. The output is from the NCDOT spreadsheet tool.

#### 6.5 PEAK HOUR DATA ANALYSIS

The 7th Edition of the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Design Standards Interstate System* notes that traffic volumes vary during the day as well as at different times in the year, and that a key design decision is to determine which of these hourly volumes should be used as the basis of design in order to adequately manage the expected volume of traffic without overdesigning for extremes. AASHTO-recommended practice is to select an hour between the 30th and 100th highest hour of the year for roadway design, which is similar to the method prescribed by the Institute of Transportation Engineers (ITE) and the Transportation Research Board (TRB).

In order to reflect "normal" traffic conditions, the analysis proceeded with the selection of a design hour volume using the 2019 data sets illustrated in **Figure 3** and **Figure 4**. A detailed analysis of the hourly volumes on both I-26 and I-95 was conducted to identify an applicable peak hour period and the corresponding peak hour period, design hour percentage (k), and directional splits.

### 6.5.1 Design Hour Selection

As noted in Section 6.2, daily traffic volumes on both I-26 and I-95 vary substantially depending upon the month of the year and the day of the week. The variations in daily flow are also reflected in peak hour patterns and volumes. The following is noted about the pattern of peak hour volumes to determine a peak hour of the day on both I-26 and I-95.

- Daily traffic flows are different than typical travel patterns in urban areas.
- There is no distinct AM or PM peak period. Instead, traffic volumes are relatively high from 7
  AM to 9 PM. The highest volumes occur between 12 noon and 5 PM with peaking occurring
  near 3 PM on both I-26 and I-95. (See Figure 5 and Figure 6)
- In the peak hour each day, traffic flows peak in both directions on I-26 and I-95. (See Figure 7)

Based on these observations, this forecast has been developed assuming a single mid-day peak period (approx. 3 PM to 4 PM) with peak flows in both directions on I-95 and I-26.

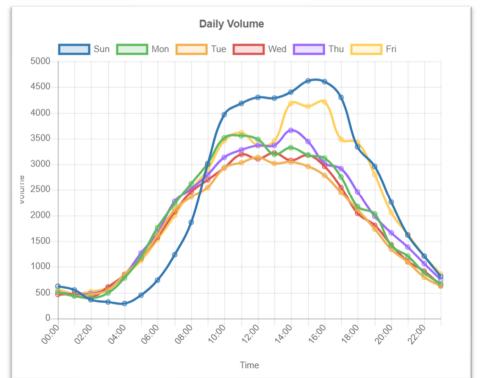


Figure 5: Typical daily traffic patterns on I-26 (from Station 0020 Site Dashboard)

Figure 6: Typical daily traffic patterns on I-95 (from Station 0056 Site Dashboard)





Note: Box illustrates range between 10 AM to 6 PM illustrating the long daily peak on I-95 at ATR #56.

#### 6.5.2 Review of Highest Hourly Volumes to Calibrate K-factor

Typical practice is to choose an hourly volume between the 30<sup>th</sup> and 100<sup>th</sup> highest hour volume (HHV) in order to balance economic efficiency with congestion alleviation. Therefore, a review of the highest hourly volume was undertaken to identify an appropriate highest hourly volume and the respective k percentage. For this project, average K is not appropriate for multiple reasons including high variations in demand throughout the year as well as on a weekly basis. On I-26 and I-95, the relatively flat demand that occurs over multiple hours of each day also serves to diminish the average K. Therefore, a more detailed analysis of the highest hourly volume curves was undertaken to identify an appropriate peak hour volume.

#### Key items considered include:

- The I-95 data set used in developing the AADT has already eliminated the highest volume days of the year (before and after Thanksgiving, Christmas and New Years as well as 3 peak beach weekends). As a result, it is estimated that approximately 20 of the top 50 HHV peak hours may have been eliminated from the analysis data set.
- In analyzing the data for each day (independent of the daily volume), an average peak hour percentage (k) of 8 percent was identified. Using the average k of 8 percent, results in a peak hour volume of 2,576 vph (using the 2019 AADT) which is near the 700th HHV on I-95. Similarly, on I-26 an 8 percent k-factor equates to a volume near the 900th HHV. Designing for these volumes will result in many more hours of congestion than desirable.

Standard practice is to base highway design volumes on an hour between the 30th and 100th highest hour of the year by evaluating a curve of the highest hourly volumes over a given year. When this curve is produced, a key feature is the "knee" of the curve which typically occurs near the 30<sup>th</sup> highest hourly volume but can vary depending upon the characteristics of the highway being examined. The "knee" is that portion if the curve between the initial steep descent and the more gradually declining slope reflecting lower and more frequently occurring volumes. Using this point to select an appropriate hour for planning, design, and operational purposes provides a compromise between providing an adequate level of service (LOS) for most hours of the year while also providing an economically efficient design. Simply put, building a highway to accommodate traffic volumes on the initial steep slope of the volume curve can be very expensive and provide excess capacity that is only used during a few peak hours of each year.

For this more detailed analysis, 2019 peak hour volumes for both I-26 and I-95 were combined and sorted from highest to lowest for all hours of the year to create the highest hourly volume curves. The resulting curve (both an extended and then zoomed in version) were reviewed for both I-26 and I-95. (as illustrated in **Figure 8**). This analysis focused on identifying an appropriate k percentage that could be applied to existing 2022 volumes as well as 2030 and 2050 future AADTs. The focus was to identify the K value corresponding with the knee in the curve.

In addition to reviewing the HHV curve data, the list of 200 highest hourly volumes was examined. In addition to the volumes, a k percentage was computed for each hour based on the calculated AADT for

the entire year of 2019. 2019 was specifically targeted since the entire annual pattern (even if applied to a different AADT or year) reflected a full year without variations and dips resulting from Covid effects of vehicle trips – both in-state and out of state.

2019 ATR Station Two Way Hourly Volumes 7000 5500 I-26 W of I-95 **I-26** k=11.0% 2019 ADT = 52,900 vpd30th HHV k=10.5% k=10.5% 6000 5,571 vph 5571 vph 5000 78th HHV k=10.3% k=9.9% 78th HHV 100th HHV 200th HHV Peak Hourly Volume 5500 5000 I-26 Peak Hour 5000 **I-95** I-95 Peak Hour 4000 k=10.5% 3,381 vph I-95 N of I-26 4500 2019 ADT = 32,200 vpd98th HHV k=11.7% 30th HHV 3000 4000 k=10.5% k=9.8% k=10% 98th HHV 200th HHV 165th HHV 3,381 vph 3500 2000 k=11.0% 60th HHV 3000 00 1000 301 301 501 501 701 801 **Highest Hourly Volume Rank** 

Figure 8: Top 200 Highest Hourly Volumes on I-26 (Sta #20) and I-95 (Sta #56) for 2019

#### Notes:

- 1. The SCDOT 2019 automatic counter data for I-95 north of I-26 did not include weeks of Thanksgiving, Christmas, New Years as well as 3 summer weekends in 2019. After comparison to the complete I-26 data set, it is estimated that approx. 20 of top 150 HHV are missing on I-95.
- 2. To examine the highest hourly volume, 2019 data was used to get a clean data set without impacts of Covid. The data was then used in order to develop k percentages for application to 2022 data and future forecasts.

Understanding the differences in flow patterns on I-26 and I-95 as well as throughout the year is important to identifying an appropriate highest hourly volume for design and the applicable k percentage for both I-26 and I-95. The key items affecting the selection of a k percentage related in both I-26 and I-95 include:

#### Interstate 26 (selected k = 10.5 percent)

- On I-26, in contrast with I-95, the highest hourly volumes were focused in summer with over 60 percent of the peak 100 hours. Despite a full set of data, November and December peak hours accounted for less than 10 percent of the 100 highest hours of 2019 (compared with 50 percent of the I-95 peak 100 hours occurring in November and December).
- On I-26, the 30<sup>th</sup> highest hourly volume and most of the similar hourly volumes occurred on a summer weekend and reflected a peak hour (k) percentage of 11.0 percent. It was recognized, however, that the intent of the project is not focused on the highest peak summer traffic volumes which would likely result in an over design of the facility.
- In observing the top 200 data set, it was noted that there were multiple counts reflecting spring (March and April) on a Friday afternoon. These all occurred between the 65<sup>th</sup> and 92<sup>nd</sup> highest hourly volumes with a k percentage ranging from 10.4 percent to 10.6 percent.
- The observed spring Friday data matches well the k percentage of 10.5 percent shown in **Figure** 8 for I-26 and confirmed the selection.

#### Interstate 95 (selected k =10.5 percent)

- I-95 has a different traffic pattern than is observed on I-26 despite both being high volume rural Interstates with heavy volumes of trucks.
- On I-95, half of the 100 highest hourly volumes occurred in the months of November and December. Of these, 40 hours were near Christmas while only 11 hours in the data set were near Thanksgiving. As noted previously, however, there was a gap in data for Thanksgiving (specifically Monday through Friday of Thanksgiving week). If this data were available, it is likely that most of the 100 highest hourly volumes on I-95 would have been during the two holidays.
- Of the data in the top 200 HHV it is also suspected that the summer peaks were also under reported with Labor Day week, July 4<sup>th</sup> weekend, and another weekend in August not included in the data set. It is recognized, however, that these periods are typically considered as not appropriate for identification of a design period.
- Applying the same approach used for I-26 (i.e., identifying a typical peak Friday in the spring) was reviewed. Multiple data points fitting the desired time period were identified ranging between the 103<sup>rd</sup> HHV (k = 10.3 percent) through the 225<sup>th</sup> HHV (k = 9.6 percent). Using this result, a k value of 10.0 percent was considered.
- Reviewing a k value of 10 percent, it was determined that this volume correlated with the 160<sup>th</sup> HHV of the available data. This is further from the typical 30<sup>th</sup> HHV than desired. In addition, if the missing data were to be considered, it was estimated that at least 50 additional hourly volumes higher than this point were not counted. Therefore, a k of 10 percent was not utilized.
- A k value of 11 percent was also considered which matched the 60<sup>th</sup> HHV on I-95. A review of the data, however, indicated that the vast majority of the data points near this level were either

- winter holiday related or during peak summer weekends. Therefore, this was deemed as giving too high of design volume.
- A k value of 10.5 percent was examined and correlated with the 98<sup>th</sup> HHV using the 2019 data for I-95. Although this It is recognized that this is lower than is typically applied, it seemed a reasonable balance between 10 and 11 percent. The volume also matched near the point where the peak spring Friday afternoon hours were observed. This point is highlighted on the I-95 curve shown in **Figure 8**.

Note that the above data sets are included in Appendix B for both I-26 and I-95. To simplify reviewing the data, highlighting has been used. For I-95, gold highlight reflects the winter holidays and green highlight reflects the peak data for primarily Fridays in March and April. For I-26 only the green highlight is used. For both facilities the 30<sup>th</sup> and 100<sup>th</sup> HHV is highlighted in yellow.

In summary, a peak hour factor was determined for both I-26 and I-95. On I-26, a k-factor of 10.5 percent was selected reflecting the 78<sup>th</sup> HHV. On I-95, a k-factor of 10.5 percent was also selected reflecting the 98<sup>th</sup> HHV on I-95 (although the I-95 HHV is likely closer to the 150<sup>th</sup> HHV if all data for 2019 were available). In determining these percentages, a review of the highest hourly volume data was conducted, focused on identifying the "knee of the curve". The use of this methodology results in a lower K-value and lower design volume than would be accommodated if the typical 30<sup>th</sup> HHV were selected. Nevertheless, this method of identifying the knee in the curve allows for a balancing of construction costs for economic efficiency by avoiding over-designing for holidays and other events. Although there is variation in actual counts, the design period reasonably approximates a typical Friday afternoon in the spring for I-26 and a higher volume Friday afternoon in the spring for I-95.

# 6.6 APPLICATION OF GROWTH RATES FOR PREPARATION OF FUTURE BALANCED AADT TURN MOVEMENTS

Section 5.0 documents the analysis for determining the traffic growth rate to be applied for this project. Specific annual growth rates were identified in **Table 5** for both I-26 (1.8 percent) and I-95 (1.6 percent) as well as the four crossroads at each of the adjacent interchanges (2.4 percent for US 15 and 0.5 percent for the other three crossroads).

For the balancing of turn movements, a growth rate is also applied to the turns. For the system interchange, I-26 at I-95 interchange, the turn movements were increased by the I-26 growth rate of 1.8 percent per year. For each of the four service interchanges, turn movements were assumed to grow based upon the growth rate of the local road. As with the 2022 balanced intersections, a final step required balancing of the outgoing traffic volume was taken.

The 2030 and 2050 balanced AADT turn movements for each of the five interchanges are in Appendix D. The output is from the NCDOT spreadsheet tool.

#### 6.7 IDENTIFICATION OF TRUCK PERCENTAGES

Truck percentages are high on both I-26 and I-95 serving freight along I-95 linking the eastern seaboard and with I-26 serving a critical link to the SC Port facilities in Charleston. Each of the SCDOT permanent traffic counters on I-26 and I-95 summarizes the truck percentages based on FHWA's breakdown of 13 vehicle types. Multiple sources of truck counts were reviewed including the 2019 hourly counts, additional online data, project specific classification counts, as well as the Statewide demand model. The data sets and forecasted truck percentages are summarized in **Table 9**.

Table 9: Truck Percentages for I-26 and I-95

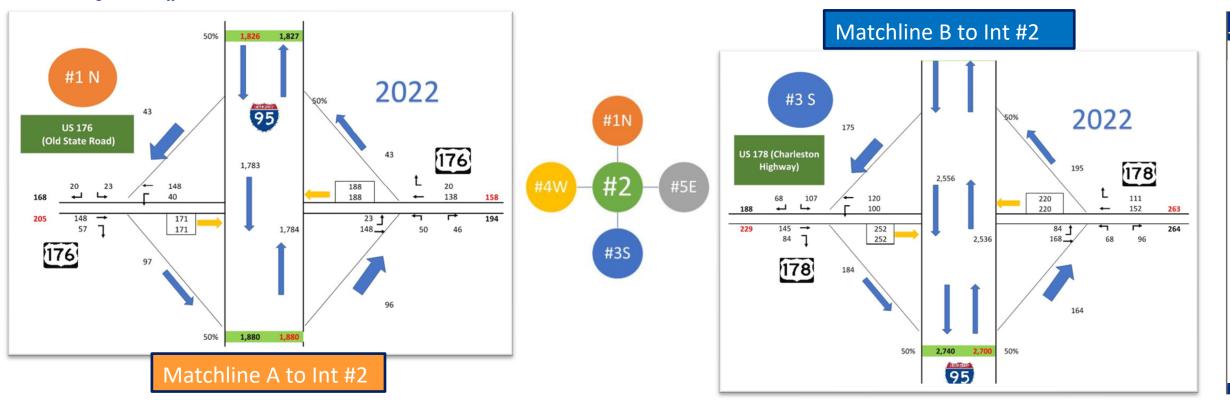
Location	Site Summary from SCDOT	Site Dashboard	Statewide Model	Project Counts	Forecast Truck Percentages		
	Website	(Class 5-13)	2015 & 2045	(3/1-3/7)	2030	2050	
I-95 North	12%	23.1%	26.3% 2015 27.5% 2045	35% weekday 29% weekend 33% overall	22%	22%	
I-95 South	21%	24.5%	27.7% 2015 29.7% 2045	31% weekday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

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

## 7.0 Proposed Design Volumes

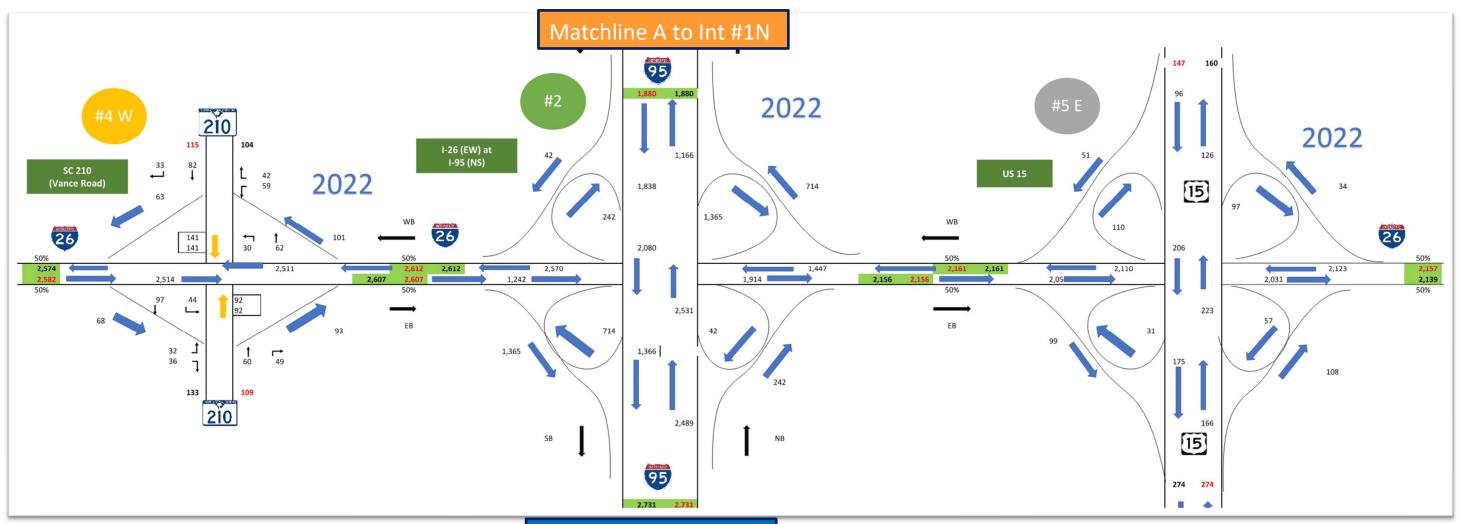
Based on the analysis presented in this memorandum, the following volumes are proposed for the 2022 Base Year (**Figure 9**), 2030 Opening Year (**Figure 10**), and 2050 Design Year(**Figure 11**). In addition to the figures, Appendix E provides a continuous graphic of the traffic forecasts that can be printed on a larger scale.

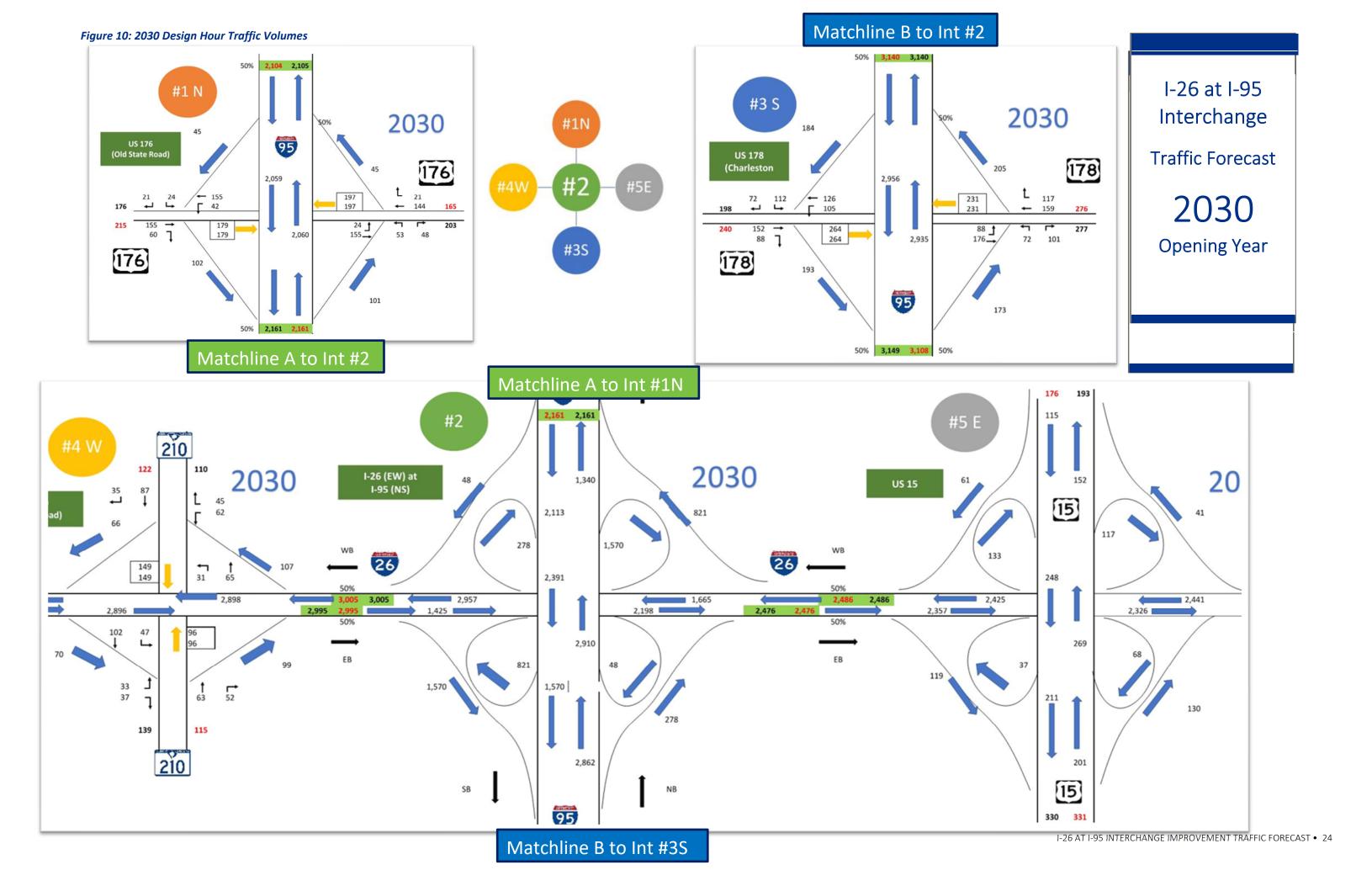
Figure 9: 2022 Design Hour Traffic Volumes

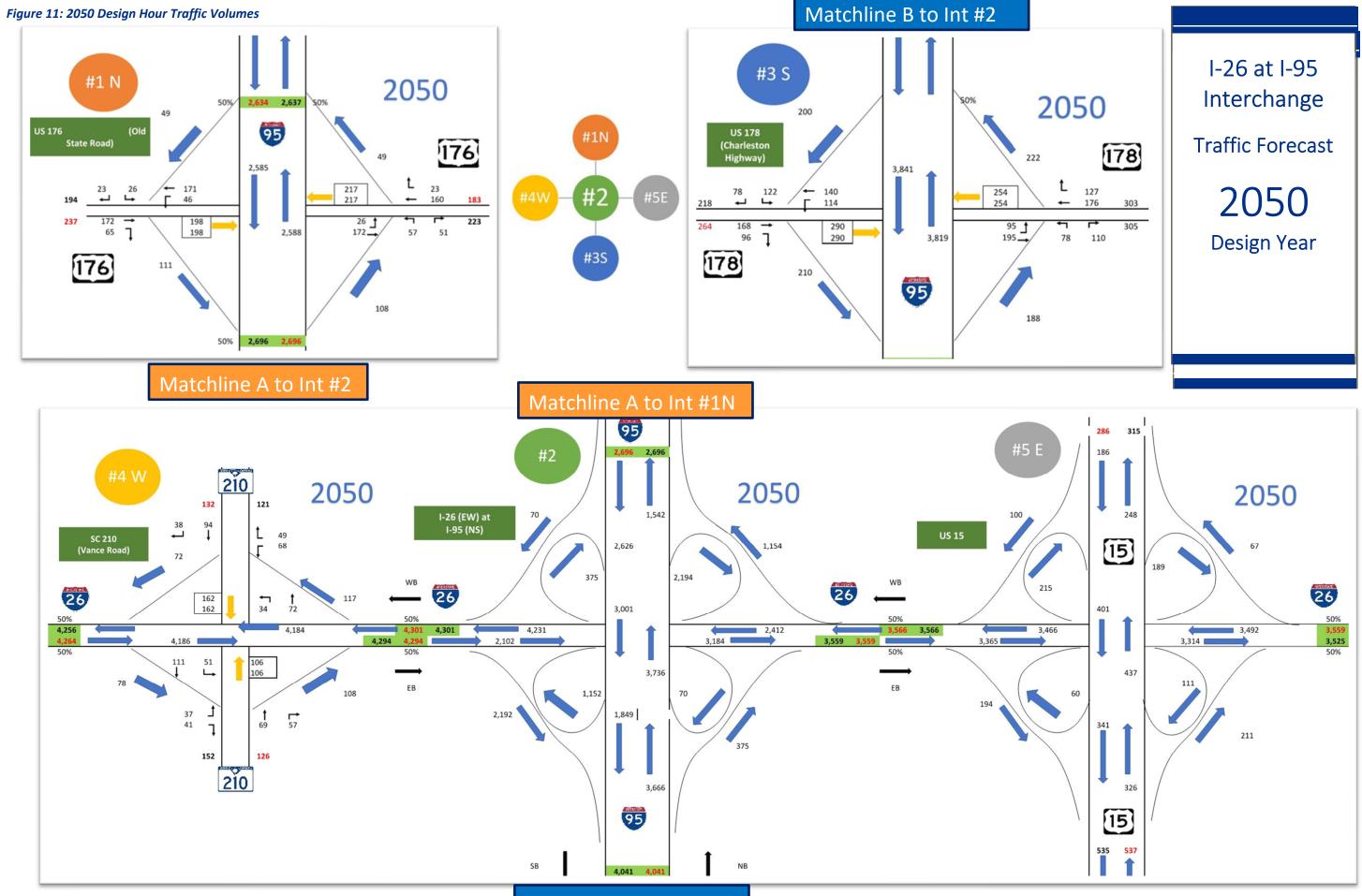


I-26 at I-95 Interchange Traffic Forecast 2022

Existing







# **Appendix A** HISTORICAL **AADT G**ROWTH **ANALYSIS**

Station	Roadway	Location	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2009 to 2019 Growth Rate
0056 & 38-2835	I-95	North of I-26	26,900	27,200	27,200	27,200	26,100	26,800	29,400	30,900	30,900	31,400	32,200	1.81%
28-2383	1-95	South of I-26	40,300	40,700	40,900	39,500	39,600	40,700	43,000	43,700	43,400	44,800	48,600	1.89%
2171	I-26	West of I-95	42,200	44,100	42,800	43,200	44,300	45,600	48,600	50,900	52,800	52,800	53,500	2.40%
2173	I-26	East of I-95	29,900	30,700	29,700	30,200	30,900	32,800	35,500	38,300	39,000	42,500	42,900	3.68%
0185	US 176 (Old State Rd)	East of I-95	2,500	2,600	2,500	2,400	2,400	2,400	2,500	2,400	2,300	2,400	2,500	0.00%
18-0141	US 178 (Charleston Hwy)	East of I-95	2,800	2,900	3,100	3,100	3,200	2,900	2,900	2,800	3,000	2,600	2,800	0.00%
38-0385	SC 210 (Vance Rd)	North of I-26	1,050	1,050	1,050	1,100	1,100	1,000	1,100	1,050	1,150	1,050	1,050	0.00%
18-0109	US 15	North of I-26	1,800	1,850	1,850	2,100	2,400	1,650	1,550	1,900	2,200	2,300	2,500	3.34%

# **Appendix B** 2019 HIGHEST HOURLY VOLUMES

I-26 WEST OF I-95 STA. #20

I-95 NORTH OF I-26 STA. #56

#### **HIGHLIGHTING LEGEND:**

30<sup>TH</sup> & 100<sup>TH</sup> HIGHEST HOURLY VOLUME

THANKSGIVING & CHRISTMAS HOLIDAYS

FRIDAY AFTERNOONS IN SPRING

I-26 west of I-95 (Station #20) 2019 Highest Hourly Volumes

I-26 Coun	t Station #0020			2019			ADT = 52,945 vpd			
HHV	Day of Week	Date	Month	Year	Time	Hourly	EB	WB	k	
						Volume				
1	Saturday	29	June	2019	10:00	6383	2980	3403	12.1%	
2	Saturday	15	June	2019	10:00	6377	3134	3243	12.0%	
3	Saturday	27	July	2019	10:00	6220	2907	3313	11.7%	
4	Sunday	28	July	2019	14:00	6217	3073	3144	11.7%	
5	Saturday	6	July	2019	11:00	6182	2926	3256	11.7%	
6	Sunday	21	July	2019	13:00	6103	2881	3222	11.5%	
7	Saturday	20	July	2019	10:00	6091	2847	3244	11.5%	
8	Saturday	10	August	2019	11:00	6077	2970	3107	11.5%	
9	Sunday	28	July	2019	13:00	6057	2886	3171	11.4%	
10	Saturday	3	August	2019	11:00	6045	2979	3066	11.4%	
11	Saturday	13	July	2019	10:00	6039	2857	3182	11.4%	
12	Sunday	28	July	2019	12:00	6037	2653	3384	11.4%	
13	Sunday	7	July	2019	17:00	6005	3172	2833	11.3%	
14	Saturday	6	July	2019	10:00	6001	2575	3426	11.3%	
15	Sunday	28	July	2019	15:00	5989	2935	3054	11.3%	
16	Sunday	30	June	2019	13:00	5983	2928	3055	11.3%	
17	Wednesday	27	November	2019	13:00	5979	2940	3039	11.3%	
18	Friday	24	May	2019	15:00	5950	3228	2722	11.2%	
19	Sunday	28	July	2019	16:00	5945	3037	2908	11.2%	
20	Saturday	13	July	2019	11:00	5935	3073	2862	11.2%	
21	Sunday	21	July	2019	14:00	5890	2959	2931	11.1%	
22	Friday	26	July	2019	14:00	5870	3140	2730	11.1%	
23	Sunday	1	December	2019	16:00	5870	3267	2603	11.1%	
24	Sunday	23	June	2019	16:00	5865	3057	2808	11.1%	
26	Sunday	11	August	2019	14:00	5854	2774	3080	11.1%	
27	Sunday	30	June	2019	14:00	5853	2830	3023	11.1%	
28	Saturday	15	June	2019	11:00	5838	2820	3018	11.0%	
29	Sunday	23	June	2019	15:00	5827	2797	3030	11.0%	
30	Sunday	28	July	2019	11:00	5827	2533	3294	11.0%	
31	Friday	29	March	2019	15:00	5825	2934	2891	11.0%	
32	Sunday	23	June	2019	13:00	5811	2710	3101	11.0%	
33	Saturday	29	June	2019	11:00	5807	2795	3012	11.0%	
34	Sunday	21	July	2019	11:00	5799	2515	3284	11.0%	
35	Sunday	23	June	2019	12:00	5792	2592	3200	10.9%	
36	Friday	29	March	2019	16:00	5789	2858	2931	10.9%	
37	Sunday	7	July	2019	11:00	5783	2529	3254	10.9%	
38	Saturday	15	June	2019	12:00	5780	2904	2876	10.9%	
39	Saturday	3	August	2019	12:00	5777	2996	2781	10.9%	
40	Wednesday	27	November	2019	12:00	5772	2798	2974	10.9%	
41	Sunday	14	July	2019	15:00	5771	2848	2923	10.9%	
42	Saturday	30	November	2019	11:00	5764	2698	3066	10.9%	
43	Sunday	30	June	2019	15:00	5737	2937	2800	10.8%	
44	Sunday	11	August	2019	12:00	5728	2437	3291	10.8%	
45	Sunday	31	March	2019	16:00	5725	2763	2962	10.8%	
46	Sunday	16	June	2019	16:00	5722	3163	2559	10.8%	
47	Saturday	29	June	2019	09:00	5715	2551	3164	10.8%	
48	Sunday	21	July	2019	12:00	5702	2497	3205	10.8%	
49	Friday	22	February	2019	15:00	5697	2632	3065	10.8%	
51	Sunday	14	April	2019	12:00	5694	2749	2945	10.8%	

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I-26 west of I-95 (Station #20) 2019 Highest Hourly Volumes

26 Coun	t Station #0020			2019				ADT = 52,9	45 vnd
	1 31411011 #0020					Hourly			::::::::::::::::::::::::::::::::::::::
HHV	Day of Week	Date	Month	Year	Time	Volume	EB	WB	k
52	Friday	24	May	2019	16:00	5686	3126	2560	10.7%
53	Sunday	11	August	2019	13:00	5686	2672	3014	10.79
54	Sunday	24	March	2019	14:00	5684	2735	2949	10.79
55	Sunday	30	June	2019	12:00	5681	2569	3112	10.79
56	Friday	5	April	2019	14:00	5664	2948	2716	10.79
57	Saturday	6	July	2019	12:00	5659	2611	3048	10.79
58	Sunday	21	April	2019	17:00	5657	2542	3115	10.79
59	Sunday	14	July	2019	13:00	5650	2698	2952	10.79
60	Thursday	26	December	2019	11:00	5649	2841	2808	10.79
61	Sunday	7	July	2019	12:00	5648	2789	2859	10.79
62	Friday	26	July	2019	13:00	5640	2843	2797	10.79
63	Friday	24	May	2019	14:00	5639	2954	2685	10.79
64	Saturday	10	August	2019	12:00	5631	2783	2848	10.6%
65	Friday	15	March	2019	15:00	5627	2904	2723	10.69
66	Sunday	21	July	2019	15:00	5614	2789	2825	10.69
67	Sunday	11	August	2019	15:00	5614	2691	2923	10.69
68	Sunday	23	June	2019	11:00	5609	2373	3236	10.69
69	Friday	26	July	2019	15:00	5609	2921	2688	10.69
70	Friday	28	June	2019	13:00	5603	2784	2819	10.69
71	Saturday	10	August	2019	13:00	5589	3023	2566	10.69
72	Friday	15	March	2019	13:00	5587	2772	2815	10.69
73	Friday	26	April	2019	15:00	5584	2956	2628	10.59
74	Saturday	10	August	2019	10:00	5581	2666	2915	10.59
76	Saturday	15	June	2019	13:00	5576	2772	2804	10.59
77	Sunday	31	March	2019	15:00	5574	2536	3038	10.59
78	Friday	19	April	2019	12:00	5571	2744	2827	10.59
79	Monday	27	May	2019	11:00	5556	2063	3493	10.5%
80	Saturday	1	June	2019	11:00	5555	2678	2877	10.59
81	Friday	22	March	2019	16:00	5543	2919	2624	10.59
82	Friday	29	March	2019	14:00	5538	2750	2788	10.59
83	Saturday	29	June	2019	12:00	5538	2806	2732	10.59
84	Friday	15	March	2019	14:00	5533	2683	2850	10.59
85	Friday	12	April	2019	15:00	5533	3029	2504	10.59
86	Saturday	8	June	2019	11:00	5527	2684	2843	10.49
87	Friday	8	March	2019	15:00	5526	3022	2504	10.49
88	Sunday	31	March	2019	14:00	5525	2675	2850	10.49
89	Friday	15	March	2019	16:00	5524	2768	2756	10.49
90	Friday	19	July	2019	15:00	5521	2775	2746	10.49
91	Sunday	16	June	2019	13:00	5520	2679	2841	10.49
92	Friday	19	April	2019	13:00	5519	2742	2777	10.49
93	Sunday	1	December	2019	10:00	5502	2574	2928	10.49
94	Sunday	16	June	2019	12:00	5500	2479	3021	10.49
95	Saturday	15	June	2019	09:00	5492	2501	2991	10.49
96	Friday	19	July	2019	14:00	5491	2724	2767	10.49
97	Saturday	30	March	2019	11:00	5490	2686	2804	10.49
98	Sunday	12	May	2019	16:00	5486	2521	2965	10.49
99	Wednesday	27	November	2019	16:00	5480	2747	2733	10.49
100	Sunday	24	March	2019	16:00	5479	2685	2794	10.39
			111011011		20.00	0.110			/

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I-26 west of I-95 (Station #20) 2019 Highest Hourly Volumes

-26 Count Station #0020				2019			ADT = 52,945 vpd			
нни	Day of Week	Date	Month	Year	Time	Hourly Volume	EB	WB	k	
102	Sunday	28	April	2019	13:00	5472	2247	3225	10.3%	
103	Wednesday	27	November	2019	11:00	5472	2526	2946	10.3%	
104	Sunday	14	July	2019	12:00	5470	2525	2945	10.3%	
105	Friday	21	June	2019	13:00	5466	2587	2879	10.3%	
106	Friday	5	April	2019	13:00	5465	2671	2794	10.3%	
107	Sunday	31	March	2019	12:00	5464	2360	3104	10.3%	
108	Sunday	30	June	2019	11:00	5461	2435	3026	10.3%	
109	Friday	21	June	2019	15:00	5456	2862	2594	10.3%	
110	Friday	5	April	2019	15:00	5452	2944	2508	10.3%	
111	Sunday	14	July	2019	16:00	5449	2733	2716	10.3%	
112	Sunday	21	July	2019	16:00	5449	2745	2704	10.3%	
113	Saturday	30	November	2019	14:00	5445	3041	2404	10.3%	
114	Sunday	1	December	2019	17:00	5443	3038	2405	10.3%	
115	Friday	28	June	2019	16:00	5442	2790	2652	10.3%	
116	Saturday	25	May	2019	11:00	5436	3057	2379	10.3%	
117	Friday	21	June	2019	14:00	5434	2689	2745	10.3%	
118	Sunday	11	August	2019	11:00	5434	2293	3141	10.3%	
119	Wednesday	27	November	2019	15:00	5424	2569	2855	10.2%	
120	Friday	10	May	2019	14:00	5422	2753	2669	10.2%	
121	Sunday	18	August	2019	14:00	5422	2443	2979	10.2%	
122	Friday	19	July	2019	13:00	5420	2705	2715	10.2%	
123	Sunday	17	March	2019	15:00	5418	2516	2902	10.2%	
126	Friday	26	April	2019	14:00	5413	2577	2836	10.2%	
127	Sunday	14	July	2019	11:00	5406	2404	3002	10.2%	
128	Sunday	17	March	2019	14:00	5401	2318	3083	10.2%	
129	Sunday	28	April	2019	14:00	5401	2371	3030	10.2%	
130	Sunday	7	July	2019	10:00	5396	2232	3164	10.2%	
131	Saturday	1	June	2019	10:00	5389	2520	2869	10.2%	
132	Friday	5	April	2019	16:00	5388	2910	2478	10.2%	
133	Saturday	30	March	2019	10:00	5383	2473	2910	10.2%	
134	Friday	24	May	2019	17:00	5383	2908	2475	10.2%	
135	Saturday	30	November	2019	10:00	5383	2307	3076	10.2%	
136	Sunday	4	August	2019	15:00	5382	2930	2452	10.2%	
137	Sunday	11	August	2019	16:00	5382	2664	2718	10.2%	
138	Saturday	17	August	2019	11:00	5379	2289	3090	10.2%	
139	Friday	15	February	2019	17:00	5376	3181	2195	10.2%	
140	Friday	21	June	2019	16:00	5376	2747	2629	10.2%	
141	Friday	19	April	2019	11:00	5373	2694	2679	10.1%	
142	Sunday	19	May	2019	14:00	5372	2570	2802	10.1%	
143	Friday	22	March	2019	15:00	5369	2663	2706	10.1%	
144	Saturday	6	July	2019	13:00	5369	2598	2771	10.1%	
145	Saturday	28	December	2019	10:00	5367	2700	2667	10.1%	
146	Sunday	31	March	2019	13:00	5365	2580	2785	10.1%	
147	Friday	28	June	2019	15:00	5364	3024	2340	10.1%	
148	Sunday	19	May	2019	13:00	5363	2456	2907	10.1%	
149	Saturday	20	April	2019	11:00	5360	2645	2715	10.1%	
152	Sunday	1	December	2019	12:00	5359	2608	2751	10.1%	
153	Sunday	9	June	2019	13:00	5356	2751	2605	10.1%	
133	Sunday	5	May	2019	14:00	5349	2423	2926	10.1%	

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I-26 west of I-95 (Station #20) 2019 Highest Hourly Volumes

I-26 Cour	nt Station #0020			2019				ADT = 52,9	45 vpd
HHV	Day of Week	Date	Month	Year	Time	Hourly Volume	EB	WB	k
155	Saturday	22	June	2019	10:00	5348	2953	2395	10.1%
156	Friday	27	December	2019	12:00	5347	2552	2795	10.1%
157	Wednesday	27	November	2019	14:00	5345	2518	2827	10.1%
158	Sunday	21	April	2019	15:00	5341	2185	3156	10.1%
159	Friday	8	March	2019	14:00	5339	2759	2580	10.1%
160	Sunday	19	May	2019	15:00	5336	2566	2770	10.1%
161	Friday	26	July	2019	16:00	5336	2780	2556	10.1%
162	Sunday	17	March	2019	16:00	5335	2524	2811	10.1%
163	Friday	12	April	2019	14:00	5335	2880	2455	10.1%
164	Sunday	12	May	2019	14:00	5333	2579	2754	10.1%
165	Sunday	7	July	2019	16:00	5330	2603	2727	10.1%
166	Saturday	25	May	2019	10:00	5329	2964	2365	10.1%
167	Thursday	18	April	2019	15:00	5327	2642	2685	10.1%
168	Saturday	15	June	2019	15:00	5326	3015	2311	10.1%
169	Sunday	21	April	2019	18:00	5325	2435	2890	10.1%
170	Sunday	10	March	2019	14:00	5323	2524	2799	10.1%
171	Sunday	7	July	2019	13:00	5321	2441	2880	10.1%
172	Saturday	29	June	2019	14:00	5319	3098	2221	10.0%
173	Friday	27	December	2019	11:00	5314	2447	2867	10.0%
174	Sunday	24	March	2019	11:00	5313	2258	3055	10.0%
175	Friday	27	December	2019	14:00	5310	2744	2566	10.0%
176	Saturday	22	June	2019	13:00	5308	2792	2516	10.0%
177	Saturday	29	June	2019	15:00	5296	3093	2203	10.0%
178	Thursday	26	December	2019	10:00	5293	2765	2528	10.0%
179	Friday	3	May	2019	17:00	5292	2913	2379	10.0%
180	Friday	28	June	2019	12:00	5288	2485	2803	10.0%
181	Sunday	30	June	2019	16:00	5288	2633	2655	10.0%
182	Saturday	27	July	2019	09:00	5286	2257	3029	10.0%
183	Tuesday	26	November	2019	16:00	5282	2802	2480	10.0%
184	Monday	27	May	2019	13:00	5279	2358	2921	10.0%
185	Friday	19	July	2019	12:00	5277	2627	2650	10.0%
186	Sunday	28	April	2019	15:00	5275	2293	2982	10.0%
187	Sunday	7	April	2019	16:00	5273	2254	3019	10.0%
188	Thursday	26	December	2019	13:00	5273	2762	2511	10.0%
189	Thursday	18	April	2019	14:00	5272	2520	2752	10.0%
190	Saturday	8	June	2019	10:00	5264	2515	2749	9.9%
191	Saturday	22	June	2019	16:00	5261	3060	2201	9.9%
192	Monday	27	May	2019	14:00	5260	2291	2969	9.9%
193	Saturday	27	July	2019	13:00	5259	2961	2298	9.9%
194	Sunday	31	March	2019	11:00	5258	2050	3208	9.9%
195	Friday	10	May	2019	15:00	5257	2751	2506	9.9%
196	Friday	16	August	2019	14:00	5255	2661	2594	9.9%
197	Saturday	3	August	2019	10:00	5254	2532	2722	9.9%
198	Sunday	9	June	2019	12:00	5251	2458	2793	9.9%
199	Friday	19	July	2019	16:00	5251	2722	2529	9.9%
200	Friday	21	June	2019	12:00	5248	2484	2764	9.9%

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I-95 north of I-26 (Station #56) 2019 Highest Hourly Volumes

I-95 Count Station #0056			2019			ADT = 32,200 vpd			
нну	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT
		_	1400400	2010	16.00		2504	4.550	32,200
2	Sunday	7	July November	2019	16:00	4343	2691	1652	13.5%
3	Saturday Sunday	30 1	December	2019	15:00 13:00	4132 4071	1783 2208	2349 1863	12.8% 12.6%
4	Saturday	30	November	2019	12:00	4071	2246	1810	12.6%
5	Saturday	30	November	2019	13:00	4025	2160	1865	12.5%
6	Sunday	7	July	2019	13:00	4007	1930	2077	12.4%
7	Saturday	30	November	2019	11:00	3974	2242	1732	12.3%
8	Saturday	21	December	2019	15:00	3953	1851	2102	12.3%
9	Sunday	7	July	2019	17:00	3940	2163	1777	12.2%
10	Saturday	30	November	2019	16:00	3939	1773	2166	12.2%
11	Friday	19	April	2019	15:00	3934	1941	1993	12.2%
12	Saturday	20	April	2019	11:00	3932	2229	1703	12.2%
13	Saturday	27	July	2019	12:00	3930	2433	1497	12.2%
14	Saturday	21	December	2019	10:00	3919	1923	1996	12.2%
15	Sunday	1	December	2019	15:00	3918	2250	1668	12.2%
16	Saturday	21	December	2019	14:00	3903	1823	2080	12.1%
17	Friday	19	April	2019	16:00	3900	2059	1841	12.1%
18	Saturday	30	November	2019	14:00	3898	1885	2013	12.1%
19 20	Sunday Sunday	1	December December	2019	16:00 17:00	3878 3876	2082 1938	1796 1938	12.0% 12.0%
21	Friday	27	December	2019	15:00	3844	1774	2070	11.9%
22	Friday	27	December	2019	10:00	3832	1623	2209	11.9%
23	Saturday	28	December	2019	10:00	3832	1946	1886	11.9%
24	Saturday	28	December	2019	16:00	3828	2027	1801	11.9%
25	Sunday	29	December	2019	11:00	3819	1933	1886	11.9%
26	Saturday	20	April	2019	10:00	3812	2039	1773	11.8%
27	Saturday	29	June	2019	12:00	3796	2224	1572	11.8%
28	Sunday	22	December	2019	11:00	3795	1487	2308	11.8%
29	Friday	27	December	2019	14:00	3794	1768	2026	11.8%
30	Saturday	6	July	2019	12:00	3782	1994	1788	11.7%
31	Wednesda	27	November	2019	15:00	3773	2145	1628	11.7%
32	Sunday	22	December	2019	10:00	3767	1351	2416	11.7%
33	Saturday	21	December	2019	16:00	3752	1813	1939	11.7%
34 35	Saturday Friday	27 12	July July	2019 2019	11:00 15:00	3752 3723	2271 2030	1481 1693	11.7% 11.6%
36	Saturday	20	April	2019	12:00	3710	2016	1694	11.5%
37	Saturday	28	December	2019	11:00	3710	1806	1904	11.5%
38	Saturday	29	June	2019	13:00	3705	2115	1590	11.5%
39	Saturday	20	April	2019	13:00	3702	2117	1585	11.5%
40	Friday	27	December	2019	16:00	3687	1734	1953	11.5%
41	Saturday	28	December	2019	15:00	3680	1852	1828	11.4%
42	Friday	12	July	2019	14:00	3663	1964	1699	11.4%
43	Friday	17	May	2019	15:00	3661	2333	1328	11.4%

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I-95 north of I-26 (Station #56) 2019 Highest Hourly Volumes

I-95 Count Station #0056				2019		ADT = 32,200 vpd			
	Day of					Hourly			k for
HHV	Week	Date	Month	Year	Time	Volume	NB	SB	AADT 32,200
44	Saturday	13	July	2019	11:00	3656	2058	1598	11.4%
45	Thursday	26	December	2019	11:00	3639	1526	2113	11.3%
46	Sunday	1	December	2019	10:00	3629	1968	1661	11.3%
47	Friday	19	April	2019	17:00	3625	2040	1585	11.3%
48	Friday	17	May	2019	14:00	3620	2331	1289	11.2%
49	Sunday	14	April	2019	12:00	3617	1926	1691	11.2%
50	Saturday	6	July	2019	13:00	3610	1765	1845	11.2%
51	Sunday	1	December	2019	12:00	3603	1761	1842	11.2%
52	Thursday	26	December	2019	13:00	3598	1619	1979	11.2%
53	Sunday	1	December	2019	18:00	3597	1643	1954	11.2%
54	Sunday	24	March December	2019	13:00 11:00	3581	2226 1804	1355	11.1%
55 56	Friday Friday	27 19	April	2019	13:00	3569 3568	2008	1765 1560	11.1% 11.1%
57	Friday	12	July	2019	13:00	3560	2025	1535	11.1%
58	Sunday	1	December	2019	14:00	3559	2006	1553	11.1%
59	Sunday	1	December	2019	11:00	3553	1858	1695	11.0%
60	Friday	19	April	2019	10:00	3543	1809	1734	11.0%
61	Saturday	30	November	2019	10:00	3535	2004	1531	11.0%
62	Sunday	7	July	2019	14:00	3534	2083	1451	11.0%
63	Thursday	26	December	2019	14:00	3532	1623	1909	11.0%
64	Sunday	7	July	2019	12:00	3527	1763	1764	11.0%
65	Wednesda	27	November	2019	13:00	3525	1815	1710	10.9%
66	Saturday	10	August	2019	12:00	3524	1834	1690	10.9%
67	Wednesda	27	November	2019	12:00	3523	1814	1709	10.9%
68	Monday	30	December	2019	13:00	3513	1813	1700	10.9%
69	Saturday	20	April	2019	14:00	3511	2102	1409	10.9%
70	Sunday	29	December	2019	12:00	3507	1681	1826	10.9%
71	Friday	12	July	2019	16:00	3505	2088	1417	10.9%
72	Sunday	1	December	2019	09:00	3500	1945	1555	10.9%
73 74	Thursday	26	December	2019	12:00	3496	1512	1984	10.9%
74 75	Saturday Sunday	10 21	August April	2019 2019	13:00 17:00	3495 3485	1806 2222	1689 1263	10.9% 10.8%
75 76	Friday	19	April	2019	12:00	3483	1901	1582	10.8%
70	Friday	17	May	2019	13:00	3482	2283	1199	10.8%
78	Saturday	6	July	2019	14:00	3481	1751	1730	10.8%
79	Saturday	20	July	2019	11:00	3478	1706	1772	10.8%
80	Saturday	10	August	2019	11:00	3474	1713	1761	10.8%
81	Saturday	13	July	2019	13:00	3472	1736	1736	10.8%
82	Friday	12	July	2019	12:00	3468	1879	1589	10.8%
83	Friday	27	December	2019	17:00	3458	1698	1760	10.7%
84	Friday	30	August	2019	16:00	3450	2107	1343	10.7%
85	Sunday	23	June	2019	15:00	3449	1662	1787	10.7%
86	Saturday	28	December	2019	17:00	3443	1857	1586	10.7%

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I-95 north of I-26 (Station #56) 2019 Highest Hourly Volumes

l-95 Count Station #0056			2019			ADT = 32,200 vpd			
нну	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
87	Saturday	21	December	2019	09:00	3436	1595	1841	10.7%
88	Saturday	21	December	2019	11:00	3427	1761	1666	10.6%
89	Friday	28	June	2019	15:00	3427	1904	1523	10.6%
90	Wednesda	27	November	2019	11:00	3426	1872	1554	10.6%
91	Sunday	29	December	2019	10:00	3424	1766	1658	10.6%
92	Friday	19	April	2019	09:00	3419	1622	1797	10.6%
93	Monday	30	December	2019	14:00	3419	1827	1592	10.6%
94	Sunday	22	December	2019	14:00	3418	1462	1956	10.6%
95	Sunday	22	December	2019	15:00	3418	1444	1974	10.6%
96	Saturday	28	December	2019	13:00	3401	1983	1418	10.6%
97	Saturday	20	April	2019	09:00	3396	1864	1532	10.5%
98 99	Saturday	29 20	June	2019 2019	15:00	3383 3376	1648 1701	1735 1675	10.5%
100	Saturday Saturday	17	July August	2019	12:00 11:00	3372	1804	1568	10.5%
101	Saturday	28	December	2019	14:00	3361	1709	1652	10.5%
102	Sunday	17	March	2019	16:00	3357	2118	1239	10.4%
103	Friday	15	March	2019	16:00	3354	1860	1494	10.4%
104	Saturday	29	June	2019	14:00	3347	1758	1589	10.4%
105	Friday	27	December	2019	13:00	3345	1495	1850	10.4%
106	Friday	28	June	2019	14:00	3345	1886	1459	10.4%
107	Saturday	13	April	2019	10:00	3340	1472	1868	10.4%
108	Sunday	21	July	2019	15:00	3340	1666	1674	10.4%
109	Thursday	26	December	2019	16:00	3337	1440	1897	10.4%
110	Saturday	20	July	2019	14:00	3335	1401	1934	10.4%
111	Sunday	29	December	2019	14:00	3330	1991	1339	10.3%
112	Sunday	30	June	2019	14:00	3329	1703	1626	10.3%
113	Wednesda		November	2019	14:00	3326	1731	1595	10.3%
114	Saturday	28	December	2019	12:00	3320	1949	1371	10.3%
115	Thursday	26	December	2019	15:00	3318	1511	1807	10.3%
116	Sunday	30	June	2019	15:00	3316	1625	1691	10.3%
117	Monday	30	December	2019	12:00	3313	1721	1592	10.3%
118	Friday	12	July	2019	11:00	3313	1802	1511	10.3%
119 120	Saturday	20	April	2019	15:00 09:00	3312	1981	1331	10.3%
121	Sunday Friday	26	December April	2019 2019	15:00	3312 3310	1178 2148	2134 1162	10.3% 10.3%
122	Saturday	27	July	2019	13:00	3310	1853	1457	10.3%
123	Saturday	20	July	2019	13:00	3305	1561	1744	10.3%
124	Sunday	21	April	2019	18:00	3303	2187	1116	10.3%
125	Sunday	21	July	2019	13:00	3293	1714	1579	10.2%
126	Friday	17	May	2019	16:00	3293	2103	1190	10.2%
128	Friday	26	April	2019	14:00	3290	2113	1177	10.2%
129	Sunday	31	March	2019	15:00	3290	1983	1307	10.2%
130	Friday	30	August	2019	15:00	3286	1952	1334	10.2%

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I-95 north of I-26 (Station #56) 2019 Highest Hourly Volumes

I-95 Count Station #0056			2019				ADT = 32,200 vpd		
нну	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
131	Sunday	18	August	2019	14:00	3285	1910	1375	10.2%
132	Friday	15	March	2019	13:00	3283	1806	1477	10.2%
133	Sunday	14	April	2019	16:00	3281	1779	1502	10.2%
134	Sunday	21	July	2019	14:00	3279	1647	1632	10.2%
135	Sunday	21	April	2019	14:00	3276	2130	1146	10.2%
136	Saturday	17	August	2019	12:00	3275	1796	1479	10.2%
137	Saturday	29	June	2019	11:00	3275	1695	1580	10.2%
138	Saturday	13	July	2019	10:00	3273	1791	1482	10.2%
139	Sunday	30	June	2019	12:00	3273	1774	1499	10.2%
140	Sunday	21	April	2019	13:00	3270	2064	1206	10.2%
141	Friday	20	December	2019	15:00	3270	1742	1528	10.2%
142	Sunday	21	July	2019	12:00	3270	1699	1571	10.2%
143	Sunday	29	December	2019	13:00	3269	1853	1416	10.2%
144	Friday	11	October	2019	14:00	3268	1972	1296	10.1%
145	Saturday	28	December	2019	09:00	3263	1615	1648	10.1%
146	Saturday	6	July	2019	11:00	3263	1727	1536	10.1%
147	Sunday	10	March	2019	13:00	3259	1975	1284	10.1%
148 149	Sunday Sunday	7	July	2019 2019	11:00	3253 3251	1667 1636	1586	10.1% 10.1%
150	Saturday	14 20	April July	2019	13:00 15:00	3249	1559	1615 1690	10.1%
151	Sunday	22	December	2019	12:00	3247	1318	1929	10.1%
152	Friday	26	April	2019	16:00	3244	2115	1129	10.1%
152	Saturday	13	July	2019	12:00	3243	1635	1608	10.1%
153	Sunday	30	June	2019	13:00	3241	1722	1519	10.1%
154	Monday	30	December	2019	15:00	3239	1753	1486	10.1%
155	Saturday	21	December	2019	17:00	3237	1441	1796	10.1%
156	Sunday	28	April	2019	14:00	3236	2049	1187	10.0%
157	Saturday	29	June	2019	10:00	3236	1720	1516	10.0%
158	Sunday	16	June	2019	11:00	3235	1911	1324	10.0%
159	Friday	3	May	2019	16:00	3235	1822	1413	10.0%
160	Monday	22	April	2019	14:00	3232	2039	1193	10.0%
161	Sunday	11	August	2019	14:00	3232	1645	1587	10.0%
162	Friday	30	August	2019	14:00	3226	1796	1430	10.0%
163	Saturday	6	July	2019	15:00	3225	1673	1552	10.0%
164	Friday	19	April	2019	11:00	3223	1622	1601	10.0%
165	Sunday	21	April	2019	15:00	3220	1968	1252	10.0%
166	Friday	20	December	2019	14:00	3218	1654	1564	10.0%
167	Sunday	28	July	2019	14:00	3216	1686	1530	10.0%
168	Friday	27	December	2019	12:00	3214	1676	1538	10.0%
169	Wednesday	27	November	2019	17:00	3214	1569	1645	10.0%
170 171	Sunday	21	April	2019 2019	16:00	3213	1766	1447	10.0%
171	Sunday Sunday	11 14	August July	2019	12:00 15:00	3211	1683 1625	1528 1586	10.0% 10.0%
1/2	Suriday	14	July	2019	15.00	3211	1023	1300	10.070

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I-95 north of I-26 (Station #56) 2019 Highest Hourly Volumes

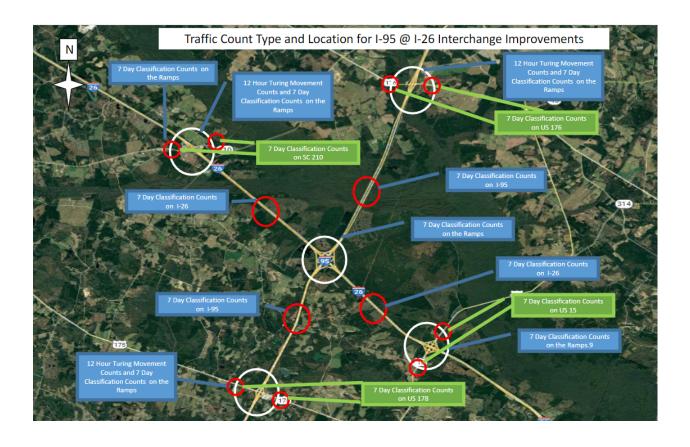
I-95 Count Station #0056				2019			ADT = 32,200 vpd			
нни	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200	
173	Sunday	29	December	2019	17:00	3205	1468	1737	10.0%	
174	Saturday	17	August	2019	13:00	3199	1701	1498	9.9%	
175	Sunday	28	April	2019	15:00	3198	1916	1282	9.9%	
176	Friday	28	June	2019	13:00	3180	1536	1644	9.9%	
177	Sunday	29	December	2019	15:00	3178	1814	1364	9.9%	
178	Sunday	7	July	2019	10:00	3178	1765	1413	9.9%	
179	Sunday	14	July	2019	13:00	3174	1626	1548	9.9%	
180	Sunday	29	December	2019	16:00	3171	1560	1611	9.8%	
181	Saturday	20	April	2019	16:00	3168	2044	1124	9.8%	
182	Thursday	18	April	2019	16:00	3166	1858	1308	9.8%	
183	Sunday	10	March	2019	12:00	3163	1927	1236	9.8%	
184	Sunday	7	July	2019	15:00	3161	1842	1319	9.8%	
185	Saturday	13	July	2019	14:00	3161	1584	1577	9.8%	
186	Friday	12	April	2019	15:00	3160	1556	1604	9.8%	
187	Thursday	26	December	2019	10:00	3156	1408	1748	9.8%	
188	Sunday	14	July	2019	12:00	3155	1737	1418	9.8%	
189	Friday	15	March	2019	14:00	3155	1722	1433	9.8%	
190	Friday	20	December	2019	13:00	3153	1741	1412	9.8%	
191	Sunday	28	July	2019	12:00	3153	1741	1412	9.8%	
192	Friday	14	June	2019	16:00	3153	1860	1293	9.8%	
193	Friday	28	June	2019	16:00	3152	1877	1275	9.8%	
194	Sunday	24	March	2019	15:00	3152	1767	1385	9.8%	
195	Sunday	17	March	2019	14:00	3151	1809	1342	9.8%	
196	Saturday	27	April	2019	11:00	3150	2032	1118	9.8%	
197 198	Wednesday	27	November	2019	16:00	3149	1745	1404	9.8%	
198	Thursday Sunday	18 14	April	2019 2019	17:00 11:00	3148 3145	1829 1601	1319 1544	9.8% 9.8%	
200	Saturday	6	April July	2019	10:00	3144	1780	1364	9.8%	
200	Sunday	20	October	2019	14:00	3143	1404	1739	9.8%	
201	Sunday	14	July	2019	14:00	3141	1546	1595	9.8%	
203	Friday	1	March	2019	15:00	3137	1843	1294	9.7%	
204	Saturday	22	June	2019	12:00	3130	1696	1434	9.7%	
205	Friday	27	December	2019	09:00	3129	1299	1830	9.7%	
206	Sunday	7	April	2019	15:00	3128	1975	1153	9.7%	
207	Sunday	7	July	2019	18:00	3128	1723	1405	9.7%	
208	Thursday	18	April	2019	14:00	3124	1940	1184	9.7%	
209	Saturday	22	June	2019	11:00	3123	1729	1394	9.7%	
210	Thursday	18	April	2019	15:00	3122	1917	1205	9.7%	
211	Friday	24	May	2019	17:00	3121	1559	1562	9.7%	
212	Sunday	31	March	2019	16:00	3120	1920	1200	9.7%	
213	Sunday	5	May	2019	14:00	3118	1749	1369	9.7%	
214	Friday	9	August	2019	14:00	3117	1454	1663	9.7%	
215	Friday	19	April	2019	14:00	3116	1363	1753	9.7%	
	***									

Page 5 of 6

I-95 north of I-26 (Station #56) 2019 Highest Hourly Volumes

I-95 Count Station #0056			2019				ADT = 32,200 vpd		
нни	Day of Week	Date	Month	Year	Time	Hourly Volume	NB	SB	k for AADT 32,200
216	Friday	16	August	2019	13:00	3116	1624	1492	9.7%
217	Sunday	22	December	2019	13:00	3116	1308	1808	9.7%
218	Monday	30	December	2019	16:00	3110	1733	1377	9.7%
219	Friday	17	May	2019	12:00	3107	1907	1200	9.6%
220	Sunday	14	April	2019	14:00	3102	1551	1551	9.6%
221	Friday	5	April	2019	14:00	3100	1697	1403	9.6%
222	Friday	30	August	2019	13:00	3097	1757	1340	9.6%
223	Sunday	22	December	2019	16:00	3097	1364	1733	9.6%
224	Sunday	23	June	2019	14:00	3097	1617	1480	9.6%
225	Friday	12	April	2019	17:00	3097	1578	1519	9.6%

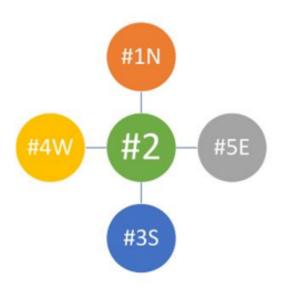
# **Appendix C** TRAFFIC COUNTS



# **Appendix D**

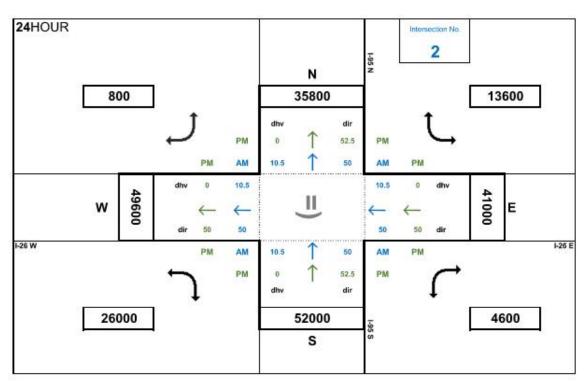
# BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2022, 2030 & 2050

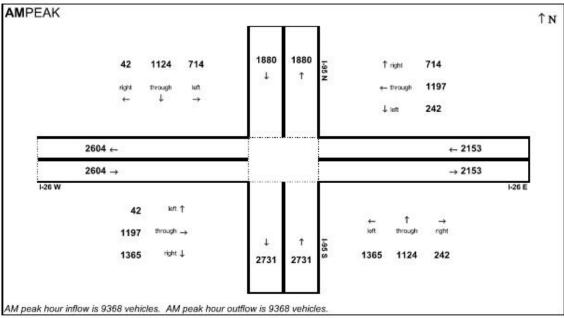
# BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2022



#### INTERCHANGE TURNING MOVEMENTS:

# I-26 AT I-95 (#2)

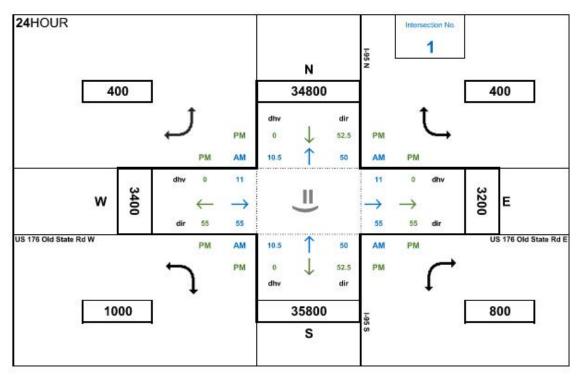


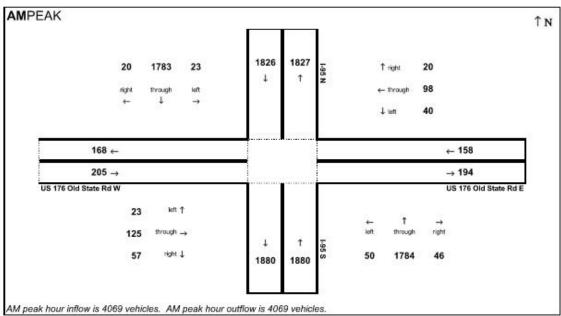


## INTERCHANGE TURNING MOVEMENTS:

## 2022

## **US 176 OLD STATE ROAD AT I-95 N (#1N)**

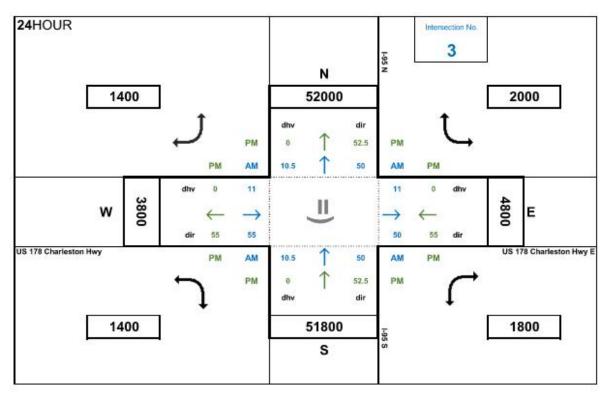


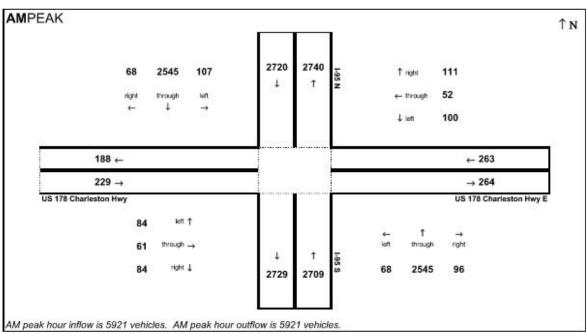


#### INTERCHANGE TURNING MOVEMENTS:

## 2022

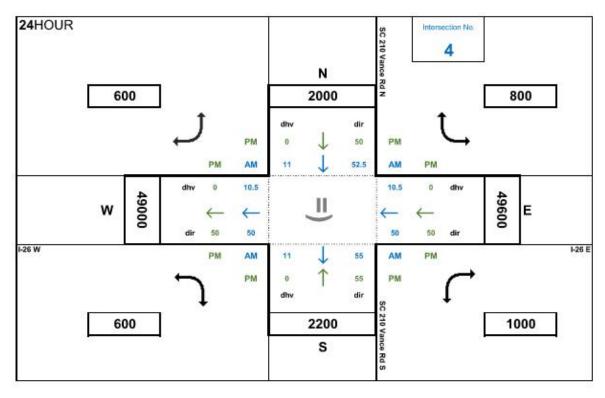
# US 178 CHARLESTON HIGHWAY AT I-95 S (#3S)

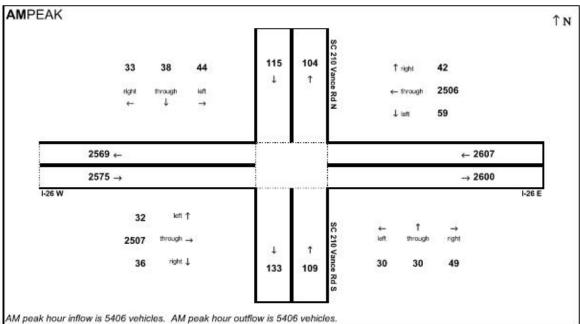




### 2022

## **SC 210 VANCE ROAD AT I-26 W (#4W)**

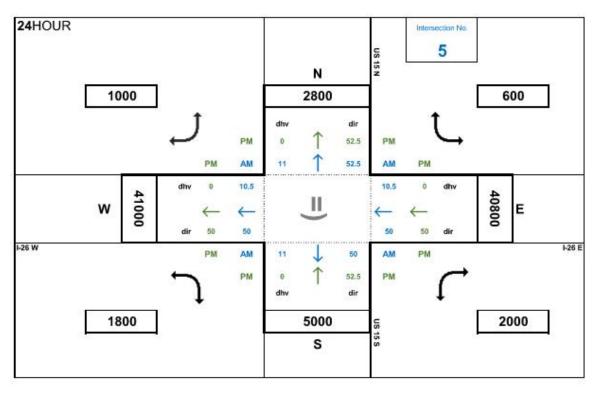


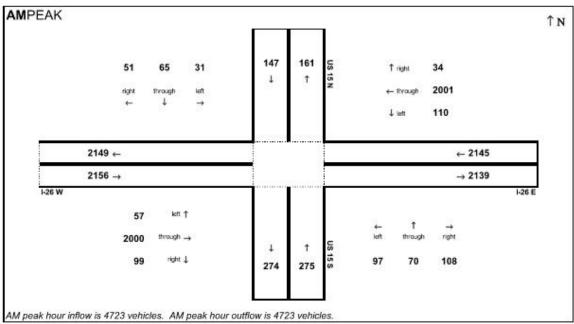


### 2022

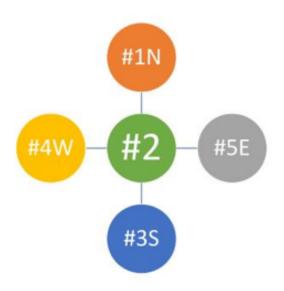
### INTERCHANGE TURNING MOVEMENTS:

## **US 15 AT I-26 E (#5E)**



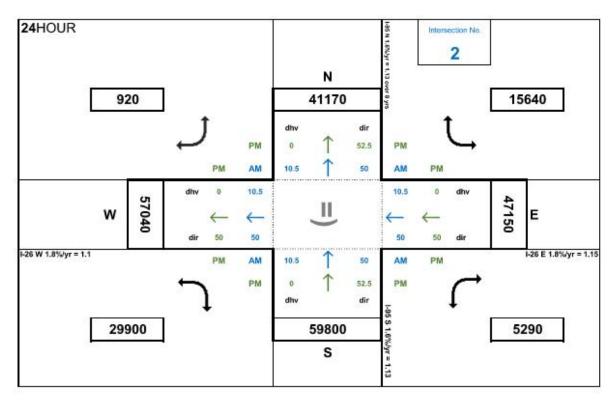


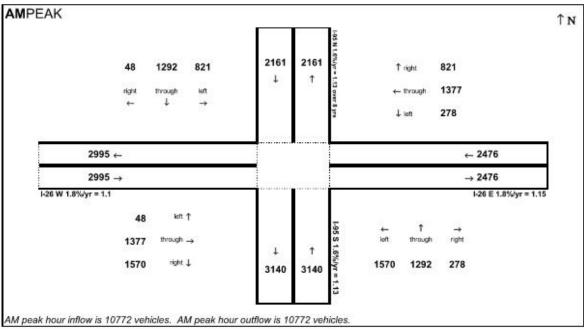
## BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2030



### 2030

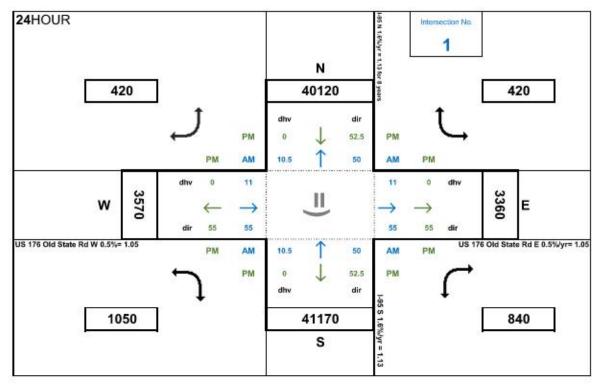
## I-26 AT I-95 (#2)

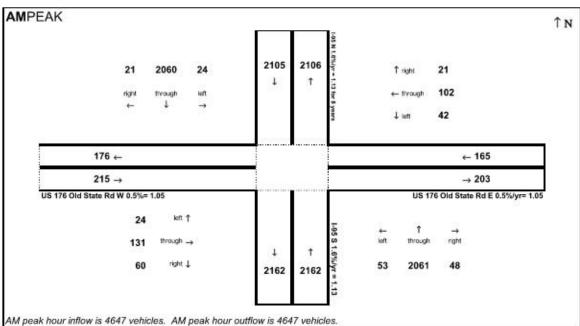




### 2030

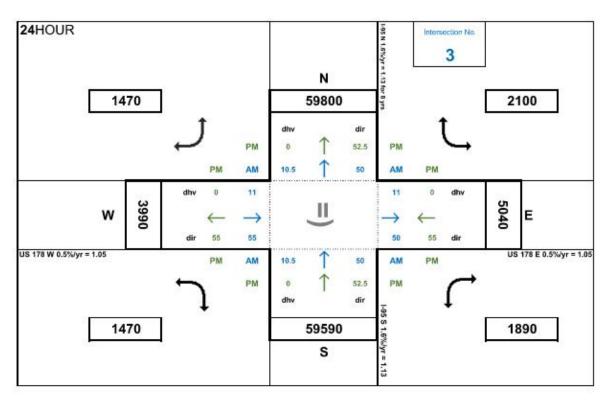
## **US 176 OLD STATE ROAD AT I-95 N (#1N)**

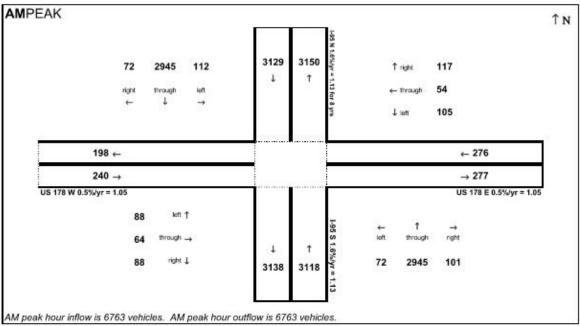




### 2030

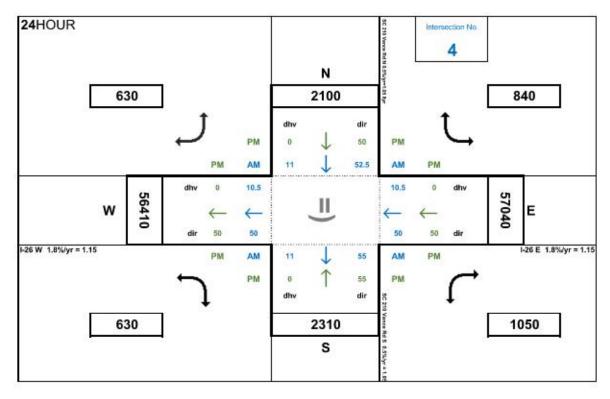
## US 178 CHARLESTON HIGHWAY AT I-95 S (#3S)

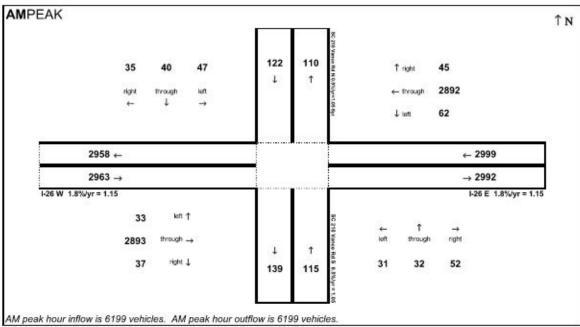




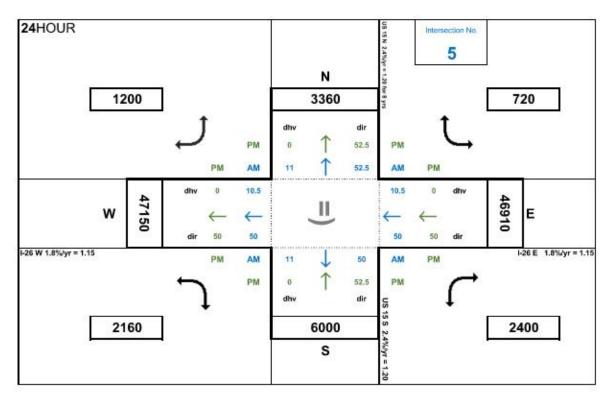
### 2030

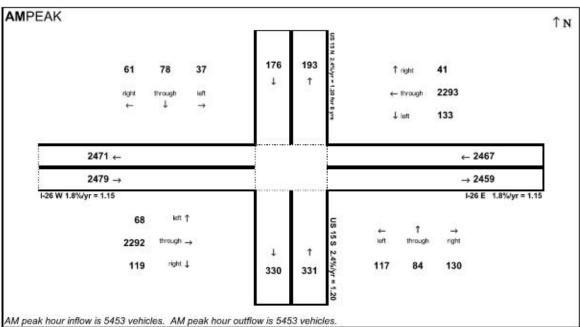
## **SC 210 VANCE ROAD AT I-26 W (#4W)**



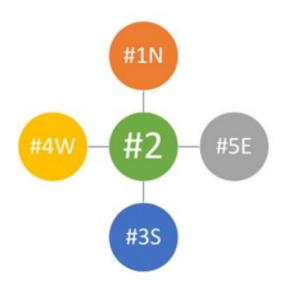


## **US 15 AT I-26 E (#5E)**



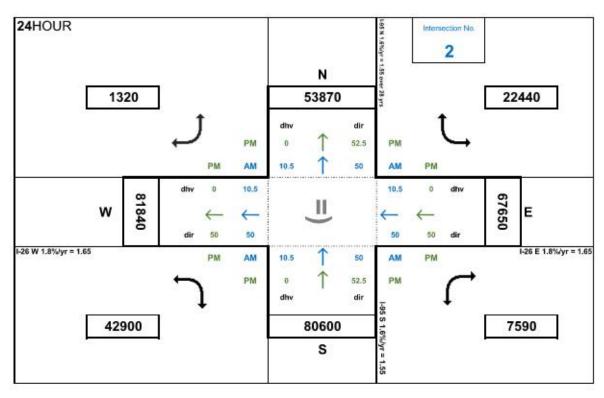


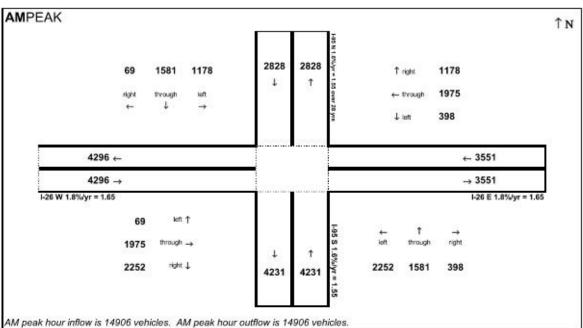
## BALANCED AADT INTERCHANGE TURNING MOVEMENTS: 2050



### 2050

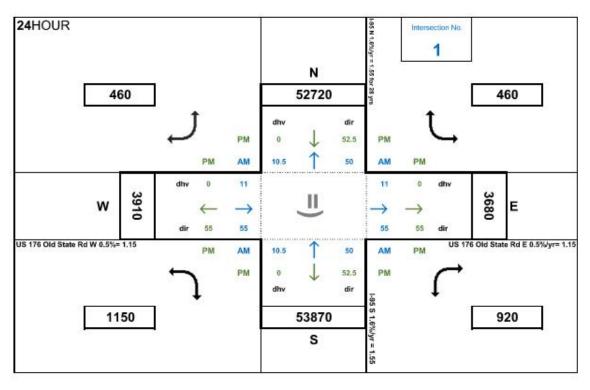
## I-26 AT I-95 (#2)

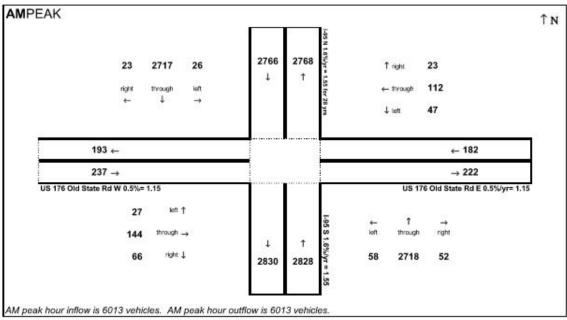




### 2050

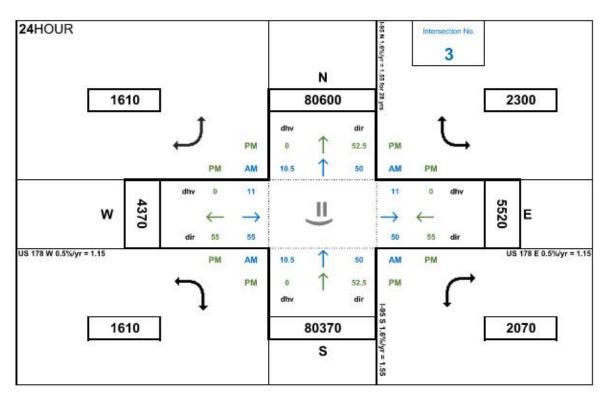
## **US 176 OLD STATE ROAD AT I-95 N (#1N)**

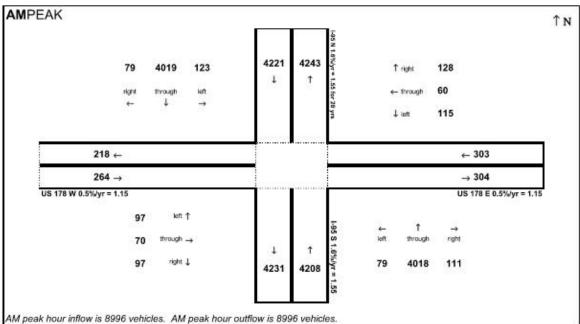




### 2050

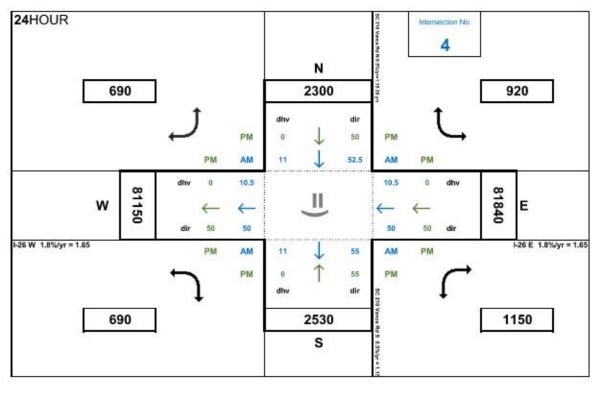
## US 178 CHARLESTON HIGHWAY AT I-95 S (#3S)

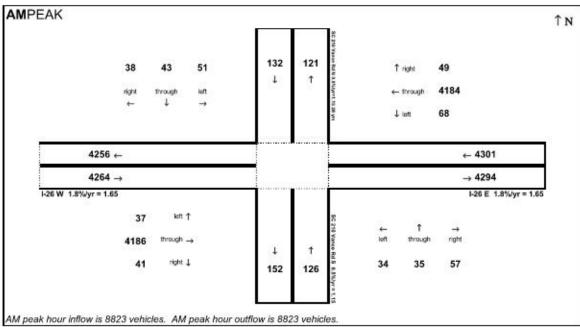




### 2050

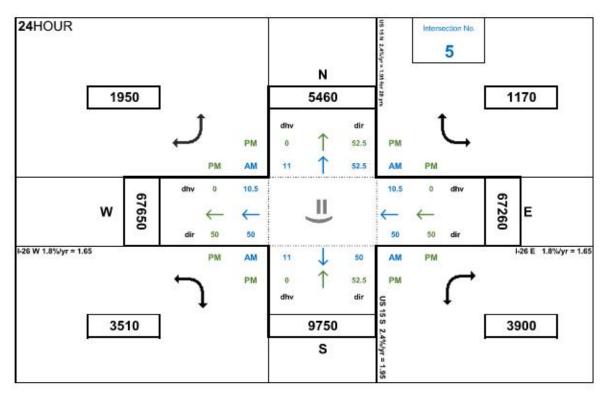
## **SC 210 VANCE ROAD AT I-26 W (#4W)**

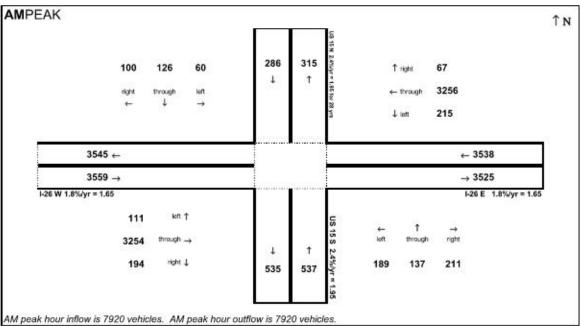




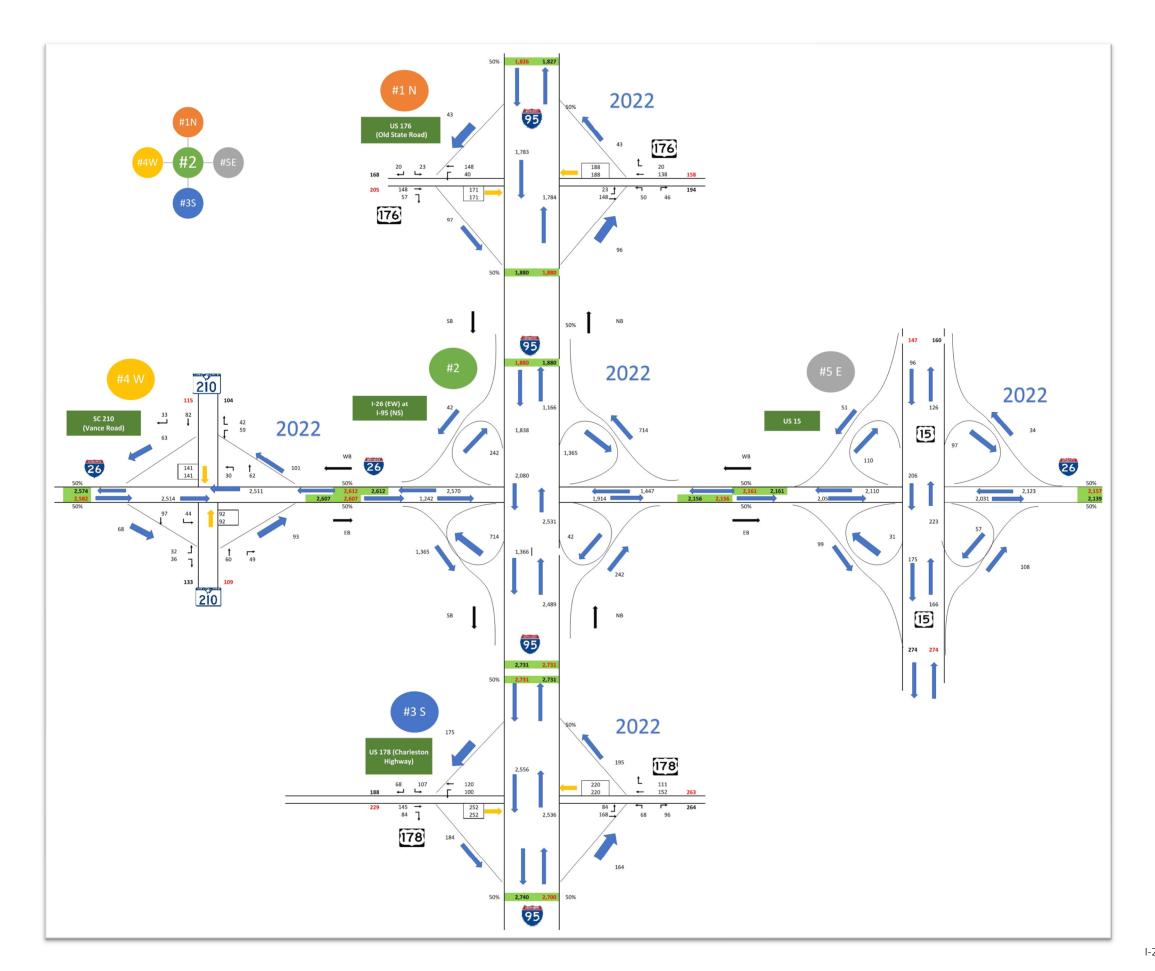
### 2050

## **US 15 AT I-26 E (#5E)**





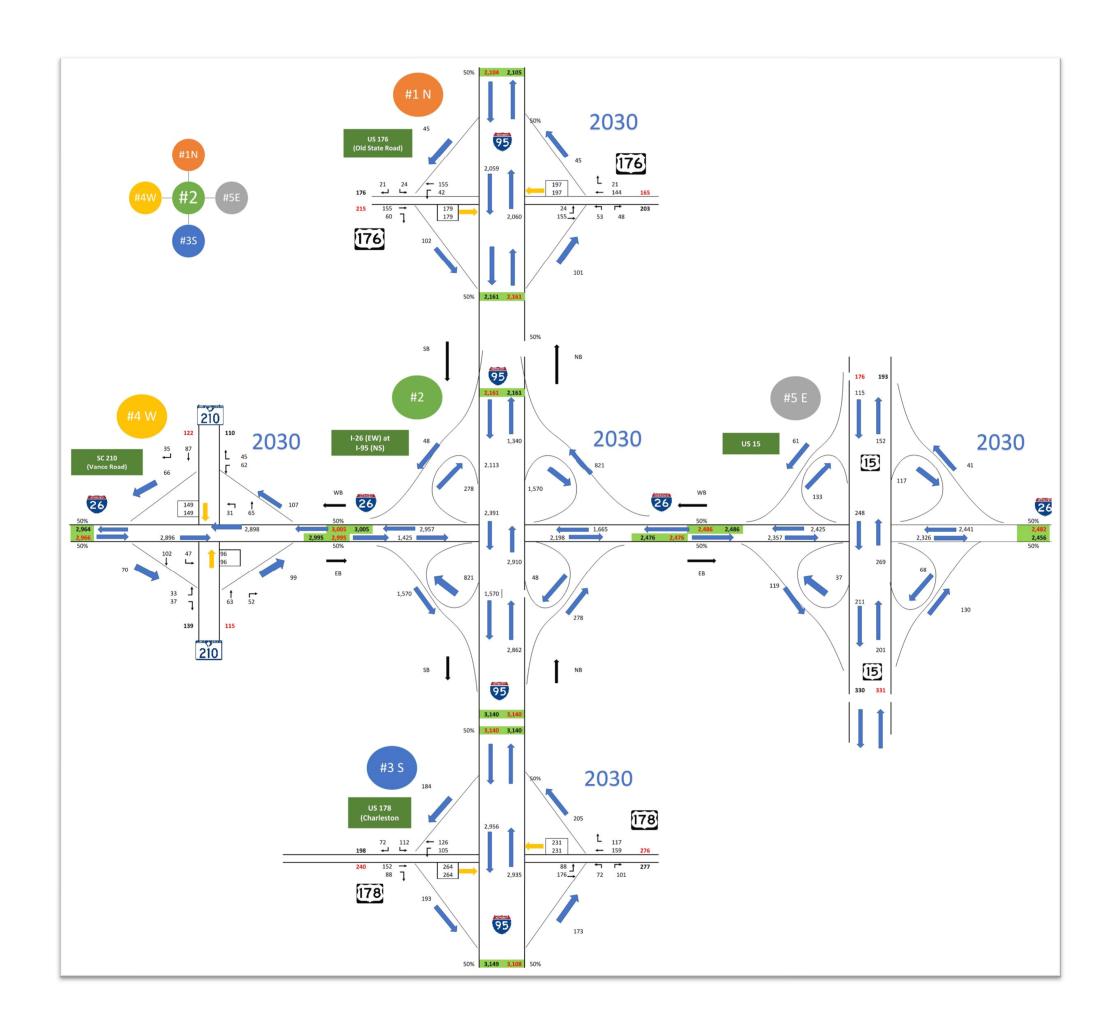
# Appendix E TRAFFIC FORECASTS FOR 2022, 2030 & 2050



I-26 at I-95 Interchange

**Traffic Forecast** 

2022 Existing

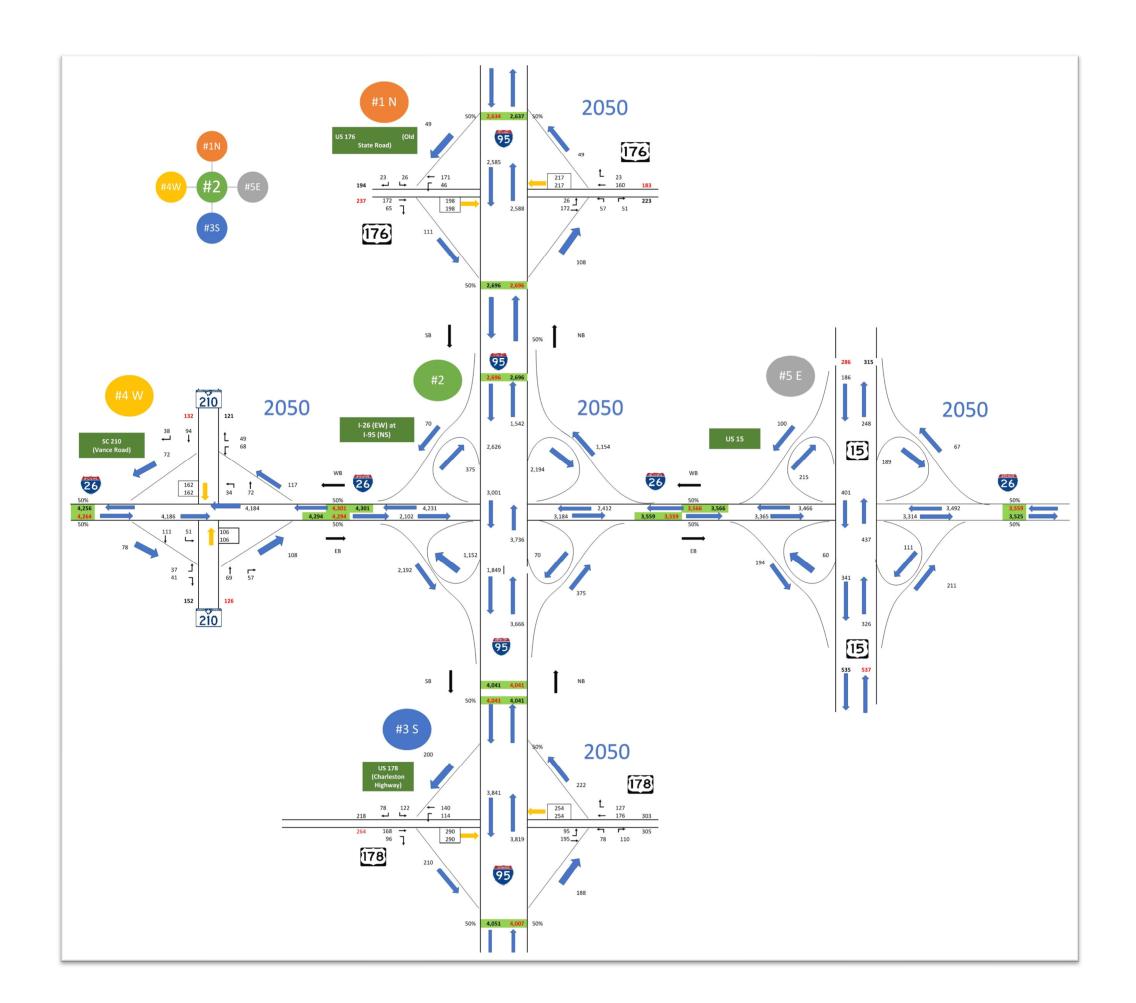


I-26 at I-95 Interchange

**Traffic Forecast** 

2030

**Opening Year** 



I-26 at I-95 Interchange

**Traffic Forecast** 

2050

Design Year

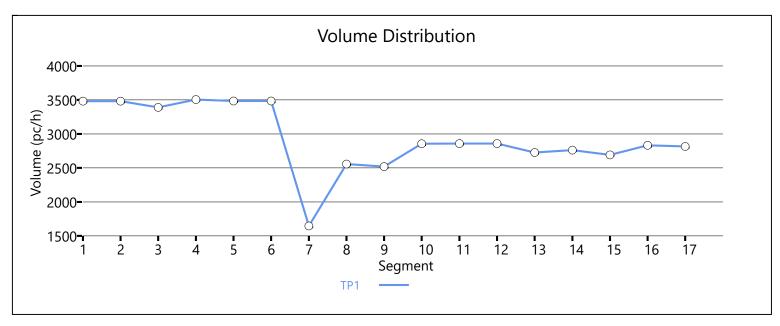
## APPENDIX E. I-26 AT I-95 HCS REPORTS

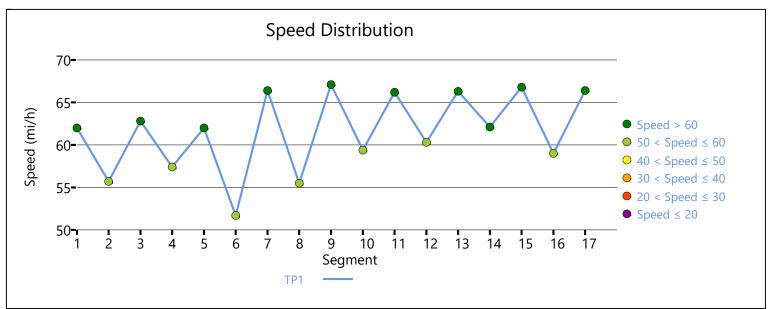
## 2022 EXISTING

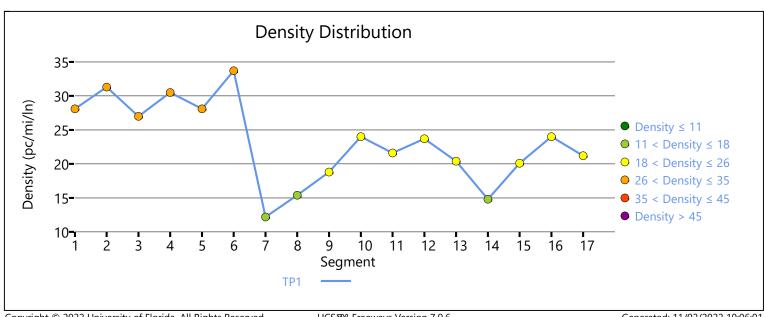
					Н	CS7 Fi	reeway	Facilitie	es Report	:			
Projec	t Info	rmati	ion										
Analyst					KAG			Date			6/14/20	22	
Agency					CDM Sm	ith		Analysis Y	'ear		2022 Ba	se Conditions	
Jurisdiction	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escription	on			I-26 East	bound HC	S Analysis	Units			U.S. Cus	tomary	
Facility	y Glob	al In	put										
Jam Dens	sity, pc/r	mi/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7			Total Seg	ments		17		
Total Ana	alysis Per	riods			1			Analysis F	Period Duration	ı, min	15		
Facility Le	ength, m	ni			9.95								
Facility	y Segr	nent	Data										
No.		Coded		П	Analyzed			Name		Length	, ft	Lane	 es
1		Basic			Basic		W	est of SC 2	10	1500	)	2	
2	Γ	Diverge			Diverge		I-26 Of	f-Ramp to	SC 210	1500	)	2	
3		Basic			Basic		Betwee	en SC 210 F	Ramps	2235	5	2	
4		Merge			Merge		I-26 On-	Ramp from	SC 210	1500	)	2	
5		Basic			Basic		Betwee	n SC 210 aı	nd I-95	1572	0	2	
6	Г	Diverge			Diverge		I-26 (	Off-Ramp to	o I-95	1500	)	2	
7		Basic			Basic		Betw	een I-95 Ra	mps	1865	5	2	
8	٧	Veaving	I		Weaving		Betw	een I-95 Ra	mps	3000	)	3	
9		Basic			Basic		Betw	een I-95 Ra	mps	1685	5	2	
10		Merge			Merge		I-26 Or	n-Ramp fro	m I-95	1500	)	2	
11		Basic			Basic		Betwee	en I-95 and	US 15	1140	5	2	
12		Diverge			Diverge		I-26 O	ff-Ramp to	US 15	1500	)	2	
13		Basic			Basic		Betwe	en US 15 R	amps	815		2	
14	V	Veaving	l		Weaving		Betwe	en US 15 R	amps	3000	)	3	
15		Basic			Basic			en US 15 R	•	815		2	
16		Merge		_	Merge		I-26 On	-Ramp fron	n US 15	1500	)	2	
17		Basic			Basic		E	ast of US 1	5	1500	)	2	
Facility	y Segr	nent	Data										
							Segmen	t 1: Bas	ic				
AP	PH	łF	fl	٠V		v Rate c/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.9	92	0.8	306	3	482	44	458	0.78	62.0		28.1	D
							Segment	2: Dive	ge				
AP	PH	łF	fl	łV		v Rate c/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
	F	R	F	R	Freeway	_	_		F R	F R	Freewa		

Segment 3: Basic																
AP	1	0.92	0.92	0.806	0.787	3482	94	4413	1878	0.79	0.05	55.7	55.7	31.3	30.2	D
Note							9	Segment	t 3: Bas	ic						
AP	AP	PI	HF	fŀ	łV											LOS
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	1	0.	92	3.0	306	339	90	44!	58	0.	76	62	2.8	27	.0	D
							S	egment	4: Mer	ge						
	AP	PI	HF	fŀ	ΗV	1									•	LOS
AP		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP	1	0.92	0.92	0.806	0.877	3505	115	4413	1878	0.79	0.06	57.4	57.4	30.5	27.5	С
							9	Segment	t 5: Bas	ic						
AP	AP	PI	HF	fŀ	ΗV	1										LOS
AP	1	0.	92	3.0	313	348	35	44!	58	0.	78	62	2.0	28	.1	D
Note							Se	egment (	6: Dive	ge						
1	AP	PI	HF	fŀ	fHV Flow Rate Capacity d/c Speed										LOS	
Segment 7: Basic   Speed (pc/h)   Capacity (pc/h) (pc/mi/ln)   Capacity		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP	1	0.92	0.92	0.813	0.806	3485	1841	4413	1878	0.79	0.98	51.7	51.7	33.7	32.1	D
							9	Segment	t 7: Bas	ic						
AP	AP	PI	HF	fl	łV											LOS
AP	1	0.	92	3.0	320	164	46	44!	58	0	37	66	5.4	12	.2	В
							Se	gment 8	3: Weav	ing						
AP	AP	PI	HF	fŀ	ΗV											LOS
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1	0.	92	3.0	326	25!	56	54!	51	0.4	47	55	5.5	15	.4	В
							9	Segment	t 9: Bas	ic						
Segment 10: Merge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)           I         0.92         0.92         0.826         0.781         2856         337         4413         1972         0.65         0.17         59.4         59.4         24.0         22.4         C           Segment 11: Basic           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         C           1         0.92         0.820         2858         4458         0.64         66.2         21.6         C           Segment 12: Diverge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (mi/h)	AP	PI	HF	fl	łV	1									•	LOS
AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (mi/h)           F         R         F         R         Freeway         Ramp         Freeway         Ramp         F         R         F         R         Freeway         Ramp           1         0.92         0.92         0.826         0.781         2856         337         4413         1972         0.65         0.17         59.4         59.4         24.0         22.4         C           Segment 11: Basic           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         C           Segment 12: Diverge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)	1	0.	92	0.8	326	25 <sup>-</sup>	19	44!	58	0.	57	67	7.1	18	.8	С
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $							Se	egment	10: Mer	ge						
1 0.92 0.92 0.826 0.781 2856 337 4413 1972 0.65 0.17 59.4 59.4 24.0 22.4 C  Segment 11: Basic  AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Ratio (mi/h) (pc/mi/ln) LOS (pc/mi/ln)  1 0.92 0.820 2858 4458 0.64 66.2 21.6 C  Segment 12: Diverge  AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Ratio (mi/h) Capacity (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) Capacity (pc/h) Ratio (mi/h) Capacity (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/h) Capacity (pc/h) Ratio (mi/h) Capacity (pc/mi/ln) LOS (pc/mi/ln	AP	PI	HF	fŀ	łV	1										LOS
Segment 11: Basic   AP		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)           1         0.92         0.820         2858         4458         0.64         66.2         21.6         C           Segment 12: Diverge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)	1	0.92	0.92	0.826	0.781	2856	337	4413	1972	0.65	0.17	59.4	59.4	24.0	22.4	С
Company   Comp																
Segment 12: Diverge  AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Ratio (mi/h) Density (pc/mi/ln) LOS	AP	PI	HF	fl	(pc/h) (pc/h) Ratio (mi/h)							LOS				
AP PHF fHV Flow Rate Capacity d/c Speed Density LOS (pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln)	1	0.	92	0.8	320	28	58	44!	58	0.	64	66	5.2	21	.6	С
(pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln)							Se	gment 1	2: Dive	rge						
F R F R Freeway Ramp Freeway Ramp F R F R Freeway Ramp	AP	PI	HF	fl	łV	1										LOS
[		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.820	0.781	2858	138	4413	1972	0.65	0.07	60.3	60.3	23.7	21.5	С
						S	egment	13: Bas	ic						
AP	Pi	łF	fH	V	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/n		LOS
1	0.9	92	0.8	20	272	27	44	58	0.6	61	66	5.3	20	.4	С
						Seg	gment 1	4: Weav	/ing						
AP	Pł	4F	fH	V	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/n		LOS
1	0.9	92	0.8	20	276	53	61	36	0.4	45	62	2.1	14	.8	В
						S	egment	15: Bas	ic						
АР	Pi	4F	fH	V	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/n		LOS
1	0.9	92	0.8	20	269	92	44	58	0.6	60	66	5.8	20	.1	С
						Se	egment	16: Mer	ge						
AP	Pi	łF	fH	V	Flow (pc/		Capa (pc		d <i>j</i> Ra		Spe (mi		Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	2833	141	4413	1878	0.64	0.08	59.0	59.0	24.0	22.3	С
						S	egment	17: Bas	ic						
AP	Pł	łF	fH	V	Flow (pc/		Capa (pc		d/ Ra		Spe (mi		Den (pc/n		LOS
1	0.9	92	0.8	26	28	15	44	58	0.6	63	66	5.4	21	.2	С
Facility	y Ana	lysis	Result	:S											
AP	Sp	eed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		61.9			23.3			18.9			9.60	)		D	
Facility	y Ove	rall R	esults												
Брасе М	ean Spe	ed, mi/	h		61.9			Density, v	eh/mi/lı	n			18.9		
Average	Travel T	me, mi	n		9.60			Density, p	c/mi/ln				23.3		
Messa	ges														



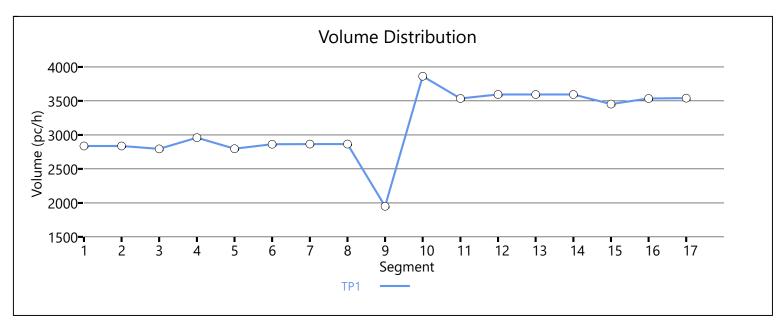


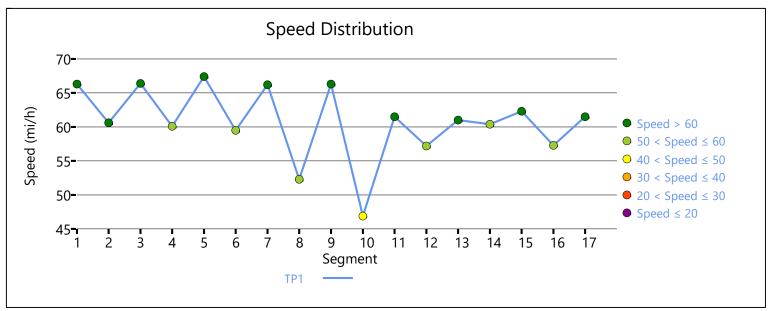


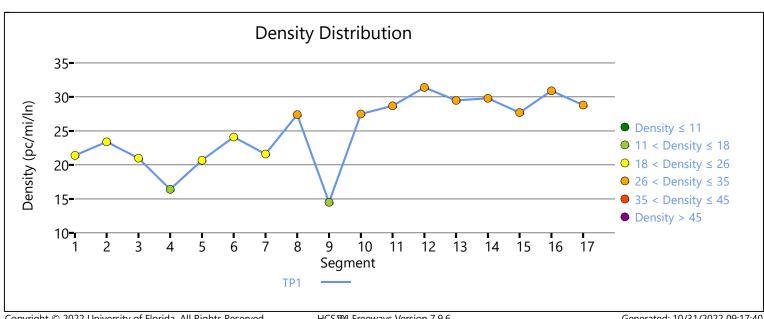
					Н	CS7 Fi	reeway	Facilitie	es Report				
Projec	t Info	rmati	ion										
Analyst					KAG			Date			6/14/20	22	
Agency					CDM Sm	ith		Analysis Y	'ear		2022 Ba	se Conditions	
Jurisdiction	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escriptio	n			I-26 Wes	tbound H	CS Analysis	Units			U.S. Cus	stomary	
Facility	y Glob	al In <sub>l</sub>	put										
Jam Dens	sity, pc/r	ni/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7			Total Seg	ments		17		
Total Ana	ılysis Per	iods			1			Analysis F	Period Duration	ı, min	15		
Facility Le	ength, m	i			9.96								
Facility	y Segr	nent	Data										
No.	(	Coded		П	Analyzed			Name		Length	n, ft	Lane	 ∋s
1		Basic			Basic		E	ast of US 1	5	1500	)	2	
2	С	iverge			Diverge		I-26 O	ff-Ramp to	US 15	1500	)	2	
3		Basic			Basic		Betwe	en US 15 R	amps	815		2	
4	V	/eaving	1		Weaving		Betwe	en US 15 R	amps	3000	)	3	
5		Basic			Basic		Betwe	en US 15 R	amps	800		2	
6	1	Merge			Merge		I-26 On	-Ramp fron	n US 15	1500	)	2	
7		Basic			Basic		Betwee	en US 15 ar	id I-95	1151	5	2	
8	С	iverge			Diverge		I-26 (	Off-Ramp to	o I-95	1500	)	2	
9		Basic			Basic		Betw	een I-95 Ra	mps	177!	5	2	
10	W	/eaving	I		Weaving		Betw	een I-95 Ra	mps	3000	)	3	
11		Basic			Basic		Betw	een I-95 Ra	mps	1380	)	2	
12	1	Merge			Merge		I-26 Or	n-Ramp fro	m I-95	1500	)	2	
13		Basic			Basic		Betwee	n I-95 and	SC 210	1607	0	2	
14	[	iverge			Diverge		I-26 Of	f-Ramp to	SC 210	1500	)	2	
15		Basic			Basic		Betwee	en SC 210 F	Ramps	224!	5	2	
16	ľ	Merge			Merge		I-26 On-	Ramp from	SC 210	1500	)	2	
17		Basic			Basic		W	est of SC 2	10	1500	)	2	
Facility	y Segr	nent	Data										
							Segmen	t 1: Bas	ic				
AP	РН	IF	fl	ΗV		v Rate c/h)		acity c/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
1	0.9	2	0.8	326	2	838	44	458	0.64	66.3		21.4	С
						9	Segment	2: Dive	ge		•		
AP	РН	IF	fl	ΗV		v Rate c/h)		acity c/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
	F	R	F	R	Freeway		-	1	F R	F R	Freewa		

							l								_
1	0.92	0.92	0.826	0.901	2838	41	4413	1972	0.64	0.02	60.6	60.6	23.4	24.5	С
							Segment	t 3: Bas	ic						
AP	Pł	4F	f⊦	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m	•	LOS
1	0.9	92	0.8	326	279	94	44	58	0.6	53	66	5.4	21	.0	С
						Se	gment 4	l: Weav	ing						
AP	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra	_		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	295	59	60	17	0.4	49	60	).1	16	.4	В
						9	Segment	t 5: Bas	ic						
AP	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	279	97	448	81	0.6	52	67	7.4	20	.7	С
						S	egment	6: Mer	ge						
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2862	65	4413	1972	0.65	0.03	59.5	59.5	24.1	22.7	С
						9	Segment	t 7: Bas	ic						
AP	Pł	4F	fŀ	IV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	286	55	44	58	0.6	64	66	5.2	21	.6	С
						Se	egment 8	8: Dive	ge						
AP	Pi	łF	fŀ	١٧	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.847	2865	916	4413	1784	0.65	0.51	52.3	52.3	27.4	26.3	С
							Segment	t 9: Bas	ic						
AP	Pł	łF	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	806	195	51	44	58	0.4	44	66	5.3	14	.5	В
						Seg	gment 1	0: Weav	ing						
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	'94	386	53	392	26	0.9	99	46	5.9	27	.5	С
						S	egment	11: Bas	sic						
AP	Pi	łF	fŀ	IV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m	LOS	
1	0.9	92	0.7	'87	353	36	44!	58	0.7	79	61	1.5	28	.7	D
						Se	egment	12: Mer	ge						
AP	Pł	4F	fŀ	IV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.769	3595	59	4413	1972	0.81	0.03	57.2	57.2	31.4	29.5	D

AP         Speed, mi/h         Density, pc/mi/ln         Density, veh/mi/ln         Travel Time, min         LOS           1         60.6         25.3         20.0         9.90         D           accility Overall Results           Pacce Mean Speed, mi/h         60.6         Density, veh/mi/ln         20.0           Verage Travel Time, min         9.90         Density, pc/mi/ln         25.3	(pc/h) (pc/h) Ratio (mi/h) (p	
AP	4 000 0707 2504 4450 004 540	c/mi/in)
AP	1 0.92 0.787 3594 4458 0.81 61.0	29.5 D
F   R   F   R   F   F   F   F   F   F	Segment 14: Diverge	
1		, ,
Segment 15: Basic	F R F R Freeway Ramp Freeway Ramp F R F R Freeway	ay Ramp
AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS           1         0.92         0.787         3454         4458         0.77         62.3         27.7         D           Segment 16: Merge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)           1         0.92         0.92         0.787         0.840         3536         82         4413         1878         0.80         0.04         57.3         57.3         30.9         27.6         C           Segment 17: Basic           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)         Density (pc/mi/ln)         LOS           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)         Density (pc/mi/ln)         LOS         Density (pc/mi/ln)         LOS         Density (pc/mi/ln)         LOS         Density (pc/mi/	1 0.92 0.92 0.787 0.833 3594 132 4413 1972 0.81 0.07 60.4 60.4 29.8	31.1 D
	Segment 15: Basic	
Segment 16: Merge		, ,
AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)           I         F         R         F         R         Freeway         Ramp         F         R         F         R         Freeway         Ramp           1         0.92         0.92         0.787         0.840         3536         82         4413         1878         0.80         0.04         57.3         57.3         30.9         27.6         C           Segment 17: Basic           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS (pc/mi/ln)         Density (pc/mi/ln)         LOS (pc/mi/ln)         Density (pc/mi/ln)         LOS (pc/mi/ln)         Density (pc/mi/ln)         Density (pc/mi/ln)         LOS (pc/mi/ln)         Density (pc/mi/ln)         Density (pc/mi/l	1 0.92 0.787 3454 4458 0.77 62.3	27.7 D
Companies   Comp	Segment 16: Merge	
1		, ,
Segment 17: Basic	F R F R Freeway Ramp Freeway Ramp F R F R Freeway	ay Ramp
AP PHF fHV Flow Rate (pc/h) (pc/h) Ratio Speed (mi/h) (pc/mi/ln) LOS (pc/h) Ratio Speed (mi/h) (pc/mi/ln) Phi provided (mi/h) (pc/mi/ln) Phi provided (mi/h) (pc/mi/ln) Phi provided (mi/h) (pc/mi/ln) Phi provided (mi/h) Phi pro	1 0.92 0.92 0.787 0.840 3536 82 4413 1878 0.80 0.04 57.3 57.3 30.9	) 27.6 C
Cope	Segment 17: Basic	
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 60.6 25.3 20.0 9.90 D  acility Overall Results  bace Mean Speed, mi/h 60.6 Density, veh/mi/ln 20.0  verage Travel Time, min 9.90 Density, pc/mi/ln 25.3  ARNING 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.		, ,
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 60.6 25.3 20.0 9.90 D  accility Overall Results  acce Mean Speed, mi/h 60.6 Density, veh/mi/ln 20.0  verage Travel Time, min 9.90 Density, pc/mi/ln 25.3  ARNING 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.	1 0.92 0.787 3541 4458 0.79 61.5	28.8 D
1 60.6 25.3 20.0 9.90 D  acility Overall Results  bace Mean Speed, mi/h 60.6 Density, veh/mi/ln 20.0  verage Travel Time, min 9.90 Density, pc/mi/ln 25.3  ARNING 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.	acility Analysis Results	
Pace Mean Speed, mi/h 60.6 Density, veh/mi/ln 20.0 Density, pc/mi/ln 25.3 Density, pc/mi/ln 25.3 Density, pc/mi/ln 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.	AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min	LOS
pace Mean Speed, mi/h	1 60.6 25.3 20.0 9.90	D
Perage Travel Time, min 9.90 Density, pc/mi/ln 25.3  Plessages  ARNING 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.	Facility Overall Results	
Tessages  ARNING 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.	Space Mean Speed, mi/h 60.6 Density, veh/mi/ln 20.0	
ARNING 1 Merge capacity is less than merge demand for analysis period 1 on segment 10.	Average Travel Time, min 9.90 Density, pc/mi/ln 25.3	
	Messages	
omments		10.
	Merge capacity is less than merge demand for analysis period 1 on segment	



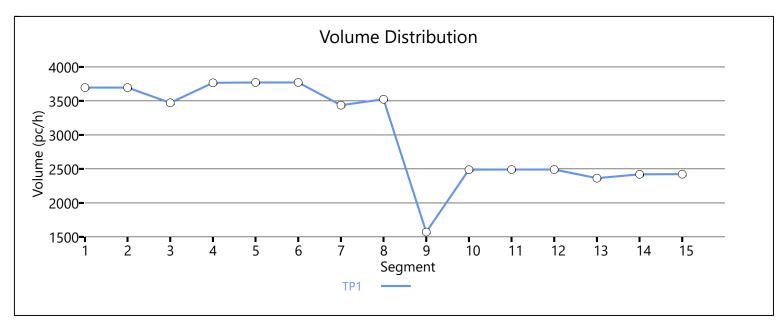


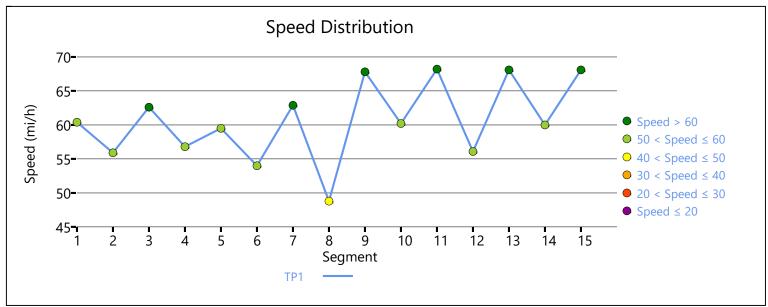


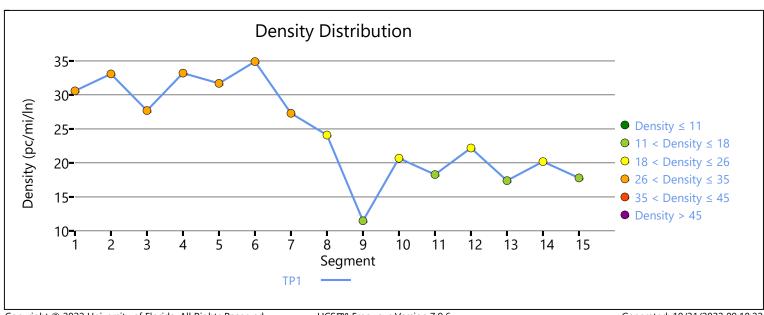
					НС	:S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmat	ion												
Analyst					KAG			Date					6/14/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2022 Base	Conditions	
Jurisdiction	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	t Capaci	ty, pc/r	mi/ln		45.0		
Queue D	ischarge	Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, n	ni			12.15										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			ı	ength,	ft	Lane	es .
1		Basic			Basic		Sou	th of US 1	78			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			1500		2	
3		Basic			Basic		Betwee	n US 178 F	Ramps			2855		2	
4		Merge			Merge	I	-95 On-Ran	np from fro	om US 1	178		1500		2	
5		Basic			Basic		Between	n US 178 ar	nd I-26			13935	5	2	
6	[	Diverge			Diverge		I-95 O	off-Ramp to	l-26			1500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			1650		2	
8	V	Veaving	]		Weaving		Betwe	en I-26 Ra	mps			3000		3	
9		Basic			Basic		Betwe	en I-26 Ra	imps			1770		2	
10		Merge			Merge			-Ramp fro				1500		2	
11		Basic			Basic			ı I-26 and I				19895		2	
12		Diverge			Diverge			-Ramp to l				1500		2	
13		Basic			Basic			n US 176 F		-		5280		2	
14		Merge			Merge			Ramp from		)		1500		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	ic						
АР	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.7	794	369	96	44	73	0.8	83	60	0.4	30	).6	D
						Se	egment ?	2: Diver	ge						
AP	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	3696	219	4413	1878	0.84	0.12	55.9	55.9	33.1	34.0	D
							Segment	t 3: Basi	ic						

4.0			-	13.7		D. L.	<b>C</b>	-••		1-	<b>.</b>				100
АР	Pi	1r 	TF	IV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	<b>'</b> 94	347	72	447	73	0.	78	62	2.6	27	.7	D
						S	egment	4: Mer	ge						
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc)		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	3767	295	4413	1878	0.85	0.16	56.8	56.8	33.2	29.5	D
							Segment	: <b>5: Bas</b> i	ic						
AP	PI	4F	fŀ	IV	Flow (pc/		Capa (pc,	-	d, Ra	_		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	'87	377	72	447	73	0.8	84	59	9.5	31	.7	D
						Se	egment (	6: Diver	ge						
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc,	-	d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	3772	337	4413	1784	0.85	0.19	54.0	54.0	34.9	34.6	D
							Segment	7: Basi	ic						
АР	PI	4F	fŀ	١٧	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	'87	343	38	447	73	0.	77	62	2.9	27	.3	D
						Se	gment 8	: Weav	ing						
АР	Pł	-IF	fŀ	IV	Flow (pc/		Capa (pc,	•	d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	'87	352	25	402	24	0.8	88	48	3.8	24	.1	С
							Segment	9: Basi	ic						
АР	PI	dF	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.8	806	157	72	447	73	0.3	35	67	7.8	11	.5	В
						Se	egment '	10: Mer	ge						
AP	PI	4F	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2488	916	4413	1878	0.56	0.49	60.2	60.2	20.7	18.6	В
						S	egment	11: Bas	ic						
АР	Pi			łV	Flow (pc/	<b>/h)</b>	Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.8	320	249	92	447	79	0.	56	68	3.2	18	.3	С
						Se	gment 1	2: Dive	rge						
AP	Pł	-IF	fŀ	IV	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2492	119	4413	1878	0.56	0.06	56.1	56.1	22.2	18.5	В
						S	egment	13: Bas	sic						

AP	Pi	HF	fŀ	łV	Flow (pc)		Capa (pc,			/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	236	65	447	73	0.	53	68	3.1	17	.4	В
						Se	egment	14: Mer	ge						
AP	Pi	HF	fŀ	łV	Flow (pc,		Capa (pc,		1	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2420	55	4413	1878	0.55	0.03	60.0	60.0	20.2	19.4	В
						S	egment	15: Bas	sic						
AP	Pi	HF	fŀ	łV	Flow (pc/		Capa (pc,		1	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	242	22	44	73	0.	54	68	3.1	17	.8	В
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, miı	1	LOS	
1		61.9			23.4			18.7			11.8	0		D	
Facilit	y Ove	rall R	esult	5											
Space M	1ean Spe	ed, mi/	'n		61.9			Density, v	eh/mi/l	n			18.7		
Average	Travel T	ime, mi	in		11.80			Density, p	oc/mi/ln				23.4		
Messa	ages														
WARNIN	NG 1				an off-ra	mp queue		he mainlin	e flow.	This is			segment 8. nodeled in F		result ii
Comn	nents				_										



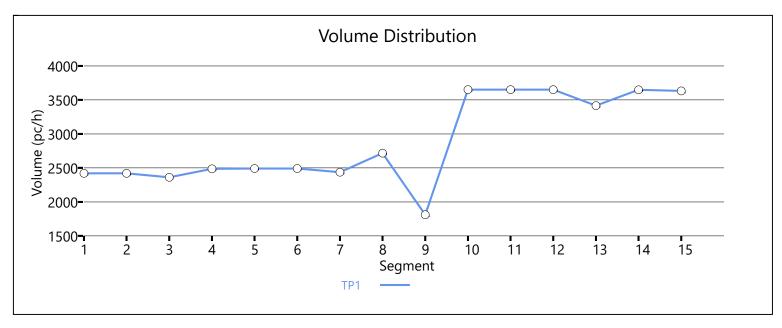


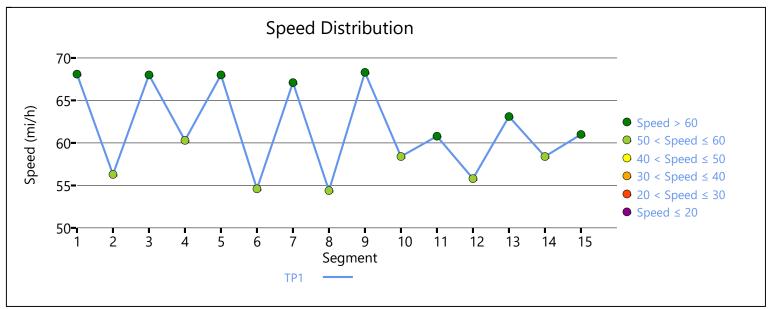


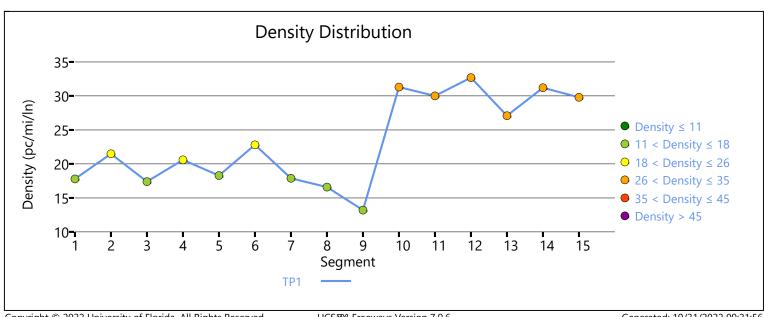
					НС	:S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmat	ion												
Analyst					KAG			Date				П	6/14/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2022 Base	Conditions	
Jurisdiction	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 South	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density a	t Capaci	ty, pc/r	mi/ln		45.0		
Queue Di	ischarge	e Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	llysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility Le	ength, m	ni			11.04										
Facility	/ Segi	ment	Data												
No.	-	Coded			Analyzed	T		Name			ı	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to I	JS 176			1500		2	
3		Basic			Basic		Betwee	n US 176 F	Ramps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	,		1500		2	
5		Basic			Basic		Betweer	า US 176 aı	nd I-26			19950	)	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			1500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			1555		2	
8	V	Veaving	)		Weaving		Betwe	en I-26 Ra	mps			3000		3	
9		Basic			Basic		Betwe	en I-26 Ra	imps			2240		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			1500		2	
11		Basic			Basic		Between	I-26 and	US 178			13330	)	2	
12	]	Diverge			Diverge		I-95 Off	-Ramp to I	JS 178			1500		2	
13		Basic			Basic		Betwee	n US 176 F	Ramps			2610		2	
14		Merge			Merge			Ramp from		5		1500		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Bas	ic						
АР	Pŀ	-IF	fŀ	łV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	9.0	320	242	20	44	73	0.!	54	68	3.1	17	7.8	В
						Se	egment ?	2: Diver	ge						
AP	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2420	56	4413	1878	0.55	0.03	56.3	56.3	21.5	22.5	С
							Segment	t 3: Basi	ic						

AP	PI		fŀ		Flow	Rate	Сара	city		/c	Sp	eed	Den	sity	LOS
					(pc,		(pc/			tio	_	i/h)	(pc/m	-	
1	0.	92	3.0	320	236		447			53	68	8.0	17	.4	В
			-				egment		1	_				• .	
АР	PI	<b>⊣</b> F	f th	ΗV	Flow (pc,		Capa (pc/			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2486	123	4413	1878	0.56	0.07	60.3	60.3	20.6	18.6	В
							Segment	5: Bas	ic						
AP	PI	4F	fŀ	ΗV	Flow (pc,		Capa (pc,	-		/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.8	320	249	92	447	73	0.	56	68	8.0	18	.3	С
						Se	egment (	6: Diver	ge						
АР	PI	-IF	fl	-IV	Flow (pc,		Capa (pc,	-		/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.769	2492	59	4413	1784	0.56	0.03	54.6	54.6	22.8	24.2	С
						9	Segment	7: Bas	ic						
AP	PI	4F	fŀ	٠V	Flow (pc,		Capa (pc,		1 .	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.8	320	243	36	447	73	0.	54	67	7.1	17	.9	В
						Se	gment 8	: Weav	ing						
AP	PI	-IF	fl	łV	Flow (pc)		Capa (pc,	•	d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.8	326	27	16	495	53	0.	55	54	4.4	16	.6	В
						9	Segment	9: Bas	ic						
АР	PI	-IF	fŀ	ΗV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	18	11	447	79	0.	40	68	8.3	13	.2	В
						Se	egment '	10: Mer	ge						
АР	PI	-IF	fl	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.806	3652	1841	4413	1972	0.83	0.93	58.4	58.4	31.3	26.7	С
						S	egment	11: Bas	sic						
АР	PI	4F	fŀ	٠V	Flow (pc,		Capa (pc/			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.8	313	365	51	447	73	0.	82	60	0.8	30	.0	D
						Se	gment 1	2: Dive	rge						
		JE	fŀ	٠V	Flow	Rate /h)	Capa (pc)			/c tio		eed i/h)	Den (pc/m		LOS
АР	PI	1r 			(pc)	,	(4 -)				(		(60)	,,	
AP	F PI	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

АР	Pł	4F	fŀ	IV	Flow (pc)		Capa (pc		d, Ra	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	313	34	17	44	73	0.	76	63	3.1	27	.1	D
						Se	egment	14: Mer	ge						
АР	Pł	-IF	fŀ	IV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	3650	233	4413	1972	0.83	0.12	58.4	58.4	31.2	27.5	С
						S	egment	15: Bas	ic						
АР	Pł	4F	fl	IV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	363	32	44	73	0.8	81	61	1.0	29	.8	D
Facility	/ Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h		Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, miı	1	LOS	
1		62.7			22.5	,		18.3			10.6	0		D	
Facility	/ Ove	rall R	esult	5											
Space Me	ean Spe	ed, mi/	h		62.7			Density, v	eh/mi/l	n			18.3		
Average	Travel T	ime, mi	n		10.60			Density, p	c/mi/ln				22.5		
Messa	ges														
Comm	ents														





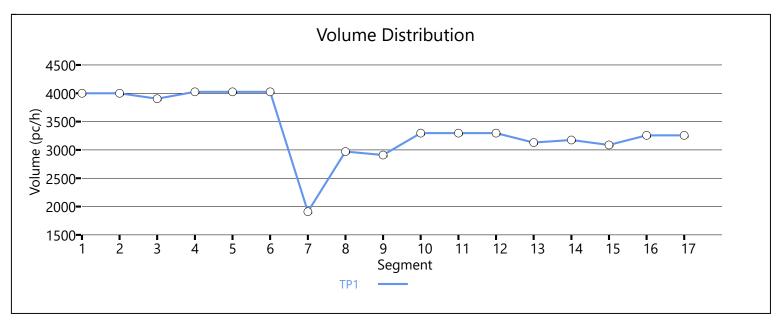


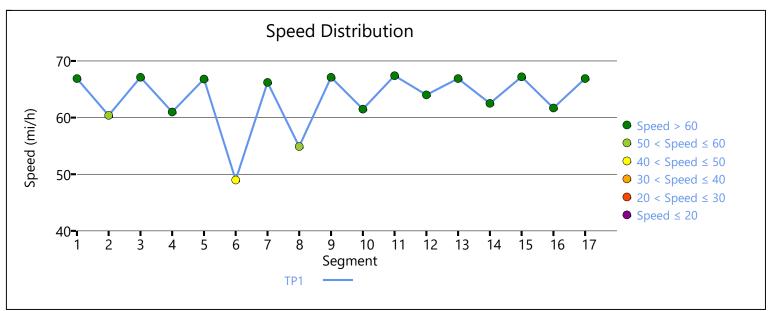
## 2030 NO BUILD

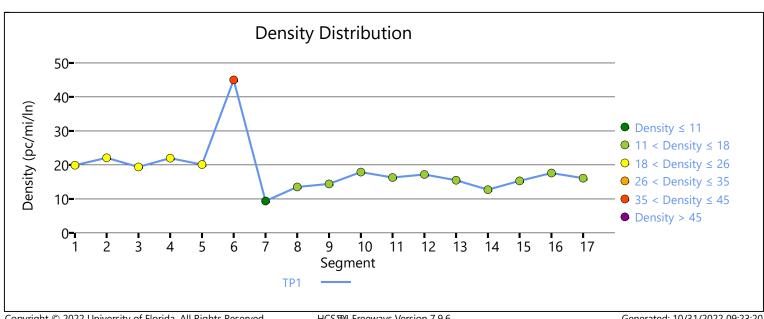
					Н	CS7 F	reeway	Facilitie	es Report				
Projec	t Info	rmati	ion										
Analyst					KAG			Date			6/14/20	22	
Agency					CDM Sm	ith		Analysis Y	'ear		2030 No	o Build	
Jurisdiction	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escription	on			I-26 East	bound HC	S Analysis	Units			U.S. Cus	stomary	
Facility	y Glob	al In	put										
Jam Dens	sity, pc/r	mi/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7			Total Seg	ments		17		
Total Ana	ılysis Per	riods			1			Analysis F	Period Duration	ı, min	15		
Facility Le	ength, m	ni			9.95								
Facility	y Segr	nent	Data										
No.		Coded			Analyzed			Name		Length	n, ft	Lane	 es
1		Basic			Basic		W	est of SC 2	10	1500	0	2	
2	Γ	Diverge			Diverge		I-26 Of	f-Ramp to	SC 210	1500	0	2	
3		Basic			Basic		Betwee	en SC 210 F	Ramps	223!	5	2	
4		Merge			Merge		I-26 On-	Ramp from	SC 210	1500	0	2	
5		Basic			Basic		Betwee	n SC 210 aı	nd I-95	1572	.0	2	
6	Γ	Diverge			Diverge		I-26 (	Off-Ramp to	o I-95	1500	0	2	
7		Basic			Basic		Betw	een I-95 Ra	mps	186	5	2	
8	٧	Veaving	l		Weaving		Betw	een I-95 Ra	mps	3000	0	3	
9		Basic			Basic		Betw	een I-95 Ra	mps	168!	5	2	
10		Merge			Merge		I-26 Or	n-Ramp fro	m I-95	1500	0	2	
11		Basic			Basic		Betwee	en I-95 and	US 15	1140	)5	2	
12		Diverge			Diverge		I-26 O	ff-Ramp to	US 15	1500	0	2	
13		Basic			Basic		Betwe	en US 15 R	amps	815		2	
14	V	Veaving	l	_	Weaving		Betwe	en US 15 R	amps	3000		3	
15		Basic		<u> </u>	Basic			en US 15 R	•	815		2	
16		Merge			Merge			-Ramp fron		1500		2	
17		Basic			Basic		E	ast of US 1	5	1500	0	2	
Facility	y Segr	nent	Data										
							Segmen	t 1: Bas	ic				
AP	PH	łF	fl	٠V		w Rate oc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
1	0.9	92	0.8	306		1000	44	458	0.90	56.3		35.5	E
							Segment	2: Dive	ge				
AP	PF	łF	fl	ΗV		w Rate oc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
	F	R	F	R	Freewa	_	_		F R	F R	Freewa		

1	0.92	0.92	0.806	0.787	4000	97	6620	1878	0.60	0.05	60.4	55.7	22.1	23.1	С		
							Segment	t 3: Bas	ic								
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)			LOS		
1	0.	92	3.0	306	390	03	668	88	0.	58	67	7.1	19	.4	С		
						S	egment	4: Mer	ge								
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)		•	LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.806	0.877	4026	123	6620	1878	0.61	0.07	61.0	59.5	22.0	19.4	В		
						9	Segment	t 5: Bas	ic								
AP	PI	HF	fl	ΗV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)			LOS		
1	0.	92	3.0	313	402	26	668	88	0.	60	66	5.8	20	.1	С		
						Se	egment (	6: Dive	ge								
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc)			/c tio		eed i/h)			LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.813	0.806	4026	2117	6620	1878	0.61	1.13	49.0	51.1	45.0	29.6	F		
						9	Segment	t 7: Bas	ic								
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc)			/c tio		eed i/h)			LOS		
1	0.	92	0.8	320	190	09	668	88	0	28	66	5.2	9.	4	Α		
						Se	gment 8	3: Weav	ing								
AP	PI	HF	fl	łV	Flow (pc		Capa (pc)			/c tio		eed i/h)			LOS		
1	0.	92	3.0	326	29	71	588	85	0.	50	54	1.9	13	.5	В		
						9	Segment	t 9: Bas	ic								
AP	PI	HF	fŀ	ΗV	Flow (pc		Capa (pc,		d, Ra	/c tio		eed i/h)			LOS		
1	0.	92	3.0	326	29 <sup>-</sup>	10	668	38	0.4	43	67	7.1	14	.4	В		
						Se	egment '	10: Mer	ge								
AP	PI	HF	fi	łV	Flow (pc)		Capa (pc)		d, Ra	/c tio		eed i/h)			LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.826	0.781	3297	387	6620	1878	0.50	0.21	61.5	59.8	17.9	16.7	В		
	1					S	egment	11: Bas	ic								
AP	PI	HF	fl	łV	Flow (pc,	Rate	Capa (pc)	city	d	/c tio		eed i/h)			LOS		
1	0.	92	0.0	320	329	97	668	88	0.	49	67	7.4	16	.3	В		
						Se	gment 1	2: Dive	rge								
AP	PI	HF	fŀ	HV	Flow (pc	Rate	Capa (pc)	city	_	/c tio		eed i/h)		Density (pc/mi/ln)			
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	(pc/mi/ln)  19.4    Density (pc/mi/ln)   Preeway   Ramp     22.0   19.4    Density (pc/mi/ln)   Freeway   Ramp     45.0   29.6    Density (pc/mi/ln)     9.4      Density (pc/mi/ln)     13.5      Density (pc/mi/ln)     14.4      Density (pc/mi/ln)     17.9   16.7			
	1	<u> </u>			1					<u> </u>	<u> </u>	<u> </u>	1	_ · · r			

1	0.92	0.92	0.820	0.781	3297	166	6620	1972	0.50	0.08	64.0	60.3	17.2	16.4	В
						S	egment	13: Bas	ic						
AP	Pi	łF	fŀ	١٧	Flow (pc		Capa (pc		d, Ra			eed i/h)	Den (pc/n	•	LOS
1	0.9	92	0.8	320	31	31	668	88	0.4	47	66	5.9	15	.5	В
						Seg	gment 1	4: Weav	/ing						
AP	Pi	łF	f⊦	IV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	8.0	320	31	76	81	77	0.3	39	62	2.5	12	.7	В
						S	egment	15: Bas	sic						
AP	Pi	4F	fŀ	IV	Flow (pc		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	8.0	320	30	87	668	88	0.4	46	67	7.2	15	.3	В
						Se	egment	16: Mer	ge						
AP	Pi	4F	f⊦	IV	Flow (pc		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3257	170	6620	1878	0.49	0.09	61.7	59.9	17.6	16.0	В
						S	egment	17: Bas	ic						
AP	Pi	łF	f⊦	IV	Flow (pc		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.8	326	32	57	668	88	0.4	48	66	5.9	16	.1	В
acility	y Ana	lysis	Resul	ts											
АР	Sp	eed, n	ni/h		Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		64.5			18.0	)		14.7			9.3	0		F	
acility	y Ove	rall R	esults	5											
расе М	ean Spe	ed, mi/	h		64.5			Density, v	eh/mi/l	n			14.7		
verage	Travel T	me, mi	n		9.30			Density, p	c/mi/ln				18.0		
Messa	ges														
VARNIN	G 1						ditions curr g analysis ir						1. Results m	nay not be	reliable
VARNIN	G 2				an off-ra	mp queue		he mainlin	e flow.	This is			segment 6. nodeled in I		result i
Comm	ents														





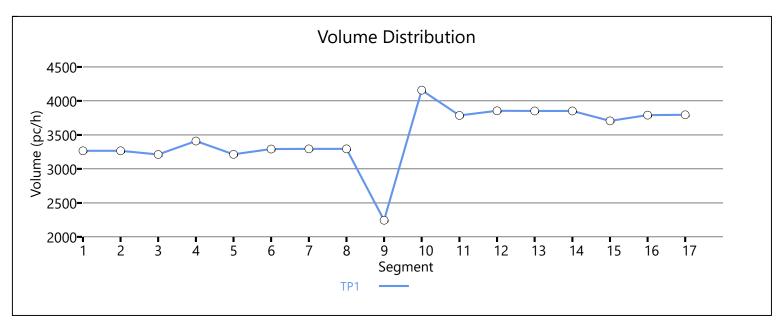


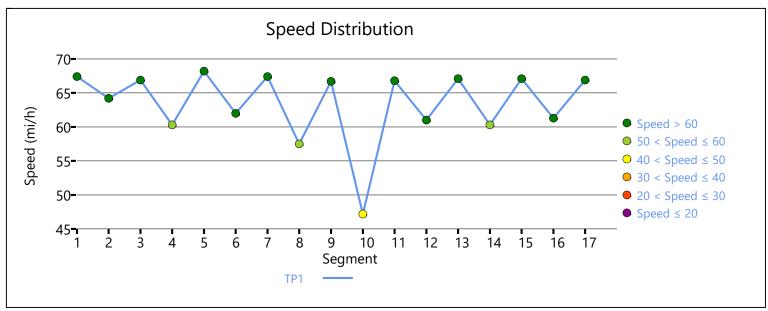
					ŀ	HCS7	Freeway	<sup>,</sup> Faciliti	es Report	t			
Projec	t Info	rmati	ion										
Analyst					KAG			Date			6/14/20	22	
Agency					CDM Sr	nith		Analysis \	/ear		2030 No	o Build	
Jurisdictio	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escriptio	n			1-26 We	stbound	HCS Analysis	Units			U.S. Cus	stomary	
Facility	y Glob	al In <sub>l</sub>	put										
Jam Dens	sity, pc/r	ni/ln			190.0			Density a	t Capacity, pc/ı	mi/ln	45.0		
Queue Di	ischarge	Capac	ity Dro	p, %	7			Total Seg	ments		17		
Total Ana	alysis Per	iods			1			Analysis I	Period Duration	n, min	15		
Facility Le	ength, m	i			9.96								
Facility	y Segr	nent	Data										
No.	(	Coded		П	Analyze	d		Name		Length	n, ft	Lane	es
1		Basic			Basic			East of US 1	5	1500	0	2	
2	[	iverge			Diverge	9	I-26	Off-Ramp to	US 15	1500	0	2	
3		Basic			Basic		Betv	veen US 15 R	amps	815	,	2	
4	V	/eaving	1		Weaving	9	Betv	veen US 15 R	amps	3000	0	3	
5		Basic			Basic		Betv	veen US 15 R	amps	800	)	2	
6	1	Merge			Merge		I-26 C	n-Ramp fror	n US 15	1500	0	2	
7		Basic			Basic		Betw	een US 15 ar	nd I-95	1151	5	2	
8	С	iverge			Diverge	9	I-26	Off-Ramp t	o I-95	1500	0	2	
9		Basic			Basic		Bet	ween I-95 Ra	ımps	177	5	2	
10	W	/eaving	I		Weaving	g	Bet	ween I-95 Ra	ımps	3000	0	3	
11		Basic			Basic		Bet	ween I-95 Ra	ımps	1380	0	2	
12	ı	Merge			Merge		I-26 (	On-Ramp fro	m I-95	1500	0	2	
13		Basic			Basic		Betwe	en I-95 and	SC 210	1607	<b>'</b> 0	2	
14	С	iverge			Diverge	9	I-26 (	Off-Ramp to	SC 210	1500	0	2	
15		Basic			Basic		Betw	een SC 210 I	Ramps	224	5	2	
16	ľ	Merge			Merge		I-26 O	n-Ramp from	SC 210	1500	0	2	
17		Basic			Basic			West of SC 2	10	1500	0	2	
Facility	y Segr	nent	Data										
							Segme	nt 1: Bas	ic				
AP	PH	IF	fl	ΗV		ow Rate (pc/h)		pacity pc/h)	d/c Ratio	Speed (mi/h)		Pensity c/mi/ln)	LOS
1	0.9	2	0.8	326		3266		4458	0.73	63.8		25.6	С
							Segmen	t 2: Dive	rge				
AP	РН	IF	fl	ΗV		ow Rate (pc/h)		pacity pc/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
	F	R	F	R	Freewa	_			F R	F R	Freewa		

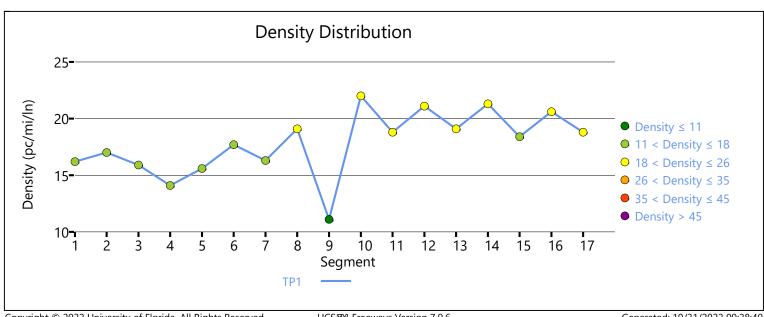
	0.00	0.00	0.005	0.004	2255	40		1070	0.40	0.00	640	60.5	47.0	10.0	
1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	64.2	60.5	17.0	19.2	В
							Segment	t 3: Bas	ic						
АР	Pł	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m	•	LOS
1	0.9	92	3.0	326	32	12	668	88	0.4	48	66	5.9	15	.9	В
						Se	gment 4	l: Weav	ing						
AP	Pi	łF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	_		eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	34	10	800	07	0.4	43	60	0.3	14	.1	В
						9	Segment	t 5: Basi	ic						
AP	Pi	łF	fŀ	IV	Flow (pc,		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	32	14	672	21	0.4	48	68	3.2	15	.6	В
						S	egment	6: Mer	ge						
AP	Pł	4F	fl	١٧	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.0	60.5	17.7	16.0	В
						9	Segment	t 7: Bas	ic						
AP	Pi	4F	fl	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	329	95	668	88	0.4	19	67	7.4	16	.3	В
						Se	egment	8: Diver	ge						
AP	Pł	4F	fl	IV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.847	3295	1054	6620	1878	0.50	0.56	57.5	53.5	19.1	22.8	С
						9	Segment	t 9: Basi	ic						
AP	Pł	łF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	306	224	45	668	88	0.3	34	66	5.7	11	.1	В
						Seg	gment 1	0: Weav	/ing						
AP	Pi	łF	fŀ	IV	Flow (pc,		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	794	415	59	392	26	1.	14	47	7.2	22	.0	С
						S	egment	11: Bas	ic						
AP	Pi	łF	fl	łV	Flow (pc,		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	378	37	668	88	0.!	57	66	5.8	18	.8	С
						Se	egment '	12: Mer	ge						
AP	Pi	4F	fl	IV	Flow (pc,		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.769	3855	68	6620	1878	0.58	0.04	61.0	59.3	21.1	19.6	В

						S	egment	13: Bas	ic						
AP	Pł	HF.	fŀ	IV	Flow (pc,		Capa (pc,			/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	'87	38!	53	66	88	0.!	58	67	'.1	19	.1	С
						Se	gment 1	4: Dive	rge						
AP	Pł	4F	fŀ	IV	Flow (pc,		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	3853	140	6620	1878	0.58	0.07	60.3	55.6	21.3	22.3	С
						S	egment	15: Bas	ic						
AP	Pł	НF	fŀ	IV	Flow (pc)		Capa (pc		d, Ra	/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	'87	370	06	66	88	0.!	55	67	'.1	18	.4	С
						Se	egment	16: Mer	ge						
AP	Pł	4F	fŀ	IV	Flow (pc,		Capa (pc		d, Ra	/c tio	Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	3791	85	6620	1878	0.57	0.05	61.3	59.7	20.6	18.1	В
						S	egment	17: Bas	ic						
AP	Pi	4F	fŀ	IV	Flow (pc,		Capa (pc		d, Ra	/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	'87	379	97	66	88	0.!	57	66	5.9	18	.8	С
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	Т	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	n	LOS	
1		63.9			17.9			14.2			9.40	)		F	
Facilit	y Ove	rall R	esults	5			•						<u>'</u>		
Space M	ean Spe	ed, mi/	h		63.9			Density, v	eh/mi/l	n			14.2		
Average	Travel T	ime, mi	n		9.40			Density, p	c/mi/ln				17.9		
	ges														
Messa					Oversatu								1. Results m	nay not be	reliable
<b>Messa</b> WARNIN	IG 1				Conside	expandin	g analysis ii	n time and	/or spac	ce to re	30ive ti	iis waii	iirig.		

L



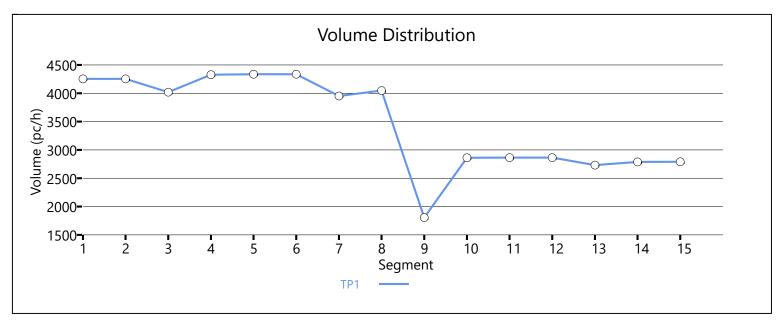


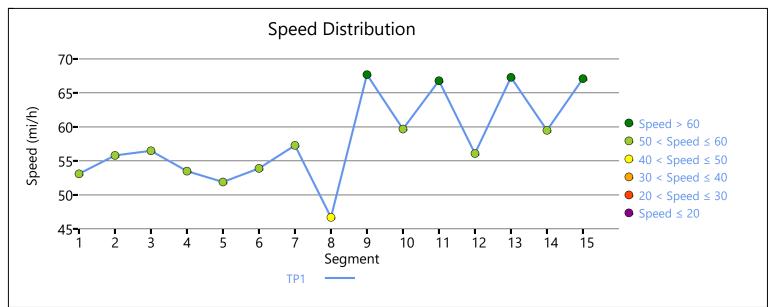


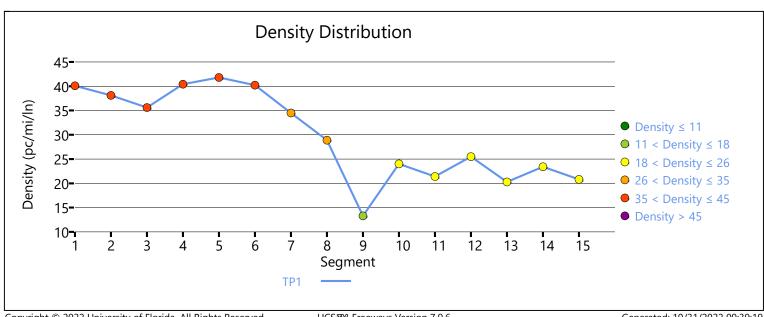
					НС	:S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					KAG			Date					6/14/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2022 Base	Conditions	
Jurisdictio	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custor	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density a	t Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility Le	ength, n	ni			12.15										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es .
1		Basic			Basic		Sou	th of US 1	78			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to I	JS 178			1500		2	
3		Basic			Basic		Betwee	n US 178 F	Ramps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	178		1500		2	
5		Basic			Basic		Between	n US 178 aı	nd I-26			13935	5	2	
6	[	Diverge			Diverge		I-95 O	off-Ramp to	l-26			1500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			1650		2	
8	V	Veaving	]		Weaving		Betwe	en I-26 Ra	mps			3000		3	
9		Basic			Basic		Betwe	en I-26 Ra	imps			1770		2	
10		Merge			Merge			-Ramp fro				1500		2	
11		Basic			Basic			ı I-26 and				19895		2	
12		Diverge			Diverge			-Ramp to I				1500		2	
13		Basic			Basic			n US 176 F		-		5280		2	
14		Merge			Merge			Ramp from		)		1500		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	ic						
АР	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.7	794	425	55	44	73	0.9	95	53	3.1	40	).1	E
						Se	egment ?	2: Diver	ge						
AP	Pł	HF.	fŀ	IV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	E
							Segment	t 3: Basi	ic						

AP	Pi	JE	£L	łV	Flow	Data	Сара	ait.	d	/-	C m	eed	Den	city	LOS
Ar	FI	ır	"	1 V	(pc/		(рс,		Ra			i/h)	(pc/m		
1	0.9	92	0.7	'94	401		447		0.9	90	56	5.5	35	.6	E
						S	egment	4: Mer	ge						
AP	Pi	<b>⊣</b> F	f⊦	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
							Segment	5: Basi	ic						
AP	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc)	-	d, Ra	_		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	'87	433	37	447	73	0.9	97	51	1.9	41	.8	Е
						Se	egment (	6: Diver	ge						
AP	Pł	-IF	fŀ	IV	Flow (pc/		Capa (pc,	-	d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4337	387	4413	1784	0.98	0.22	53.9	53.9	40.2	39.5	Е
						9	Segment	7: Bas	ic						
АР	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	'87	395	53	447	73	0.8	88	57	7.3	34	.5	D
						Se	gment 8	: Weav	ing						
АР	Pi	НF	fŀ	IV	Flow (pc)		Capa (pc,	•	d, Ra			eed i/h)	Den (pc/m	•	LOS
1	0.9	92	0.7	'87	404	17	403	31	1.0	00	46	5.7	28	.9	D
						9	Segment	9: Bas	ic						
АР	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	806	180	)7	447	73	0.4	40	67	7.7	13	.3	В
						Se	egment '	10: Mer	ge						
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1878	0.65	0.56	59.7	59.7	24.0	21.4	С
						S	egment	11: Bas	ic						
AP	Pł	-IF	fŀ	IV	Flow (pc/		Capa (pc/		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	286	55	447	73	0.0	64	66	5.8	21	.4	С
						Se	gment 1	2: Dive	rge						
АР	Pł	4F	fŀ	١٧	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	21.7	С
						S	egment	13: Bas	ic						

АР	PH	łF	fH	łV	Flow (pc,		Capa (pc	acity :/h)	d, Ra		Spe (mi			nsity mi/ln)	LOS
1	0.9	92	3.0	320	273	31	44	73	0.0	61	67	7.3	2	0.3	С
						Se	gment	14: Mer	ge						
АР	Pi	łF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	_	Spe (mi			nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92   0.94   0.820   0.83				2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	С
						S	egment	15: Bas	ic						
AP	PH	łF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra		Spe (mi			nsity mi/ln)	LOS
1	0.9	92	3.0	320	279	90	44	73	0.0	62	67	'.1	2	0.8	С
AP AP		eed, m		ts	Density, pe		Densi	ity, veh/m	i/ln	Tra	vel Tin		ı	LOS	
1		58.1		$\perp$	28.7	'		22.9			12.6	0		F	
Facility	y Ove	rall R	esult	S											
Space Me	ean Spe	ed, mi/	h		58.1			Density, v	eh/mi/l	n			22.9		
Average	Travel Ti	me, mi	n		12.60			Density, p	c/mi/ln				28.7		
Messa	ges														
WARNIN	G 1						ditions curr g analysis i							may not be	reliable.
WARNIN	G 2				an off-ra	mp queue	less than d affecting t se caution v	he mainlin	e flow.	This is	sis peric not curi	od 1 on ently n	segment nodeled in	3. This may HCM	result ii
Comm															



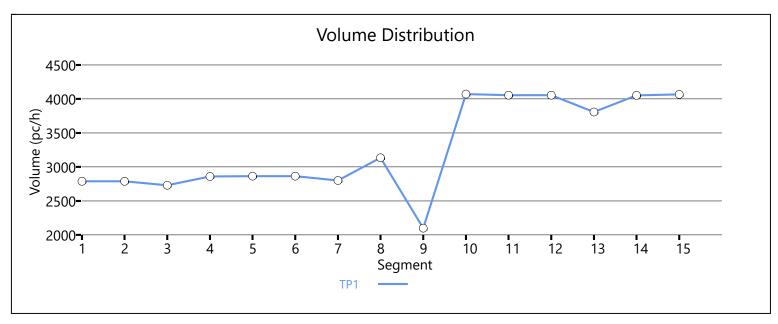


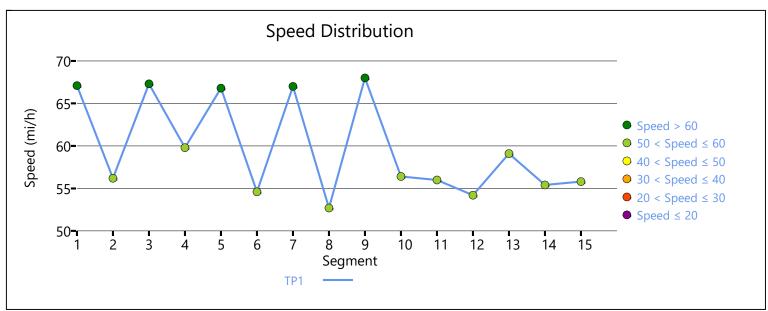


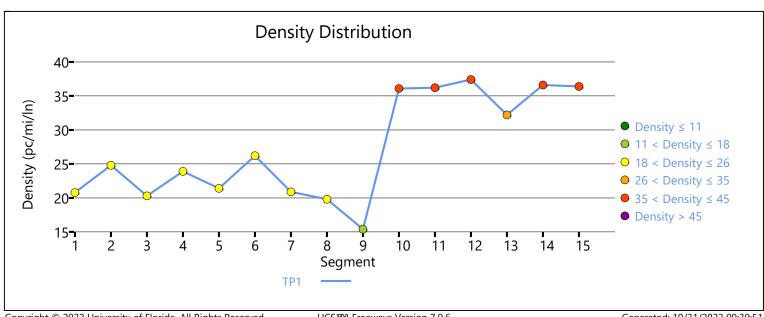
					НС	:S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmat	ion												
Analyst					KAG			Date					6/14/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2022 Base	Conditions	
Jurisdiction	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 South	bound HC	S Analysis	Units					U.S. Custor	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density a	t Capaci	ty, pc/r	mi/ln		45.0		
Queue D	ischarge	Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility Le	ength, n	ni			11.04										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed	$\top$		Name			ı	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to I	JS 176			1500		2	
3		Basic			Basic		Betwee	n US 176 F	Ramps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	,		1500		2	
5		Basic			Basic		Between	n US 176 aı	nd I-26			19950	)	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			1500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			1555		2	
8	V	Veaving	]		Weaving		Betwe	en I-26 Ra	mps			3000		3	
9		Basic			Basic		Betwe	en I-26 Ra	imps			2240		2	
10		Merge			Merge			-Ramp fro				1500		2	
11		Basic			Basic			ı I-26 and				13330		2	
12		Diverge			Diverge			-Ramp to I				1500		2	
13		Basic			Basic			n US 176 F		-		2610		2	
14		Merge			Merge			Ramp from		)		1500		2	
15		Basic			Basic		Sou	th of US 1	/8			1500		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	ic						
АР	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	9.0	320	278	39	44	73	0.6	62	67	7.1	20	).8	С
						Se	egment ?	2: Diver	ge						
AP	Pł	HF.	fŀ	IV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.2	56.2	24.8	25.6	С
							Segment	t 3: Bas	ic						

AP	PI	HF	fŀ	łV	Flow	Rate	Сара		d			eed	Den		LOS
					(pc,		(pc/		Ra			i/h)	(pc/m	-	
1	0.9	92	0.8	320	272		447		0.6	b1	6.	7.3	20	.3	С
			-		I		egment			_				•	
AP	Pi	HF	TF.	·V	Flow (pc,		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	С
							Segment	5: Basi	ic						
AP	PI	HF	fŀ	٠V	Flow (pc,		Capa (pc/	-	d, Ra	_		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	286	65 	447	73	0.6	64	66	5.8	21	.4	С
						Se	egment (	6: Diver	ge						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc/	-	d, Ra			eed i/h)	Den (pc/m	LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.769	2865	68	4413	1784	0.65	0.04	54.6	54.6	26.2	27.4	С
							Segment	7: Basi	ic						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	280	)1	447	73	0.6	63	6	7.0	20	.9	С
						Se	gment 8	: Weav	ing						
АР	Pi	HF	fŀ	łV	Flow (pc,		Capa (pc/	•	d, Ra			eed i/h)	Den (pc/m	•	LOS
1	0.9	92	0.8	320	313	35	496	55	0.6	63	52	2.7	19	.8	В
						9	Segment	9: Basi	ic						
AP	Pi	HF	fŀ	łV	Flow (pc,		Capa (pc/		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.8	313	209	99	447	73	0.4	47	68	3.0	15	.4	В
						Se	egment '	10: Mer	ge						
AP	Pi	HF	fŀ	···	Flow (pc,		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4071	1972	4413	1972	0.92	1.07	56.4	56.4	36.1	29.9	D
						S	egment	11: Bas	ic						
AP	Pi			łV	Flow (pc,	/h)	Capa (pc/		d, Ra	tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	405	54	447	73	0.9	91	56	5.0	36	.2	E
						Se	gment 1	2: Dive	rge						
	1	HF	fŀ	٠V	Flow	Rate /h)	Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
AP	PI				(PC)								4 .	,,	
AP	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

AP	PI	HF	fŀ	IV	Flow (pc)		Capa (pc		d, Ra	/c tio	Spo (mi		Den (pc/m		LOS
1	0.	92	3.0	313	380	08	44	73	0.	85	59	).1	32	.2	D
						Se	gment	14: Mer	ge						
AP	PI	HF	fl	IV	Flow (pc/		Capa (pc		d, Ra		Spo (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4052	244	4413	1784	0.92	0.14	55.4	55.4	36.6	30.6	D
						S	egment	15: Bas	sic						
AP	PI	HF	fl	IV	Flow (pc/		Capa (pc		d, Ra		Spo (mi		Den (pc/m	•	LOS
1	0.	92	3.0	313	406	56	44	73	0.9	91	55	5.8	36	.4	E
Facility	y Ana	lysis	Resul	ts											
AP	Sį	peed, n	ni/h		Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	,	LOS	
1		60.1			26.5	,		21.5			11.0	0		D	
Facility	y Ove	rall R	esult	5			•						·		
Space M	ean Spe	ed, mi/	'h		60.1			Density, w	eh/mi/l	n			21.5		
Average	Travel T	ime, mi	n		11.00			Density, p	oc/mi/ln				26.5		
Messa	ges														
WARNIN	IG 1				Merge ca	apacity is l	ess than me	erge dema	ınd for a	nalysis	period	1 on se	egment 10.		
Comm	ants														
Comm	nents														





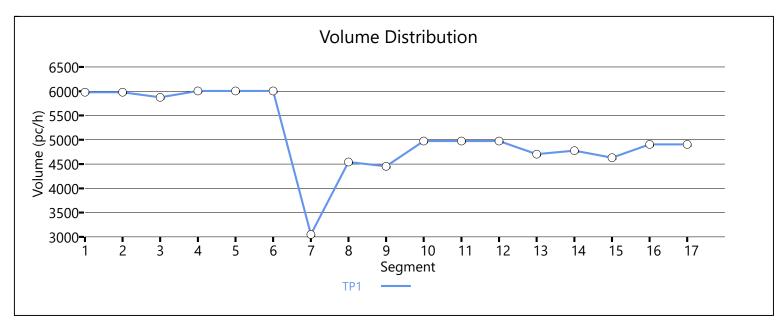


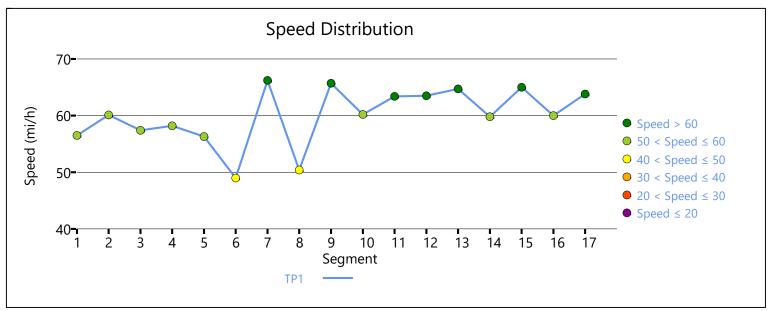
## 2050 NO BUILD

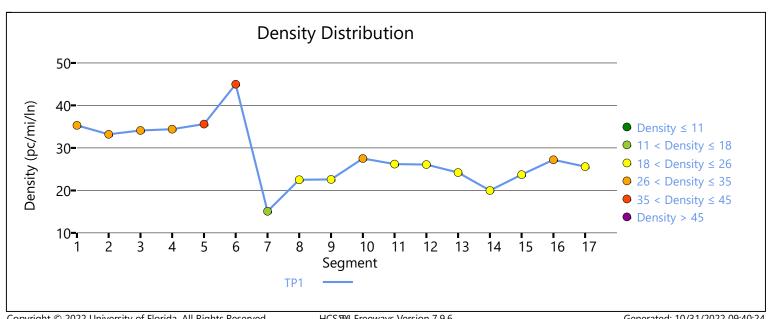
					Н	CS7 Fr	eeway	Facilitie	es Report	:			
Projec	t Info	rmati	ion										
Analyst					KAG			Date			6/14/20	22	
Agency					CDM Smit	h		Analysis Y	ear		2050 No	o Build	
Jurisdiction	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escriptio	on			I-26 Eastb	ound HCS	Analysis	Units			U.S. Cus	tomary	
Facility	y Glob	al In	put								•		
Jam Dens	sity, pc/r	mi/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Сарас	ity Dro	p, %	7			Total Segi	ments		17		
Total Ana	alysis Per	iods			1			Analysis F	eriod Duration	ı, min	15		
Facility Le	ength, m	ni			9.95								
Facility	y Segr	nent	Data										
No.	(	Coded			Analyzed			Name		Length	n, ft	Lane	 es
1		Basic			Basic		We	est of SC 21	0	1500	0	3	
2		Diverge			Diverge		I-26 Of	f-Ramp to S	SC 210	1500	0	3	
3		Basic			Basic		Betwee	en SC 210 F	Ramps	2235	5	3	
4	ı	Merge			Merge		I-26 On-	Ramp from	SC 210	1500	0	3	
5		Basic		Basic Diverge			Betwee	n SC 210 ar	nd I-95	1572	.0	3	
6	С	Diverge		-			I-26 C	Off-Ramp to	o I-95	1500	0	3	
7		Basic		Diverge Basic			Betwe	een I-95 Ra	mps	1865	5	3	
8	W	<b>/</b> eaving	J		Weaving		Betwe	een I-95 Ra	mps	3000	0	4	
9		Basic			Basic		Betwe	een I-95 Ra	mps	1685	5	3	
10	I	Merge			Merge		I-26 Or	-Ramp fro	m I-95	1500	0	3	
11		Basic			Basic		Betwee	n I-95 and	US 15	1140	)5	3	
12		Diverge			Diverge		I-26 Of	f-Ramp to	US 15	1500	0	3	
13		Basic			Basic		Betwe	en US 15 R	amps	815		3	
14	V	<b>V</b> eaving	I		Weaving		Betwe	en US 15 R	amps	3000	0	4	
15		Basic			Basic		Betwe	en US 15 R	amps	815		3	
16	l	Merge			Merge		I-26 On-	Ramp fron	n US 15	1500	0	3	
17		Basic			Basic		Ea	ast of US 1	5	1500	0	3	
Facility	y Segr	nent	Data										
						Segmen	t 1: Basi	ic					
AP	PHF fHV Flow Rate (pc/h)					acity :/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS		
1	0.9	92	0.7	775	59	80	66	588	0.89	56.5		35.3	E
						S	egment	2: Diver	ge				
AP	PH	IF	fl	łV		Rate /h)		acity :/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	1	F R	F R	Freewa		

AP	1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.1	55.7	33.2	31.8	D
							9	Segment	: 3: Basi	ic						
AP	AP	PI	<b>⊣</b> F	fl	łV	1										LOS
AP	1	0.9	92	0.7	775	587	72	668	38	0.	88	57	7.4	34	.1	D
							S	egment	4: Mer	ge						
	AP	PI	4F	fl	ΗV	1									•	LOS
AP		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP	1	0.92	0.92	0.775	0.877	6006	134	6620	1878	0.91	0.07	58.2	56.8	34.4	28.7	D
							9	Segment	t 5: Basi	ic						
AP	AP	Pi	НF	fl	ΗV	1										LOS
AP	1	0.9	92	0.7	781	600	06	668	38	0.8	89	56	5.3	35	.6	E
							Se	egment (	6: Diver	ge						
1	АР	PI	-IF	fl	łV	1										LOS
AP		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP	1	0.92	0.92	0.781	0.806	6006	2956	6620	1878	0.91	1.57	49.0	49.2	45.0	40.0	F
							9	Segment	t 7: Basi	ic						
AP	АР	Pi	-IF	fl	ΗV											LOS
AP	1	0.9	92	0.7	752	30!	50	668	38	0.	45	66	5.2	15	.1	В
Note							Se	gment 8	: Weav	ing						
AP	AP	Pi	-IF	fŀ	٠V											LOS
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1	0.9	92	0.7	781	454	41	629	96	0.	70	50	).4	22	.5	С
Cope							9	Segment	9: Basi	ic						
Segment 10: Merge         AP       PHF       fHV       Flow Rate (pc/h)       Capacity (pc/h)       d/c Ratio       Sped (mi/h)       Density (pc/mi/ln)       LOS (pc/mi/ln)         I       0.92       0.92       0.781       0.781       4974       522       6620       1972       0.75       0.26       60.2       58.9       27.5       25.0       C         Segment 11: Basic         AP       PHF       fHV       Flow Rate (pc/h)       Capacity (pc/h)       d/c Ratio       Speed (mi/h)       Density (pc/mi/ln)       LOS (pc/mi/ln)         1       0.92       0.781       4974       6688       0.74       63.4       26.2       D         Segment 12: Diverge         AP       PHF       fHV       Flow Rate (pc/h)       Capacity (pc/h)       d/c Ratio       Speed (mi/h)       Density (pc/mi/ln)       LOS (pc/mi/ln)	AP	Pi	4F	fŀ	ΗV	1									•	LOS
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	1	0.9	92	0.7	781	44!	52	668	38	0.	66	65	5.7	22	.6	С
F   R   F   R   Freeway   Ramp   Freeway   Ramp   F   R   Freeway   Ramp							Se	egment '	10: Mer	ge						
1 0.92 0.92 0.781 0.781 4974 522 6620 1972 0.75 0.26 60.2 58.9 27.5 25.0 C           Segment 11: Basic           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS           1         0.92         0.781         4974         6688         0.74         63.4         26.2         D           Segment 12: Diverge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS	AP	Pi	-IF	fl	٠V	1										LOS
Segment 11: Basic           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS           1         0.92         0.781         4974         6688         0.74         63.4         26.2         D           Segment 12: Diverge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS           1         0.92         0.781         4974         6688         0.74         63.4         26.2         D           Segment 12: Diverge           AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c Ratio         Speed (mi/h)         Density (pc/mi/ln)         LOS	1	0.92	0.92	0.781	0.781	4974	522	6620	1972	0.75	0.26	60.2	58.9	27.5	25.0	С
Company   Comp							S	egment	11: Bas	sic						
Segment 12: Diverge  AP PHF fHV Flow Rate (pc/h) Capacity d/c Ratio Density (pc/mi/ln) LOS	AP	Pi	-IF	fŀ	ΗV	1										LOS
AP PHF fHV Flow Rate (pc/h) Capacity d/c Speed (mi/h) Density (pc/mi/ln) LOS	1	0.9	92	0.7	781	49	74	668	38	0.	74	63	3.4	26	.2	D
(pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln)							Se	gment 1	2: Dive	rge						
F R F R Freeway Ramp Freeway Ramp F R F R Freeway Ramp	AP	PI	4F	fl	łV	1										LOS
		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.781	0.781	4974	270	6620	1972	0.75	0.14	63.5	60.0	26.1	24.4	С
						S	egment	13: Bas	ic				<u> </u>		
AP	Pi	łF	fŀ	łV	Flow (pc		Capa (pc		d, Ra			eed i/h)	Den (pc/n	•	LOS
1	0.9	92	0.7	'81	470	04	668	88	0.7	70	64	1.7	24	.2	С
						Seg	gment 1	4: Weav	ring						
AP	Pi	łF	fŀ	IV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	'81	47	76	810	66	0.!	58	59	9.8	20	.0	В
						S	egment	15: Bas	ic						
АР	Pi	łF	fŀ	IV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	'81	463	30	668	88	0.6	69	65	5.0	23	.7	С
						Se	egment	16: Mer	ge						
AP	Pi	łF	fŀ	IV	Flow (pc		Capa (pc		d, Ra			eed i/h)	Den (pc/n		LOS
	F R F F				Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1					4905	275	6620	1878	0.74	0.15	60.0	58.6	27.2	24.0	С
						S	egment	17: Bas	ic						
АР	Pi	łF	fŀ	IV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	'87	490	05	668	88	0.7	73	63	3.8	25	.6	С
Facility	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h		Density, p	c/mi/ln	Densi	ty, veh/m	/ln	Tra	vel Tin	ne, mir	1	LOS	
1		58.6			29.2	<u>)</u>		22.8			10.2	.0		F	
acility	y Ove	rall R	esults	5											
Space Me	ean Spe	ed, mi/	h		58.6			Density, v	eh/mi/l	n			22.8		
Average	verage Travel Time, min 10.20							Density, p	c/mi/ln				29.2		
Messa	ges														
WARNIN	G 1						ditions curr g analysis ir						1. Results m	nay not be	reliable
WARNIN	G 2				an off-ra	mp queue		he mainlin	e flow.	This is			segment 6. nodeled in I		result i
Comm	ents				•										





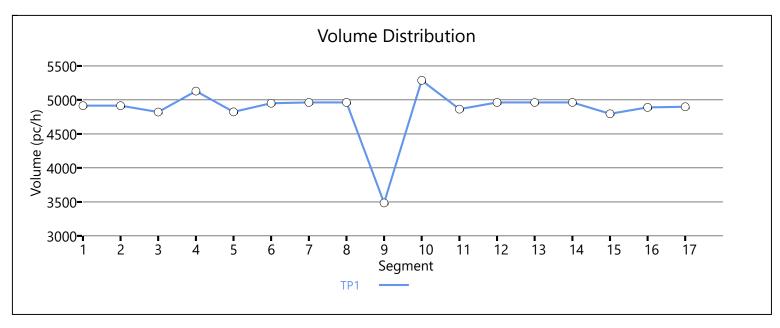


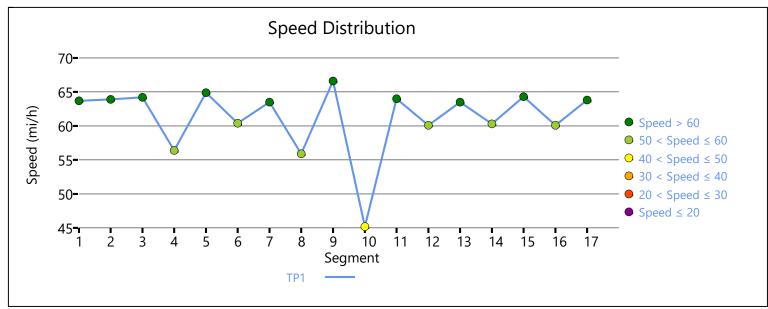
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP	PH	F	fŀ	IV	Flow (pc/		Capa (pc		1	d/c atio		eed ni/h)		sity ni/ln)	LOS
						Se	egment ?	2: Diver	ge						
1	0.9	2	0.7	'87	411	0	44.	58		1.10	3	6.5	56	5.3	F
АР				Flow (pc/		Capa (pc			d/c atio		eed ni/h)		sity ni/ln)	LOS	
				9	Segmen	t 1: Basi	c								
Facility	/ Segn	nent	Data												
17		Basic			Basic		We	st of SC 21	0			1500		2	
16		Лerge			Merge			Ramp from		10		1500		2	
15		Basic			Basic		Betwee	n SC 210 R	amps			2245		2	
14	D	iverge			Diverge		I-26 Off	-Ramp to S	SC 210	)		1500		2	
13		Basic			Basic		Betweer	1-95 and 9	SC 210	)		16070	)	2	
12	N	Лerge			Merge		I-26 On	-Ramp froi	n I-95			1500		2	
11		Basic			Basic		Betwe	en I-95 Ra	mps			1380		2	
10	W	eaving			Weaving		Betwe	en I-95 Ra	mps			3000		3	
9		Basic			Basic			en I-95 Ra				1775		2	
8		iverge			Diverge			ff-Ramp to				1500		2	
7		Basic	Merge Basic					n US 15 an				1151		2	
6		лаяс Лerge						Ramp from		5		1500		2	
5		eaving Basic		Basic				en US 15 Ri en US 15 Ri				800		2	
3 4		Basic eaving			Basic Weaving			en US 15 Ra en US 15 Ra				815 3000		3	
2		iverge			Diverge			f-Ramp to				1500		2	
1		Basic			Basic			st of US 15				1500		2	
No.		oded			Analyzed			Name				Length		Lane	
Facility			Data												
					9.96										
Total Ana Facility Le					9.96			Analysis P	erioa	Duratio	ı, min		15		
Queue Di		•	ity Dro	0, %	7			Total Segr		December			17		
Jam Dens					190.0			Density at		city, pc/	mi/ln		45.0		
Facility			put												
Project D	escriptio	n			I-26 Westb	ound HCS	Analysis	Units					U.S. Custo	mary	
Jurisdictio					SCDOT			Time Anal	yzed				Peak Hour		
Agency					CDM Smith	1		Analysis Y					2050 No B		
Analyst					KAG			Date					6/14/2022		
i i ojeci	t Infor	mati	on												
Project															

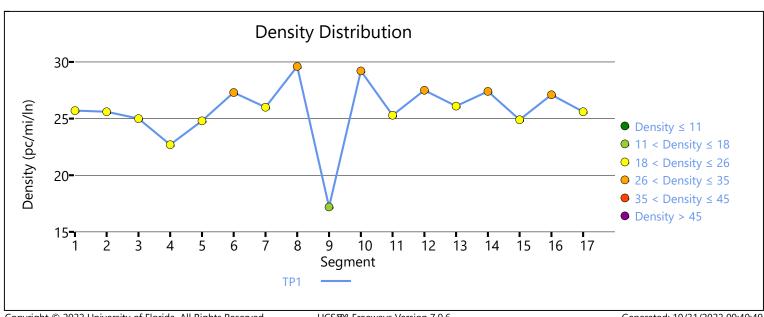
															_
1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	63.9	60.5	25.6	27.1	С
							Segment	t 3: Bas	ic						
AP	Pł	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	482	23	668	88	0.7	72	64	1.2	25	.0	С
						Se	gment 4	l: Weav	ing						
AP	Pi	HF.	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	_		eed i/h)	Den: (pc/m	•	LOS
1	0.9	92	0.7	781	512	29	798	85	0.6	54	56	5.4	22	.7	С
						9	Segment	t 5: Bas	ic						
AP	Pi	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.7	781	482	24	672	21	0.7	72	64	1.9	24	.8	С
						S	egment	6: Mer	ge						
AP	Pi	НF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	60.4	59.2	27.3	23.9	С
						9	Segment	t 7: Bas	ic						
AP	PHF fHV 0.92 0.781			IV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	496	53	66	88	0.7	74	63	3.5	26	.0	С
						Se	egment 8	8: Dive	ge						
AP	Pi	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.847	4963	1481	6620	1784	0.75	0.83	55.9	51.0	29.6	31.4	D
							Segment	t 9: Bas	ic						
АР	Pł	<b>⊣</b> F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	348	36	668	88	0.!	52	66	5.6	17	.2	В
						Seg	gment 1	0: Weav	/ing						
AP	Pi		fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	763	528	37	408	89	1.!	58	45	5.2	29	.2	D
	Segment 11: Basic														
AP	PHF fHV			łV	Flow (pc)		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	758	486	54	668	88	0.7	73	64	1.0	25	.3	С
						Se	egment	12: Mer	ge						
AP	Pi	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.769	4963	99	6620	1972	0.75	0.05	60.1	58.8	27.5	24.8	С

						S	egment	13: Bas	ic						
AP	PI	4F	f⊦	łV	Flow (pc,		Capa (pc,			/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	758	496	64	66	88	0.7	74	63	.5	26	.1	D
						Se	gment 1	4: Dive	rge						
AP	PI	НF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.833	4964	153	6620	1878	0.75	0.08	60.3	55.6	27.4	27.5	С
						S	egment	15: Bas	ic						
AP	Pi	4F	fŀ	łV	Flow (pc)		Capa (pc		d, Ra	/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	758	479	97	66	88	0.7	72	64	.3	24	.9	С
						Se	egment	16: Mer	ge						
AP	Pi	НF	fŀ	łV	Flow (pc		Capa (pc		d, Ra	/c tio	Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	4890	93	6620	1878	0.74	0.05	60.1	58.8	27.1	23.2	С
						S	egment	17: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	758	490	00	66	88	0.7	73	63	8.8	25	.6	С
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, miı	1	LOS	
1		61.1			25.9	)		19.6			9.80	)		F	
Facilit	y Ove	rall R	esults	5											
Space M	lean Spe	ed, mi/	h		61.1			Density, v	eh/mi/l	n			19.6		
	Travel T	ime, mi	n		9.80			Density, p	c/mi/ln	١			25.9		
Average															
	iges														
Messa WARNIN							ditions curr g analysis i						1. Results m ning.	nay not be	reliable

L



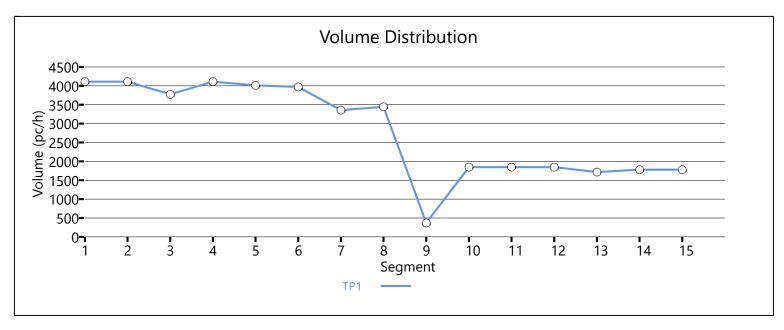


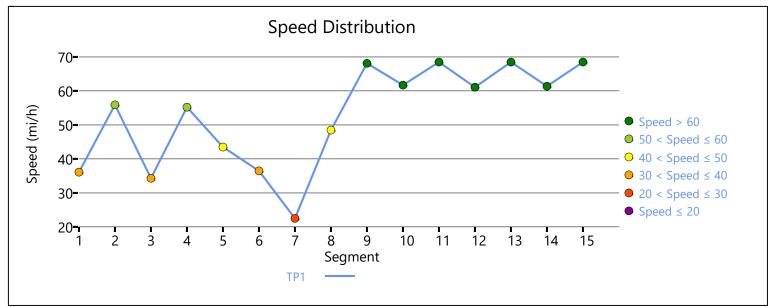


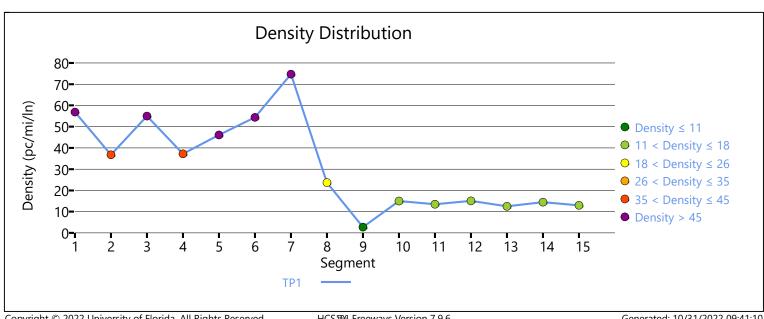
					НС	:S7 Fr€	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					KAG			Date					6/14/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2050 No B	uild	
Jurisdictio	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	t Capaci	ty, pc/r	mi/ln		45.0		
Queue Di	ischarge	e Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	llysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			12.15										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed	$\Box$		Name			L	ength,	ft	Lane	es
1		Basic			Basic		Sou	ith of US 1	78			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			1500		2	
3		Basic			Basic		Betwee	n US 178 F	Ramps			2855		2	
4		Merge Merge				ı	-95 On-Ran	np from fro	om US 1	178		1500		2	
5		Basic			Basic		Between	n US 178 ar	nd I-26			13935	5	2	
6	[	Diverge					I-95 O	off-Ramp to	l-26			1500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			1650		2	
8	V	Veaving	)		Weaving		Betwe	en I-26 Ra	mps			3000		3	
9		Basic			Basic		Betwe	en I-26 Ra	imps			1770		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			1500		2	
11		Basic			Basic		Between	ı I-26 and I	US 176			19895	5	2	
12	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 176			1500		2	
13		Basic			Basic			n US 176 F				5280		2	
14		Merge			Merge			Ramp from		5		1500		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	ic						
АР	AP PHF fHV Flow Rate (pc/h)						Capa (pc,			/c tio		eed i/h)		sity ni/ln)	LOS
1	1 0.92 0.787 4110						44	79	1.2	24	36	5.1	56	5.9	F
						Se	egment ?	2: Diver	ge						
АР	Pŀ	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.9	55.9	36.8	37.5	F
							Segment	t 3: Basi	ic						

AP	PI	JE	- fL	······································	Flow	Pato	Сара	city	d	/c	Sn	eed	Den	city	LOS
Ar		11	"	1 V	(pc/		(pc/		Ra			i/h)	(pc/n		
1	0.9	92	0.7	787	377		447			18	34	4.3	55	.0	F
						S	egment	4: Mer	ge						
AP	PI	4F	f⊦	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.2	55.2	37.2	32.2	F
							Segment	5: Basi	ic						
AP	Pi	4F	fŀ	łV	Flow (pc/		Capa (pc)	-	d, Ra	_		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	401	10	447	79	1.7	25	43	3.5	46	.1	F
						Se	egment (	6: Diver	ge						
AP	PI	4F	fŀ	łV	Flow (pc)		Capa (pc,	-	d, Ra			eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	3970	522	4413	1784	1.26	0.29	36.5	53.7	54.4	50.2	F
						9	Segment	: <b>7: Bas</b> i	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc)		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	335	56	447	79	1.	13	22	2.5	74	.7	F
						Se	gment 8	: Weav	ing						
AP	Pi	4F	fŀ	łV	Flow (pc)		Capa (pc)	-	d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	344	15	370	00	1.4	41	48	3.5	23	.7	F
						9	Segment	9: Basi	ic						
АР	PI	4F	fŀ	łV	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.8	800	36	8	447	79	0.4	47	68	3.1	2.	7	Α
						Se	egment '	10: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.847	1849	1481	4413	1972	0.42	0.75	61.7	61.7	15.0	13.3	В
						S	egment	11: Bas	ic						
AP	Pi			łV	Flow (pc/	<b>/h)</b>	Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.8	320	184	19	447	79	0.8	80	68	3.5	13	.5	В
						Se	gment 1	2: Dive	rge						
AP	Pł	-IF	fŀ	١٧	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	1849	134	4413	1972	0.42	0.07	61.1	61.1	15.1	13.0	В
						S	egment	13: Bas	ic						

AP	PH	4F	fF	łV	Flow (pc,		Capa (pc,		d, Ra		Spe (mi		Den (pc/n		LOS
1	0.9	92	3.0	320	17 <sup>-</sup>	15	44	79	0.	77	68	3.5	12	.5	В
						Se	gment	14: Mer	ge						
AP	Pŀ	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra		Spe (mi		Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	1778	63	4413	1972	0.40	0.03	61.4	61.4	14.5	14.4	В
						S	egment	15: Bas	ic						
AP	PH	HF.	fŀ	IV	Flow (pc,		Capa (pc		d, Ra		Spe (mi		Den (pc/n		LOS
1	0.9	92	3.0	320	177	78	44	79	0.	78	68	3.5	13	.0	В
Facility	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	$\top$	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, min	·	LOS	
1		48.2			27.1			21.6			15.1	0		F	
Facility	y Ove	rall R	esult	5											
Space M	ean Spe	ed, mi/	h		48.2			Density, v	eh/mi/l	n			21.6		
Average	Travel Ti	ime, mi	n		15.10			Density, p	c/mi/ln				27.1		
Messa	ges														
WARNIN	IG 1						ditions curr g analysis i						ults may no ning.	t be reliabl	e.
WARNIN	IG 2						ditions curr g analysis i						l. Results m ning.	nay not be	reliable
WARNIN	IG 3												Consider e		
WARNIN	IG 4				an off-ra	mp queue	less than d affecting t se caution v	he mainlin	e flow.	This is	sis peric not curi	od 1 on ently m	segment 8. nodeled in I	This may HCM	result ir
Comm	ontc														



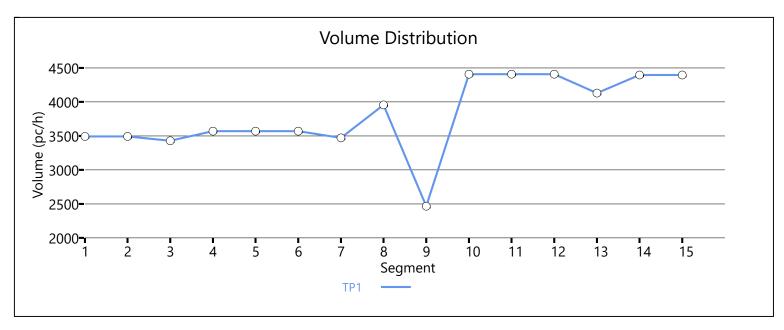


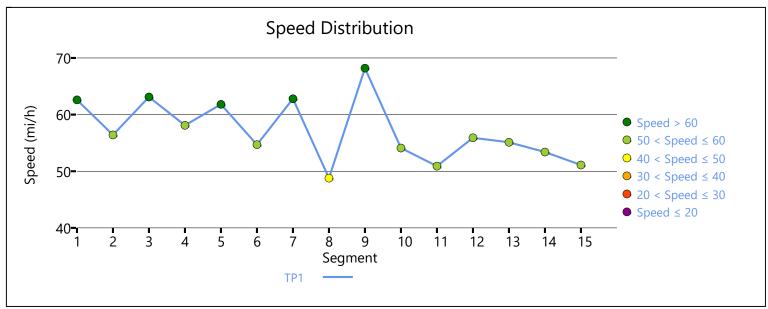


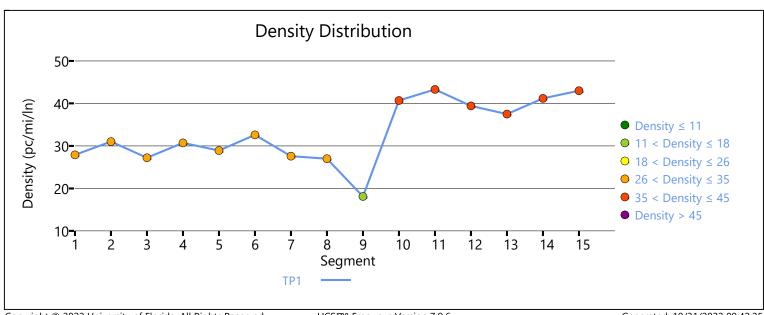
					НС	:S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					KAG			Date					6/14/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 No B	uild	
Jurisdiction	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escripti	on			I-95 South	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	y Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	э, %	7			Total Segi	nents				15		
Total Ana	ılysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			11.04										
Facility	y Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 176			1500		2	
3		Basic			Basic		Betwee	n US 176 F	lamps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	i		1500		2	
5		Basic			Basic		Between	n US 176 ar	nd I-26			19950	)	2	
6	]	Diverge			Diverge			ff-Ramp to				1500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			1555		2	
8	V	Veaving	)		Weaving		Betwe	en I-26 Ra	mps			3000		3	
9		Basic			Basic			en I-26 Ra	· .			2240		2	
10		Merge			Merge			-Ramp fro				1500	_	2	
11		Basic			Basic			ı I-26 and I				13330		2	
12	[	Diverge			Diverge			-Ramp to l				1500	_	2	
13		Basic			Basic			n US 176 F				2610		2	
14		Merge			Merge			Ramp from		5		1500		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	y Segi	ment	Data												
							Segment	t 1: Basi	C						
АР	P PHF fHV Flow Rate (pc/h)						Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
1	1 0.92 0.820 3492						44	79	0.7	78	62	2.6	27	'.9	D
						Se	egment ?	2: Diver	ge						
AP	Pł	4F	fŀ	IV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.4	56.4	31.0	31.7	D
							Segment	t 3: Basi	c						

PH  0.9  PH  F  0.92  PH  0.92	HF R 0.92	0.8	320 4V R 0.855	Flow (pc/	/h) 29 S Rate	Capa (pc/ 447 egment Capa (pc/	<b>'h)</b> 79 <b>4: Mer</b> (city	d/	<b>tio</b> 77			Den: (pc/m	ai/ĺn) .2	D D
PH F ).92	R 0.92	<b>F</b> 0.820	IV R	Flow (pc/	S Rate /h)	egment Capa (pc/	4: Merg	ge d/						D
F ).92	R 0.92	<b>F</b> 0.820	R	(pc/ Freeway	Rate /h)	Capa (pc/	city	d/	/c	Spe	eed	Den		
F ).92	R 0.92	<b>F</b> 0.820	R	(pc/ Freeway	/h)	(pc/			/c	Spe	eed	Den		
).92 PH	0.92	0.820		_	Ramp			Ka	tio	(mi	i/h)	(pc/m		LOS
PH	lF		0.855	3570		Freeway	Ramp	F	R	F	R	Freeway	Ramp	
		fH			141	4413	1878	0.81	0.08	58.1	58.1	30.7	27.0	С
		f⊦			9	Segment	: <b>5: Bas</b> i	ic						
0.9	92		łV	Flow (pc/		Capa (pc/	-	d/ Rat	-		eed i/h)	Dens (pc/m		LOS
		9.0	320	357	70	447	79	0.8	30	61	1.8	28	.9	D
					Se	egment 6	6: Diver	ge						
PH	łF	fH	IV	Flow (pc/		Capa (pc/	-	d/ Rat			eed i/h)	Dens (pc/m		LOS
F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
).92	0.92	0.820	0.769	3570	99	4413	1784	0.81	0.06	54.7	54.7	32.6	33.5	D
					9	Segment	: <b>7: Bas</b> i	ic						
PH	łF	<b>fHV</b> 0.820		Flow (pc/		Capa (pc/		d/ Rat		Spe (mi	eed i/h)	Den: (pc/m		LOS
0.9	92	0.8	320	347	71	447	79	0.7	78	62	2.8	27	.6	D
					Se	gment 8	: Weav	ing						
PH	łF	fH	łV	Flow (pc/		Capa (pc/	•	d/ Rat		•	eed i/h)	Dens (pc/m	,	LOS
0.9	92	0.8	326	395	56	446	53	0.8	38	48	3.8	27	.0	С
					9	Segment	: <b>9: Bas</b> i	ic						
PH	łF	fH	IV	Flow (pc/		Capa (pc/		d/ Rat			eed i/h)	Den: (pc/m		LOS
0.9	92	0.8	313	246	56	447	79	0.5	55	68	3.2	18	.1	С
					Se	egment 1	10: Mer	ge						
PH	łF	fH	···	Flow (pc/		Capa (pc/		d/ Rat			eed i/h)	Den: (pc/m		LOS
	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
F	0.92	0.813	0.806	4408	1972	4413	1972	1.00	1.50	54.1	54.1	40.7	32.5	F
<b>F</b> ).92					S	egment	11: Bas	ic						
			١٧	Flow (pc/	/h)	Capa (pc/		d/ Rat	tio	(mi	eed i/h)	Den: (pc/m		LOS
).92 PH					08	447		0.9	99	50	).9	43	.3	E
).92			313	440										
).92 PH			313	44(	Se	gment 1	2: Dive	rge						
).92 PH	92	0.8	313 ••V	Flow (pc/	Rate	gment 1 Capa (pc/	city	rge d/ Rat			eed i/h)	Dens (pc/m		LOS
PH 0.9	92	0.8		Flow	Rate	Сара	city	d/						LOS
).92 PH			0.8	0.813				C 12. Div.	Soamont 12: Divorgo	Soamont 12: Divorgo	Sagment 12: Diverge	Seament 12: Diverge	Segment 12: Diverge	

AP	Pł	4F	f⊦	IV	Flow (pc)		Capa (pc		d, Ra		Spo (mi		Den (pc/n		LOS
1	0.9	92	0.8	313	412	29	44	79	0.9	93	55	5.1	37	.5	Е
						Se	gment	14: Mer	ge						
AP	Pł	4F	fŀ	IV	Flow (pc,		Capa (pc		d, Ra		Spo (mi		Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4395	266	4413	1878	1.00	0.14	53.4	53.4	41.2	33.3	D
						S	egment	15: Bas	sic						
AP	Pł	4F	f⊦	IV	Flow (pc)		Capa (pc		d, Ra		Spo (mi		Den (pc/n		LOS
1	0.9	92	0.8	313	439	95	44	79	0.9	99	51	.1	43	.0	E
Facilit	y Ana	lysis l	Resul	ts											
AP	Sp	eed, m	ni/h	$\top$	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		56.3			33.2	)		27.1			11.8	0		F	
Facilit	y Ove	rall R	esults	5											
Space M	ean Spe	ed, mi/	h		56.3			Density, v	eh/mi/l	n			27.1		
Average	verage Travel Time, min 11.80							Density, p	c/mi/ln				33.2		
Messa	ges														
WARNIN	IG 1						ditions curr g analysis i						1. Results m	nay not be	reliable.
WARNIN	IG 2				Merge ca	apacity is I	ess than m	erge dema	nd for a	nalysis	period	1 on se	egment 10.		
Comm					<u> </u>										





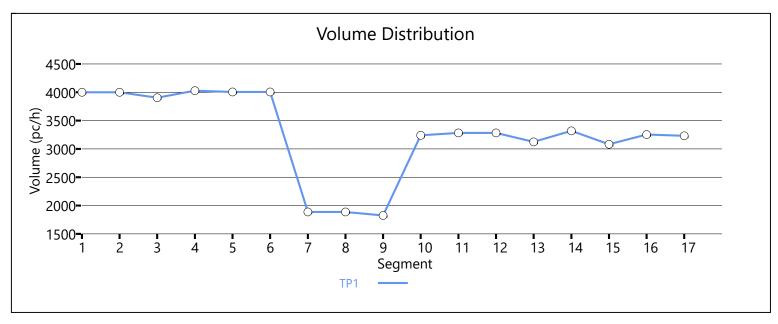


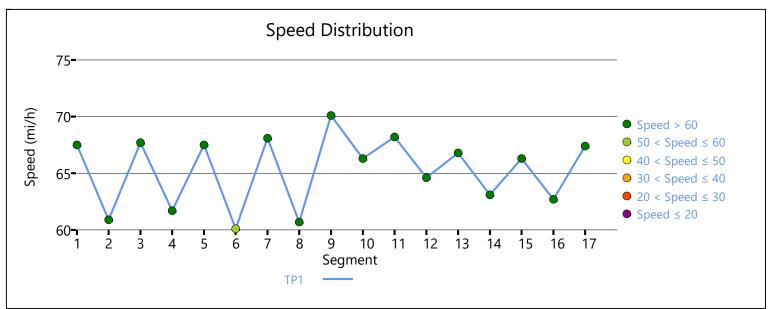
## 2030 BUILD ALTENRATIVE 1

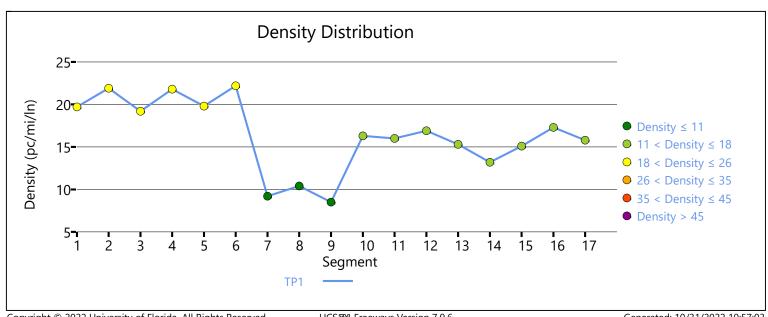
					Н	CS7 Fr	eeway	Facilitie	es Report					
Projec	t Info	rmati	ion											
Analyst					CDM Smith			Date			9/9/2022			
Agency					CDM Smith			Analysis Year			2030 Build			
Jurisdiction					SCDOT			Time Analyzed			Peak Hour			
Project Description					I-26 Eastbound HCS Anal			alysis Units			U.S. Cus		stomary	
Facility	y Glok	al In	put								<u> </u>			
Jam Density, pc/mi/ln					190.0			Density at Capacity, pc/mi/ln			45.0			
Queue Discharge Capacity Drop, %					7			Total Segments			17			
Total Analysis Periods					1			Analysis Period Duration, min			15			
Facility Length, mi					8.38									
Facility	y Segi	nent	Data											
No.	Coded				Analyzed		Name		Length, ft		Lanes			
1	Basic			Basic		West of SC 210		1500		3				
2	Diverge		Diverge			I-26 Off-Ramp to SC 210		1500		3				
3	Basic		Basic			Between SC 210 Ramps			2235		3			
4	Merge		Merge			I-26 On-Ramp from SC 210			850		3			
5	Basic			Basic		Between SC 210 and I-95			13520		3			
6	Diverge			Diverge		I-26 Off-Ramp to I-95 SB			2500		3			
7	Basic		Basic			Between I-95 Ramps			2465		3			
8	Diverge			Diverge		I-26 Off-Ramp Loop to I-95 NB			790		3			
9	Basic			Basic		Between I-95 Ramps			2000		3			
10	Merge		Merge			I-26 On-Ramp from I-95			2800		3			
11	Basic			Basic		Between I-95 and US 15			9300		3			
12	Diverge		Diverge			I-26 Off-Ramp to US 15			375		3			
13	Basic		Basic			Between US 15 Ramps			815		3			
14	Weaving		Weaving			Between US 15 Ramps			410		4			
15	Basic			Basic		Between US 15 Ramps			815		3			
16	Merge		Merge			I-26 On-Ramp from US 15			845		3			
17	Basic		Basic			East of US 15			1500		3			
Facility	y Segi	nent	Data											
							Segmen	t 1: Bas	ic					
AP	PHF		fHV		Flow Rate (pc/h)			Capacity d/c (pc/h) Ratio				ensity c/mi/ln)	LOS	
1 0.92		92	0.8	306	4000		6710		0.60	67.5		19.7	С	
						S	egment	2: Dive	ge					
AP	PHF		fHV		Flow Rate (pc/h)			acity :/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	1	Freeway		F R	F R	Freewa			

		0.92 0.806 0.787 4000 97 6620 1878 0.60 0.05 60.9 56.1 21.9 23.1											
1 0.92 0.9	0.806 0.787	4000	97	6620	1878	0.60	0.05	60.9	56.1	21.9	23.1	С	
			9	Segment	t 3: Basi	ic							
AP PHF	fHV	Flow (pc)		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS	
1 0.92	0.806	390	)5	67	10	0.!	58	67	7.7	19	.2	С	
			S	egment	4: Mer	ge							
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS	
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1 0.92 0.9	0.806 0.877	4028	123	6620	1878	0.61	0.07	61.7	60.1	21.8	19.4	В	
			9	Segment	t 5: Basi	ic							
AP PHF	fHV	Flow (pc,		Capa (pc,		d, Ra		•	eed i/h)	Den (pc/m		LOS	
1 0.92	0.813	400	)4	67	10	0.6	60	67	7.5	19	.8	С	
			Se	egment (	6: Diver	ge							
AP PHF	fHV	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS	
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1 0.92 0.9	0.813 0.806	4004	2117	6620	3944	0.60	0.54	60.1	56.3	22.2	16.3	В	
			9	Segment	t 7: Basi	ic							
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra		Spe (mi	eed i/h)	Den (pc/m		LOS	
1 0.92	0.820	188	39	67	10	0.2	28	68	3.1	9.	2	А	
			Se	egment 8	8: Diver	ge							
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS	
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1 0.92 0.9	0.820 0.855	1889	61	6620	1878	0.29	0.03	60.7	56.4	10.4	11.5	В	
			9	Segment	t 9: Basi	ic							
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS	
1 0.92	0.820	182	25	670	61	0.2	27	70	).1	8.	5	А	
			Se	egment	10: Mer	ge							
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS	
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1 0.92 0.9	0.820 0.826	3240	1415	6761	3944	0.48	0.36	66.3	65.0	16.3	14.7	В	
			S	egment	11: Bas	ic							
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS	
	2 222	328	32	67	10	0.4	49	68	3.2	16	.0	В	
1 0.92	0.820	320											
1 0.92	0.820	320		gment 1									

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.781	3282	166	6620	1972	0.50	0.08	64.6	60.9	16.9	20.3	С
						S	egment	13: Bas	ic						
AP	Pi	HF	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	3.0	320	312	24	67	10	0.	47	66	5.8	15	.3	В
						Seg	gment 1	4: Weav	/ing						
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	781	332	20	82	11	0.4	40	63	3.1	13	.2	В
						S	egment	15: Bas	ic						
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	3.0	320	308	83	67	10	0.	46	66	5.3	15	.1	В
						Se	egment	16: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3253	170	6620	1972	0.49	0.09	62.7	61.1	17.3	16.0	В
						S	egment	17: Bas	ic						
AP	PI	HF	fŀ	٠V	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.8	326	323	32	67	10	0.	48	67	7.4	15	.8	В
Facilit	y Ana	lysis	Resul	ts											
AP	Sı	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	evel Tin	ne, miı	1	LOS	
1		66.4			17.3	3		14.1			7.6	0		С	
Facilit	y Ove	rall R	esult	S											
Space M	lean Spe	ed, mi/	'h		66.4			Density, v	eh/mi/l	n			14.1		
Average	Travel T	ime, mi	n		7.60			Density, p	c/mi/ln				17.3		
Messa	iges														
WARNIN	NG 1				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	nent 6.				
WARNIN	NG 2				Ramp se	gment len	gth is longe	er than 150	00 feet 1	for segr	ment 10	).			
WARNING 2  Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segment include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Lengton the details page.													e gore to ourage		
Comn	nents														



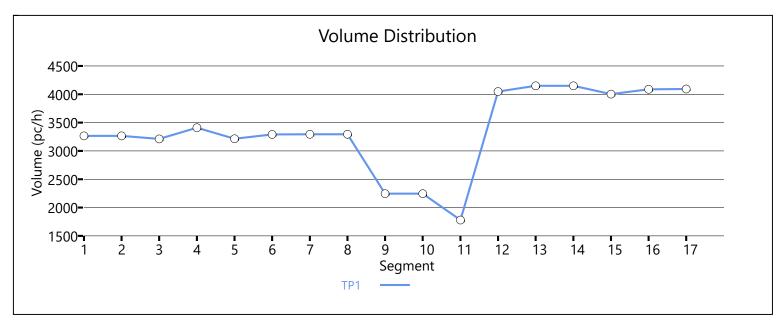


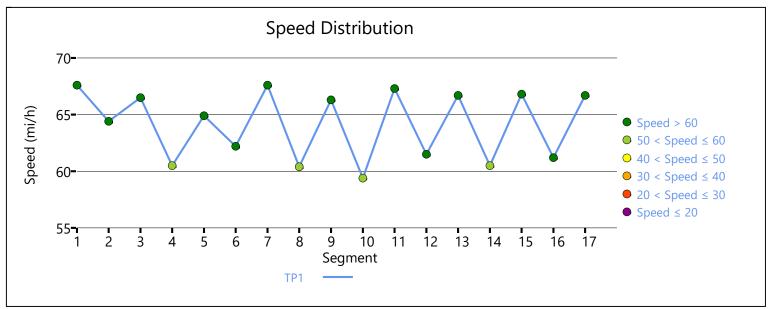


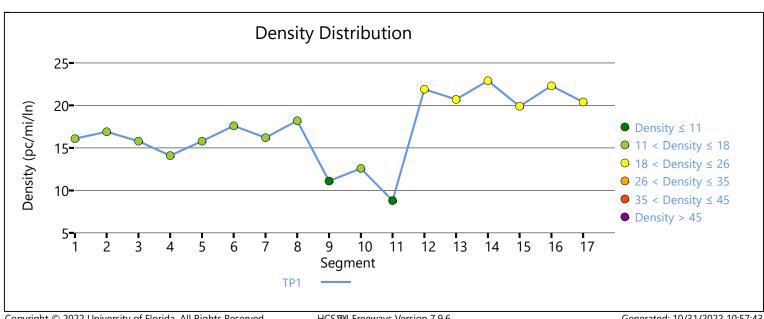
					НС	S7 Fre	eway l	Facilitie	es R	epor	t				
Project	t Info	rmati	ion												
Analyst					CDM Smitl	 າ		Date					9/9/2022		
Agency					CDM Smitl	า		Analysis Y	ear				2030 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escription	on			I-26 Westb	ound HCS	Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	al In	put												
Jam Dens	sity, pc/r	ni/ln			190.0			Density at	Сара	city, pc/	mi/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	p, %	7			Total Segi	nents				17		
Total Ana	lysis Per	iods			1			Analysis P	eriod	Duratio	n, min		15		
Facility Le	ength, m	ıi			8.02										
Facility	/ Segr	nent	Data												
No.	(	Coded			Analyzed	$\top$		Name				Length	, ft	Land	es
1		Basic			Basic		Ea	st of US 15	5			1500		3	
2		Diverge			Diverge		I-26 Of	f-Ramp to	US 15			465		3	
3		Basic			Basic		Betwe	en US 15 R	amps			815		3	
4	V	/eaving	)		Weaving		Betwee	en US 15 R	amps			405		4	
5		Basic			Basic		Betwee	en US 15 R	amps			800		3	
6		Merge			Merge		I-26 On-	Ramp fron	US 1	5		825		3	
7		Basic			Basic		Betwee	n US 15 an	d I-95			1151	5	3	
8		Diverge			Diverge		I-26 C	off-Ramp to	I-95			300		3	
9		Basic			Basic		Betwe	en I-95 Ra	mps			1775		3	
10	[	Diverge			Diverge		I-26 C	off-Ramp to	I-95			790		3	
11		Basic			Basic		Betwe	en I-95 Ra	mps			3260		3	
12		Merge		<u> </u>	Merge		I-26 On	-Ramp fro	n I-95			2800		3	
13		Basic			Basic		Betweer	n I-95 and :	SC 210	)		12000	)	3	
14	[	Diverge		_	Diverge		I-26 Off	-Ramp to S	SC 210	)		455		3	
15		Basic		_	Basic			n SC 210 F				2245		3	
16		Merge		_	Merge			Ramp from		0		875		3	
17	_	Basic	_		Basic		We	est of SC 21	0			1500		3	
Facility	/ Segr	nent	Data												
							Segmen								
AP						Rate /h)		acity /h)		d/c atio		eed ni/h)		nsity ni/ln)	LOS
1	0.9	)2	0.8	326	320	56	66	93	C	).49	6	57.6	1	5.1	В
						Se	gment	2: Diver	ge						
АР	PF	IF	fl	ΗV	Flow (pc,			acity /h)		d/c atio		eed ni/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.00	0.00	0.026	0.001	2266	40	6620	1072	0.40	0.03	C 4 4	60.7	16.0	10.2	В
1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	64.4	60.7	16.9	19.2	В
			_		Ι .		Segment								
AP	Pi	4F	fŀ	₩ 	Flow (pc)		Capa (pc)			/c tio		eed i/h) 	Den: (pc/m		LOS
1	0.9	92	0.8	326	32	12	669	93	0.4	48	66	5.5	15	.8	В
						Se	gment 4	: Weav	ing						
AP	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc,	-		/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.8	320	34	10	80	16	0.	43	60	).5	14	.1	В
						9	Segment	5: Bas	ic						
AP	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Dens (pc/m	•	LOS
1	0.9	92	0.8	320	32	14	669	93	0.	48	64	1.9	15	.8	В
						S	egment	6: Mer	ge						
AP	Pi	łF	fŀ	١٧	Flow (pc/		Capa (pc)			/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.2	60.6	17.6	16.0	В
				Segment 7: Basic											
AP	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.8	320	329	95	669	93	0.	49	67	7.6	16	.2	В
						Se	egment 8	3: Diver	ge						
AP	Pł	4F	fŀ	IV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.847	3295	1054	6620	1972	0.50	0.53	60.4	56.8	18.2	22.8	С
						9	Segment	9: Bas	ic						
АР	Pi	4F	fŀ	IV	Flow (pc)		Capa (pc)			/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.8	806	224	45	669	93	0	34	66	5.3	11	.1	В
						Se	gment 1	0: Dive	rge						
АР	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Dens (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2245	360	6620	1878	0.34	0.19	59.4	55.4	12.6	14.1	В
						S	egment	11: Bas	ic						
AP	Pi	4F	fŀ	IV	Flow (pc)		Capa (pc)			/c tio		eed i/h)	Dens (pc/m		LOS
1	0.9	92	9.0	347	178	30	669	93	0.	27	67	7.3	8.8	8	Α
						Se	egment '	12: Mer	ge						
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

	_												1		
1	0.92	0.92	0.847	0.775	4049	2269	6620	3944	0.61	0.58	61.5	60.4	21.9	20.7	С
						S	egment	13: Bas	sic						
AP	Pi	HF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	41!	50	669	93	0.0	62	66	5.7	20	).7	С
						Se	gment 1	4: Dive	rge						
AP	PI	HF	fl	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	4150	140	6620	1878	0.63	0.07	60.5	55.7	22.9	23.8	С
						S	egment	15: Bas	sic						
AP	PI	HF	fl	łV	Flow (pc		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	400	03	669	93	0.0	60	66	5.8	19	1.9	С
						Se	egment	16: Mer	ge						
AP	Pi	HF	fŀ	łV	Flow (pc		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	4088	85	6620	1878	0.62	0.05	61.2	59.7	22.3	19.5	В
						S	egment	17: Bas	ic						
AP	PI	HF	fŀ	łV	Flow (pc		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	409	94	669	93	0.0	61	66	5.7	20	).4	С
Facility	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	$\top$	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		66.0			17.5	5		14.2			7.30	0		С	
Facility	y Ove	rall R	esult	S											
Space M	ean Spe	ed, mi/	h		66.0			Density, v	eh/mi/l	n			14.2		
Average	Travel T	ime, mi	n		7.30			Density, p	c/mi/ln				17.5		
Messa	ges														
WARNIN	IG 1				include 5 gore len	500 feet up gth, and is	ostream and reduced fo view the val	d downstre r any barr	eam of g ier mark	gore po cings (so	int. Sho olid whi	ort leng ite lines	gth allows. 'gth is at a m s) that prohi ments page	aximum the	ne gore to ourage
WARNIN	IG 2				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	ment 12				
Comm	nents														



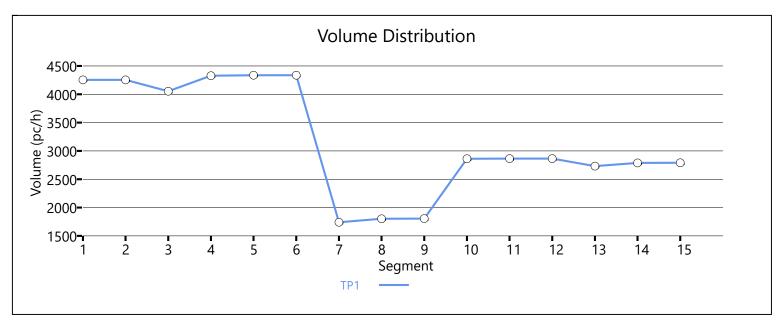


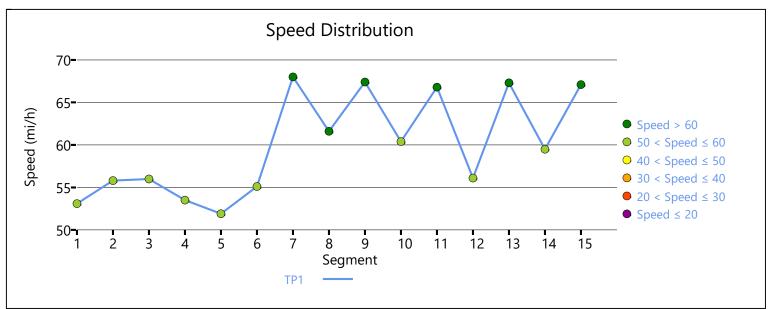


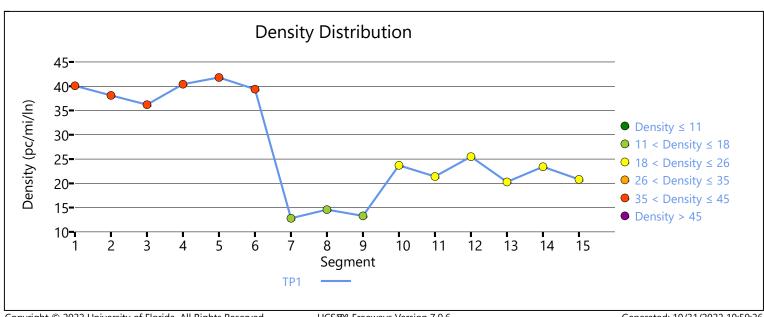
					НС	:S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CDM Smith	1		Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density a	t Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.69										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Sou	th of US 1	78			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to I	JS 178			230		2	
3		Basic			Basic		Betwee	n US 178 F	Ramps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	178		840		2	
5		Basic			Basic		Between	ı US 178 aı	nd I-26			12135	5	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	l-26			2500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			2700		2	
8		Merge			Merge		I-95 On	-Ramp fro	m I-26			1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	imps			1145		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			950		2	
11		Basic			Basic		Between	I-26 and	US 176			19895	5	2	
12	]	Diverge			Diverge		I-95 Off	-Ramp to I	JS 176			275		2	
13		Basic			Basic		Betwee	n US 176 F	Ramps			3770		2	
14		Merge			Merge			Ramp from		5		855		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Bas	ic						
АР	Pŀ	-IF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.7	794	425	55	44	73	0.9	95	53	3.1	40	).1	E
						Se	egment ?	2: Diver	ge						
АР	Pł	4F	fŀ	łV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	E
							Segment	t 3: Basi	ic						

	T					<b>-</b> .		•-						•.	
АР	PI	11	fŀ	10	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	40!	54	44	73	0.9	91	56	5.0	36	.2	E
						S	egment	4: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
						9	Segment	5: Basi	ic						
АР	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	433	37	44	73	0.9	97	51	1.9	41	.8	E
						Se	egment (	6: Diver	ge						
AP	PI	-IF	fŀ	łV	Flow (pc)		Capa (pc)		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.775	4337	2592	4413	3944	0.98	0.66	55.1	55.1	39.4	28.1	D
						9	Segment	7: Bas	ic						
AP	PI	НF	<b>fHV</b> 0.806		Flow (pc,		Capa (pc,	-	d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	806	174	42	44	73	0.3	39	68	3.0	12	.8	В
						S	egment	8: Mer	ge						
AP	Pi	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	1803	61	4413	1878	0.41	0.03	61.6	61.6	14.6	11.9	В
						9	Segment	9: Basi	ic						
АР	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,		_	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	806	180	07	44	73	0.4	40	67	7.4	13	.3	В
						Se	egment '	10: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1972	0.65	0.53	60.4	60.4	23.7	21.4	С
						S	egment	11: Bas	sic						
АР	Pi	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	286	65	44	73	0.0	64	66	5.8	21	.4	С
						Se	gment 1	2: Dive	rge						
АР	Pi	4F	fŀ	IV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	26.4	С

						S	egment	13: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc/		Capa (pc		d, Ra		Spo (mi		Den (pc/m		LOS
1	0.	92	0.8	320	273	31	44	73	0.0	61	67	'.3	20	.3	С
						Se	egment	14: Mer	ge						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra	/c tio	Spo (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	С
						S	egment	15: Bas	sic						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
1	0.	92	0.8	320	279	90	44	73	0.0	62	67	'.1	20	.8	С
Facilit	y Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, po	:/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	,	LOS	
1		59.5			27.4			22.0			10.8	0		D	
Facilit	y Ove	rall R	esults	5											
Space M	lean Spe	ed, mi/	'h		59.5			Density, v	eh/mi/l	n			22.0		
Average	verage Travel Time, min 10.80							Density, p	c/mi/ln				27.4		
Messa	iges														
	16.4				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	ment 6.				
WARNIN	IG I					_	-								



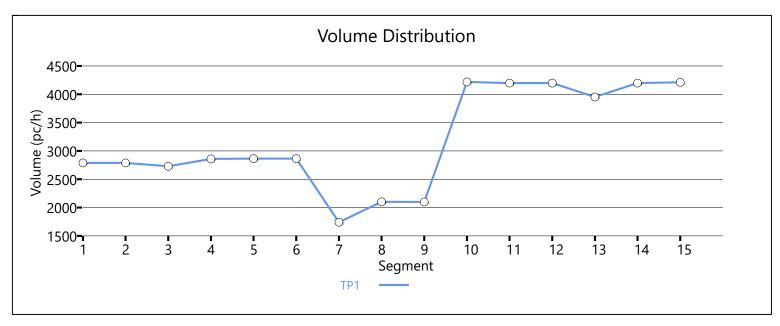


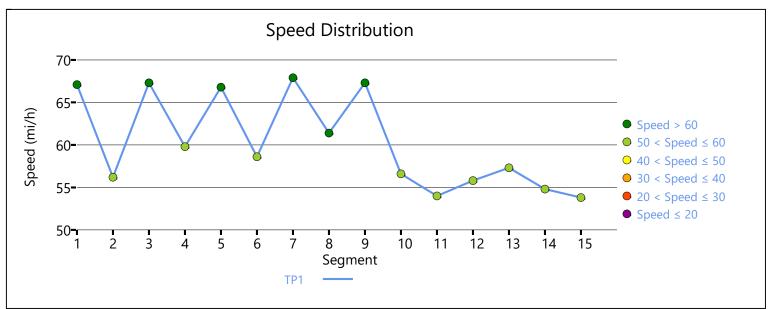


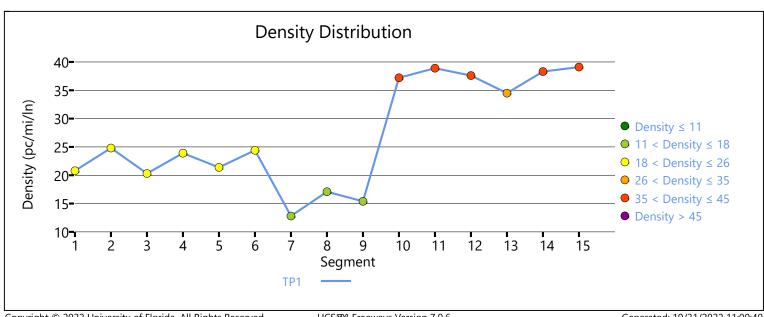
					НС	:S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmat	ion												
Analyst								Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escripti	on			I-95 South	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	o, %	7			Total Segi	nents				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.07										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	Γ	Diverge			Diverge		I-95 Off	-Ramp to l	JS 176			290		2	
3		Basic			Basic		Betwee	n US 176 F	lamps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	;		1010		2	
5		Basic			Basic		Between	uS 176 ar	nd I-26			18465	5	2	
6	[	Diverge	!		Diverge		I-95 O	ff-Ramp to	I-26			690		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			3645		2	
8		Merge			Merge	Į.	-95 On-ram	p Loop fro	m I-26	WB		1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			950		2	
10		Merge			Merge		I-95 On-F	Ramp from	I-26 EB	;		2800		2	
11		Basic			Basic		Between	I-26 and	JS 178			13330	)	2	
12	]	Diverge	1		Diverge		I-95 Off	-Ramp to l	JS 178			245		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			2610		2	
14		Merge			Merge			Ramp from		5		1020		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	c						
АР	Pŀ	-IF	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.8	320	278	39	44	73	0.6	62	67	7.1	20	8.0	С
						Se	egment ?	2: Diver	ge						
АР	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.2	56.2	24.8	25.6	С
							Segment	t 3: Basi	c						

• • • • • • • • • • • • • • • • • • • •			61	n. <i>t</i>		<b>5</b> .		•-		,				••	100
AP	PI	4F	fŀ	1V	Flow (pc)		Capa (pc,		d, Ra		Spe (mi	eea i/h) 	Den (pc/m		LOS
1	0.9	92	0.8	320	272	29	44	73	0.0	61	67	7.3	20	.3	С
						S	egment	4: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra		Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	С
						9	Segment	5: Basi	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra		Spo (mi	eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	286	55	44	73	0.0	64	66	5.8	21	.4	С
						Se	egment (	6: Diver	ge						
AP	PI	-IF	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra		Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	2865	1134	4413	1972	0.65	0.58	58.6	58.6	24.4	25.4	С
						9	Segment	7: Bas	ic						
AP	PI	-IF	<b>fHV</b> 0.806		Flow (pc/		Capa (pc)	-	d, Ra		Spo (mi	eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	306	174	12	447	73	0.3	39	67	7.9	12	.8	В
						S	egment	8: Mer	ge						
AP	Pi	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra		Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2102	360	4413	1878	0.48	0.19	61.4	61.4	17.1	14.1	В
						9	Segment	9: Basi	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		_	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	209	99	44	73	0.4	47	67	7.3	15	.4	В
						Se	egment '	10: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4216	2117	4413	3944	0.96	0.54	56.6	56.6	37.2	28.1	D
						S	egment	11: Bas	sic						
АР	Pi	-IF	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	419	98	44	73	0.9	94	54	1.0	38	.9	E
						Se	gment 1								
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
		0.94	0.813	0.763	4198	257	4413	1878	0.95	0.14	55.8	55.8	37.6	38.1	Е

						S	egment	13: Bas	sic						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
1	0.9	92	8.0	313	395	52	44	73	0.8	88	57	'.3	34	.5	D
						Se	egment	14: Mer	ge						
AP	Pi	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4196	244	4413	1878	0.95	0.13	54.8	54.8	38.3	31.8	D
						S	egment	15: Bas	sic						
AP	Pi	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
1	0.9	92	0.8	313	421	10	44	73	0.9	94	53	3.8	39	.1	E
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		59.7			27.4			22.3			10.1	0		D	
Facilit	y Ove	rall R	esults	5											
Space M	ean Spe	ed, mi/	h		59.7			Density, v	eh/mi/l	n			22.3		
Average	verage Travel Time, min 10.10							Density, p	c/mi/ln				27.4		
Messa	ges														
WARNIN	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet f	or segr	nent 10				
Comm	ents														





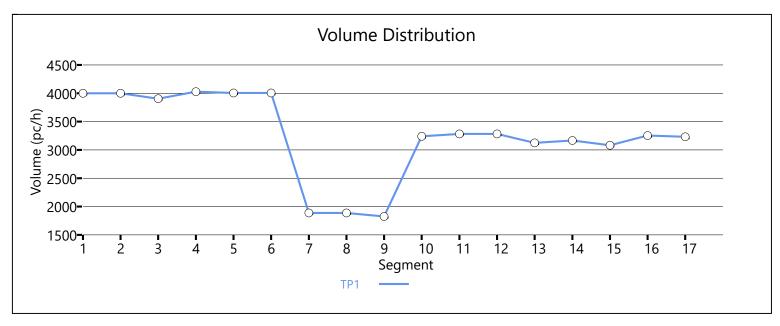


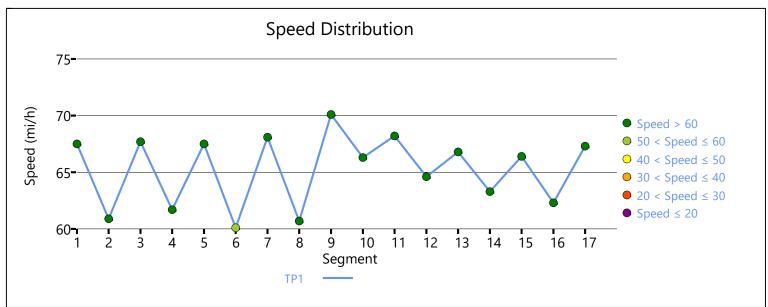
## 2030 BUILD ALTENRATIVE 2

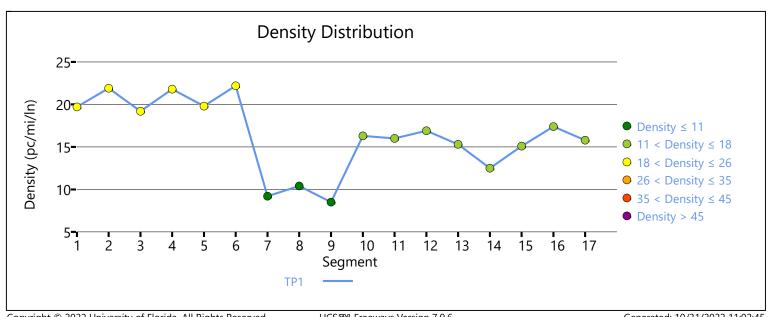
					ŀ	HCS7	Free	way F	acilitie	es Repo	ort					
Projec	t Info	rmati	ion													
Analyst					CDM Sr	nith			Date					9/9/202	2	
Agency					CDM Sr	nith			Analysis \	⁄ear				2050 Bu	ıild	
Jurisdiction	on				SCDOT				Time Ana	lyzed				Peak Ho	our	
Project D	escription	on			I-26 Eas	tbound I	HCS Ana	alysis	Units					U.S. Cus	stomary	
Facility	y Glob	al In	put													
Jam Dens	sity, pc/ı	mi/ln			190.0				Density a	t Capacity,	pc/m	i/ln		45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7				Total Seg	ments				17		
Total Ana	ılysis Peı	riods			1				Analysis F	Period Dura	ition,	min		15		
Facility Le	ength, m	ni			8.38											
Facility	y Segr	nent	Data													
No.		Coded			Analyze	d			Name		П	1	_ength	, ft	Lan	ies
1		Basic			Basic			We	st of SC 2	10			1500	)	3	
2	Γ	Diverge			Diverge			I-26 Off	-Ramp to	SC 210			1500	)	3	
3	Basic Basic							Betwee	n SC 210 F	Ramps			2235	5	3	
4		Merge Merge					l-	-26 On-F	Ramp from	SC 210			850		3	
5		Merge Merge Basic Basic					I	Betweer	SC 210 a	nd I-95			1352	0	3	
6		Diverge			Diverge			I-26 O	ff-Ramp to	o I-95			2500	)	3	
7		Basic			Basic			Betwe	en I-95 Ra	ımps			2465	5	3	
8	Г	Diverge			Diverge			I-26 On	-Ramp fro	m I-95			790		3	
9		Basic			Basic			Betwe	en I-95 Ra	ımps			2000	)	3	
10		Merge			Merge			I-26 On	-Ramp fro	m I-95			2800	)	3	
11		Basic			Basic			Betwee	n I-95 and	US 15			9300	)	3	
12	[	Diverge			Diverge			I-26 Of	f-Ramp to	US 15			375		3	
13		Basic			Basic			Betwee	en US 15 R	amps			815		3	
14	V	Veaving	l		Weaving	)		Betwee	en US 15 R	amps			410		4	
15		Basic			Basic			Betwee	en US 15 R	amps			815		3	
16		Merge			Merge		Į.	-26 On-	Ramp fron	n US 15			845		3	
17		Basic			Basic			Ea	st of US 1	5			1500	)	3	
Facility	y Segr	nent	Data													
							Seg	gmen	t 1: Bas	ic						
AP	PH	łF	fl	٠V		w Rate pc/h)		Capa (pc		d/c Ratio			eed i/h)		Density c/mi/ln)	LOS
1	0.9	92	0.8	306		4000		67	10	0.60		6	7.5		19.7	С
							Segr	ment	2: Dive	rge						
AP	PH	łF	fl	ΗV		w Rate pc/h)		Capa (pc		d/c Ratio			eed i/h)		Density c/mi/ln)	LOS
	F	R	F	R	Freewa	-	mp Fr	eeway	Ramp		R	F .	R	Freew		

1 0.92 0.9	0.806 0.787	4000	97	6620	1878	0.60	0.05	60.9	56.1	21.9	23.1	С			
			9	Segment	t 3: Basi	ic									
AP PHF	fHV	Flow (pc)		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS			
1 0.92	0.806	390	)5	67	10	0.!	58	67	7.7	19	.2	С			
			S	egment	4: Mer	ge									
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS			
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp				
1 0.92 0.9	0.806 0.877	4028	123	6620	1878	0.61	0.07	61.7	60.1	21.8	19.4	В			
			9	Segment	t 5: Basi	ic									
AP PHF	fHV	Flow (pc,		Capa (pc,		d, Ra		•	eed i/h)			LOS			
1 0.92	0.813	400	)4	67	10	0.6	60	67	7.5	19	.8	С			
			Se	egment (	6: Diver	ge									
AP PHF	fHV	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)		LOS				
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp				
1 0.92 0.9	0.813 0.806	4004	2117	6620	3944	0.60	0.54	60.1	56.3	22.2	16.3	В			
			9	Segment	t 7: Basi	ic									
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra		Spe (mi	eed i/h)			LOS			
1 0.92	0.820	188	39	67	10	0.2	28	68	3.1	9.	2	А			
			Se	egment 8	8: Diver	ge									
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)			LOS			
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp				
1 0.92 0.9	0.820 0.855	1889	61	6620	1878	0.29	0.03	60.7	56.4	10.4	11.5	В			
			9	Segment	t 9: Basi	ic									
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)			LOS			
1 0.92	0.820	182	25	670	61	0.2	27	70	).1	8.	5	А			
			Se	egment	10: Mer	ge									
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)			LOS			
F R	F R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp				
1 0.92 0.9	0.820 0.826	3240	1415	6761	3944	0.48	0.36	66.3	65.0	16.3	14.7	В			
			S	egment	11: Bas	ic									
AP PHF	fHV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)			LOS			
	2 222	328	32	67	10	0.4	49	68	3.2	16	.0	В			
1 0.92	0.820	320													
1 0.92	0.820	320		gment 1							Density (pc/mi/ln)  19.8  Density (pc/mi/ln)  eeway Ramp  22.2 16.3  Density (pc/mi/ln)  9.2  Density (pc/mi/ln)  eeway Ramp  10.4 11.5  Density (pc/mi/ln)  8.5  Density (pc/mi/ln)  Ramp				

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.781	3282	166	6620	1972	0.50	0.08	64.6	60.9	16.9	20.3	С
						S	egment	13: Bas	ic						
AP	Pi	4F	fl	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m	•	LOS
1	0.9	92	3.0	320	312	24	67	10	0.4	47	66	5.8	15	.3	В
						Seg	gment 1	4: Weav	/ing						
AP	Pi	4F	fŀ	٠V	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	320	316	68	82	03	0.	39	63	3.3	12	.5	В
						S	egment	15: Bas	ic						
АР	PI	<b>⊣F</b>	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	3.0	320	308	83	67	10	0.4	46	66	5.4	15	.1	В
						Se	egment	16: Mer	ge						
AP	Pł	4F	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3253	170	6620	1878	0.49	0.09	62.3	60.5	17.4	16.0	В
						S	egment	17: Bas	ic						
AP	Pł	4F	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	3.0	326	323	32	67	10	0.	48	67	7.3	15	.8	В
Facility	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	evel Tin	ne, min	1	LOS	
1		66.4			17.3	3		14.1			7.60	)		С	
Facility	y Ove	rall R	esult	S											
Space M	ean Spe	ed, mi/	h		66.4			Density, v	eh/mi/l	n			14.1		
Average	Travel T	ime, mi	n		7.60			Density, p	c/mi/ln				17.3		
Messa	ges														
WARNIN	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet 1	for segr	ment 6.				
WARNIN	G 2				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	ment 10				
WARNIN	G 3				include 5 gore leng lane cha	500 feet up gth, and is	ostream and reduced fo view the val	d downstre or any barri	am of g er mark	gore po kings (se	int. Sho olid whi	ort leng te lines	ngth allows. Ith is at a man I) that prohing I) that page	aximum th bit or disco	e gore to ourage
Comm	ents														



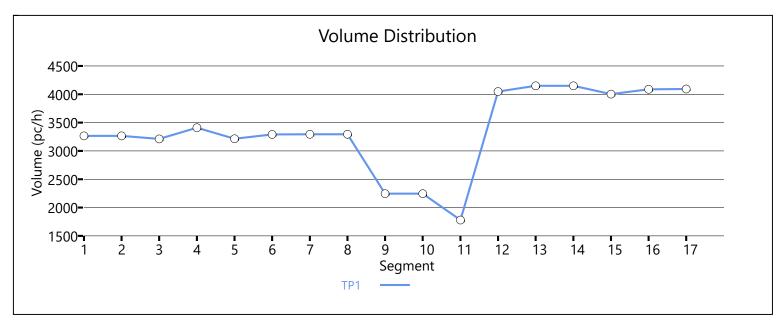


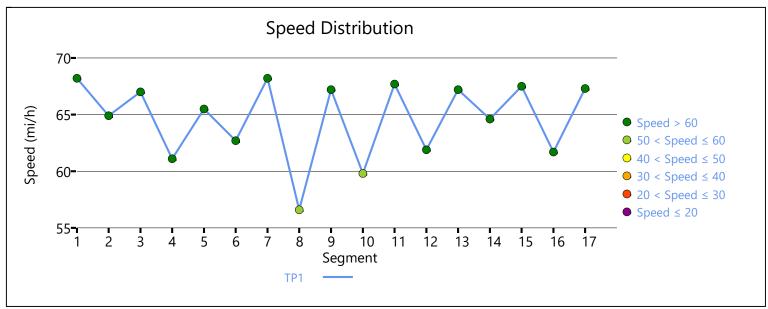


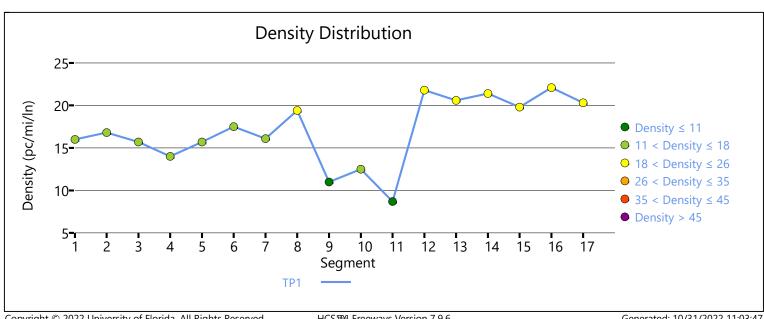
Facility Global Input   190.0   Density at Capacity, pc/mi/ln   45.0   Queue Discharge Capacity Drop, %   7   Total Segments   17   Total Analysis Period Duration, min   15   Facility Length, mi   8.02	uild	
Jurisdiction	uild our	
Durisdiction	our	
Project Description		
Facility Global Input   190.0   Density at Capacity, pc/mi/ln   45.0	stomary	
Jam Density, pc/mi/ln   190.0   Density at Capacity, pc/mi/ln   45.0		
Total Segments   17		
Total Analysis Periods		
Facility Length, mi         8.02           Facility Segment Data           No.         Coded         Analyzed         Name         Length, ft           1         Basic         Basic         East of US 15         1500           2         Diverge         Diverge         I-26 Off-Ramp to US 15         465           3         Basic         Basic         Between US 15 Ramps         815           4         Weaving         Between US 15 Ramps         800           5         Basic         Basic         Between US 15 Ramps         800           6         Merge         I-26 On-Ramp from US 15         825           7         Basic         Basic         Between US 15 and I-95         10590           8         Diverge         Diverge         I-26 Off-Ramp to I-95         690           9         Basic         Basic         Between I-95 Ramps         2310           10         Diverge         Diverge         Between I-95 Ramps         2675           12         Merge         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 Ramps         2675           14         Diverge		
No.   Coded   Analyzed   Name   Length, ft		
No.         Coded         Analyzed         Name         Length, ft           1         Basic         Basic         East of US 15         1500           2         Diverge         Diverge         I-26 Off-Ramp to US 15         465           3         Basic         Basic         Between US 15 Ramps         815           4         Weaving         Between US 15 Ramps         800           5         Basic         Between US 15 Ramps         800           6         Merge         I-26 On-Ramp from US 15         825           7         Basic         Between US 15 and I-95         10590           8         Diverge         Diverge         I-26 Off-Ramp to I-95         690           9         Basic         Basic         Between I-95 Ramps         2310           10         Diverge         Diverge         Between I-95 Ramps         790           11         Basic         Basic         Between I-95 Ramps         2675           12         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455 <th></th> <td></td>		
1		
Diverge	Lanes	s
Basic   Basic   Between US 15 Ramps   815	3	
4         Weaving         Between US 15 Ramps         405           5         Basic         Basic         Between US 15 Ramps         800           6         Merge         I-26 On-Ramp from US 15         825           7         Basic         Between US 15 and I-95         10590           8         Diverge         I-26 Off-Ramp to I-95         690           9         Basic         Between I-95 Ramps         2310           10         Diverge         Between I-95 Ramps         790           11         Basic         Between I-95 Ramps         2675           12         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data	3	
5         Basic         Basic         Between US 15 Ramps         800           6         Merge         I-26 On-Ramp from US 15         825           7         Basic         Between US 15 and I-95         10590           8         Diverge         I-26 Off-Ramp to I-95         690           9         Basic         Between I-95 Ramps         2310           10         Diverge         Between I-95 Ramps         790           11         Basic         Basic         Between I-95 Ramps         2675           12         Merge         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data    Segment 1: Basic	3	
6         Merge         I-26 On-Ramp from US 15         825           7         Basic         Basic         Between US 15 and I-95         10590           8         Diverge         Diverge         I-26 Off-Ramp to I-95         690           9         Basic         Basic         Between I-95 Ramps         2310           10         Diverge         Between I-95 Ramps         790           11         Basic         Basic         Between I-95 Ramps         2675           12         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data    Segment 1: Basic	4	
7         Basic         Basic         Between US 15 and I-95         10590           8         Diverge         Diverge         I-26 Off-Ramp to I-95         690           9         Basic         Basic         Between I-95 Ramps         2310           10         Diverge         Between I-95 Ramps         790           11         Basic         Basic         Between I-95 Ramps         2675           12         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
Box   Diverge   Diverge   I-26 Off-Ramp to I-95   690	3	
9         Basic         Basic         Between I-95 Ramps         2310           10         Diverge         Diverge         Between I-95 Ramps         790           11         Basic         Basic         Between I-95 Ramps         2675           12         Merge         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
Diverge	3	
11         Basic         Basic         Between I-95 Ramps         2675           12         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
12         Merge         I-26 On-Ramp from I-95         2800           13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
13         Basic         Basic         Between I-95 and SC 210         12585           14         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
14         Diverge         Diverge         I-26 Off-Ramp to SC 210         455           15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed	3	
15         Basic         Basic         Between SC 210 Ramps         2245           16         Merge         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
16         Merge         I-26 On-Ramp from SC 210         875           17         Basic         Basic         West of SC 210         1500           Facility Segment Data           Segment 1: Basic           AP         PHF         fHV         Flow Rate         Capacity         d/c         Speed         I	3	
17 Basic Basic West of SC 210 1500  Facility Segment Data  Segment 1: Basic  AP PHF fHV Flow Rate Capacity d/c Speed I	3	
Facility Segment Data  Segment 1: Basic  AP PHF fHV Flow Rate Capacity d/c Speed I	3	
Segment 1: Basic  AP PHF fHV Flow Rate Capacity d/c Speed I	3	
AP PHF fHV Flow Rate Capacity d/c Speed I		
	Density	LOS
(pc/h)         (pc/h)         Ratio         (mi/h)         (p           1         0.92         0.826         3266         6710         0.49         68.2	16.0	В
Segment 2: Diverge	10.0	U
AP PHF fHV Flow Rate Capacity d/c Speed I	Danait	LOS
F R F R Freeway Ramp Freeway Ramp F R F R Freew	Density oc/mi/ln)	

4	0.00	0.00	0.026	0.001	2266	40	6620	1070	0.40	0.03	640	61.1	16.0	10.2	Б
1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	64.9	61.1	16.8	19.2	В
							Segment				ı				
AP	Pi	4F	f⊦	IV	Flow (pc)		Capa (pc)			/c tio		eed i/h)	Den: (pc/m	•	LOS
1	0.9	92	8.0	326	32	12	67	10	0.	48	67	7.0	15	.7	В
						Se	gment 4	: Weav	ing						
AP	Pł	łF	f⊦	IV	Flow (pc)		Capa (pc,	-		/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	8.0	320	341	10	803	37	0.	42	61	1.1	14	.0	В
						9	Segment	5: Bas	ic						
АР	Pi	4F	fŀ	١٧	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.8	320	32	14	67	10	0.	48	65	5.5	15	.7	В
						S	egment	6: Mer	ge						
АР	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Dens (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3292	78	6620	1972	0.50	0.04	62.7	61.1	17.5	16.0	В
						9	Segment	7: Bas	ic						
АР	Pi	łF	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Dens (pc/m		LOS
1	0.9	92	0.8	320	329	95	67	10	0.	49	68	3.2	16	.1	В
						Se	egment 8	8: Dive	ge						
АР	Pi	łF	f⊦	IV	Flow (pc)		Capa (pc)		d, Ra	/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.847	3295	1054	6620	1784	0.50	0.59	56.6	52.3	19.4	21.9	С
							Segment	9: Bas	ic						
AP	Pi	łF	f⊦	łV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.8	806	224	45	67	10	0.	33	67	7.2	11	.0	Α
						Se	gment 1	0: Dive	rge						
AP	Pł	łF	f⊦	IV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2245	360	6620	1878	0.34	0.19	59.8	55.7	12.5	14.1	В
						S	egment	11: Bas	sic						
АР	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc/			/c tio		eed i/h)	Den: (pc/m		LOS
1	0.9	92	8.0	347	178	30	67	10	0.	27	67	7.7	8.	7	А
						Se	egment '	12: Mer	ge						
AP	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.847	0.775	4049	2269	6620	3944	0.61	0.58	61.9	60.8	21.8	20.7	С
						S	egment	13: Bas	sic						
АР	PI	4F	fŀ	łV	Flow (pc)		Capa (pc		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	41!	50	67	10	0.6	62	67	7.2	20	.6	С
						Se	gment 1	4: Dive	rge						
AP	Pi	НF	fŀ	łV	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	4150	140	6620	1972	0.63	0.07	64.6	60.9	21.4	23.8	С
						S	egment	15: Bas	sic						
AP	Pi	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	400	03	67	10	0.6	60	67	7.5	19	.8	С
						Se	egment	16: Mei	ge						
AP	Pi	4F	fŀ	١V	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	4088	85	6620	1878	0.62	0.05	61.7	60.1	22.1	19.5	В
						S	egment	17: Bas	sic						
AP	PI	4F	fl	łV	Flow (pc)		Capa (pc		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	787	409	94	67	10	0.6	61	67	7.3	20	.3	С
Facility	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h		Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mii	n	LOS	
1		66.4			17.6	5		14.2			7.20	0		С	
Facility	y Ove	rall R	esult	S											
Space M	ean Spe	ed, mi/	h		66.4			Density, v	eh/mi/l	n			14.2		
Average	Travel T	ime, mi	n		7.20			Density, p	c/mi/ln				17.6		
Messa	ges														
WARNIN	IG 1				include 5 gore len lane cha	500 feet up gth, and is	ostream and reduced fo view the val	d downstre or any barr	eam of g ier mark	jore po ings (so	int. Sho olid whi	ort leng ite line:	gth allows. 'gth is at a m s) that prohi ments page	aximum th bit or disc	e gore to ourage
WARNIN	IG 2				Ramp se	gment len	gth is longe	er than 150	00 feet f	or segr	nent 12				
Comm	nents														



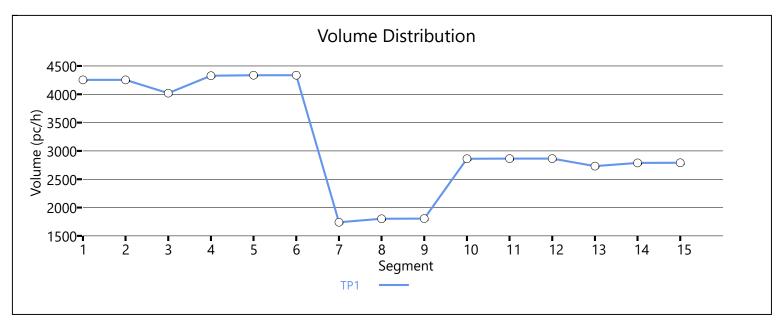


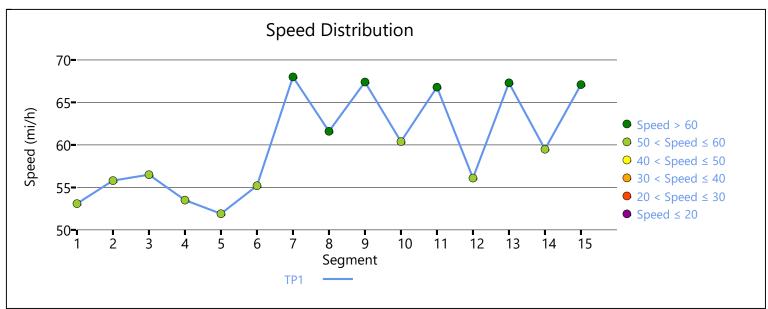


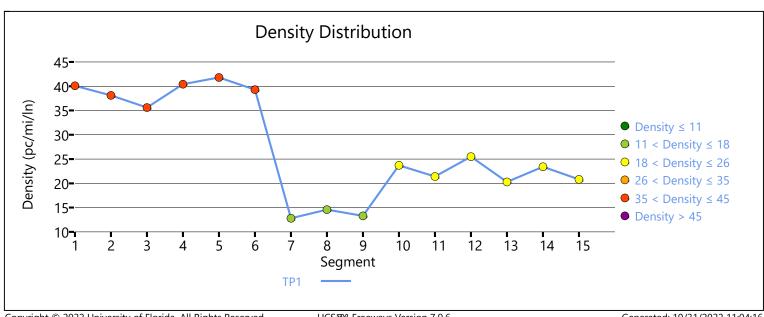
					НС	S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CDM Smith	1		Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				AM Peak H	lour	
Project D	escription	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	р, %	7			Total Segi	nents				15		
Total Ana	lysis Pei	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.69										
Facility	/ Segr	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Sou	th of US 1	78			1500		2	
2	Γ	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			230		2	
3		Basic			Basic		Betwee	n US 178 F	lamps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	78		840		2	
5		Basic			Basic		Between	n US 178 ar	nd I-26			12135	5	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			2500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			2700		2	
8		Merge			Merge		Betwe	en I-26 Ra	mps			1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			1145		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			950		2	
11		Basic			Basic		Between	I-26 and	JS 176			19895	5	2	
12	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 176			275		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			3770		2	
14		Merge			Merge		I-95 On-I	Ramp from	US 176	5		855		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segr	ment	Data												
							Segment	t 1: Basi	c						
АР	PH	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.7	794	425	55	44	73	0.9	95	53	3.1	40	).1	E
						Se	egment	2: Diver	ge						
AP	PH	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	Е
							Segment	t 3: Basi	c						

AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc)		_	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	794	40	18	44	73	0.9	90	56	5.5	35	.6	Е
						S	egment	4: Mer	ge						
AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
							Segment	t 5: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	787	433	37	44	73	0.9	97	51	1.9	41	.8	Е
						Se	egment (	6: Dive	ge						
AP	PI	4F	fŀ	١٧	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4337	2572	4413	3944	0.98	0.65	55.2	55.2	39.3	28.1	D
						9	Segment	t 7: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.8	306	174	42	44	73	0.3	39	68	3.0	12	В	
						S	egment	8: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	1803	61	4413	1878	0.41	0.03	61.6	61.6	14.6	11.9	В
							Segment	t 9: Bas	ic						
AP		4F		łV	Flow (pc,	/h)	Capa (pc)	/h)	Ra	/c tio	(m	eed i/h)	Den (pc/n	ni/ĺn)	LOS
1	0.	92	0.8	306	180		447			40	67	7.4	13	.3	В
_							egment '		_	-		_			
AP	PI	-IF	fF	łV	Flow (pc,		Capa (pc)			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1972	0.65	0.53	60.4	60.4	23.7	21.4	С
						S	egment	11: Bas	sic						
AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	286	65	44	73	0.0	64	66	5.8	21	.4	С
						Se	gment 1	2: Dive	rge						
AP	PI	-IF	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	26.4	С

						S	egment	13: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed /h)	Den (pc/m		LOS
1	0.	92	8.0	320	273	31	44	73	0.0	61	67	'.3	20	.3	С
						Se	egment	14: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc/		Capa (pc		d, Ra	/c tio	Spo (mi	ed /h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	С
						S	egment	15: Bas	sic						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed /h)	Den (pc/m		LOS
1	0.	92	0.8	320	279	90	44	73	0.0	62	67	'.1	20	.8	С
Facilit	y Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, po	:/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	,	LOS	
1		59.5			27.4			21.9			10.8	0		D	
Facilit	y Ove	rall R	esults	5											
Space M	ean Spe	ed, mi/	'n		59.5			Density, v	eh/mi/l	n			21.9		
Average	Travel T	ime, mi	in		10.80			Density, p	c/mi/ln				27.4		
Messa	ges														
					Ramp se	ament len	gth is longe	er than 150	00 feet f	for segr	ment 6.				
WARNIN	IG 1					9	5			_					



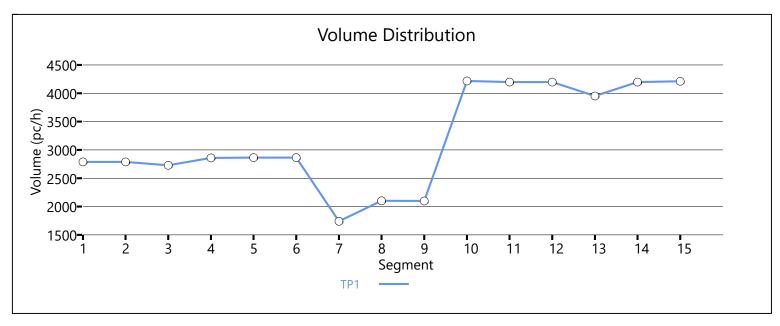


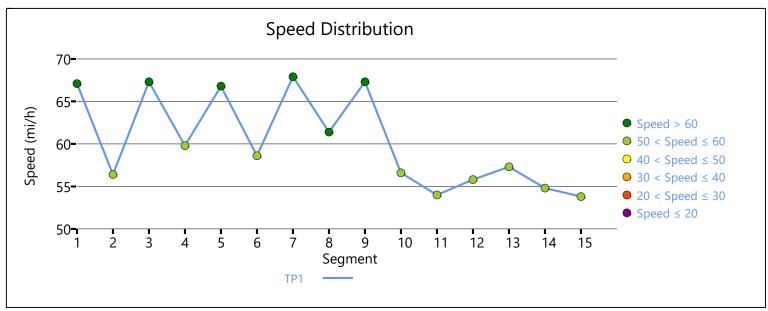


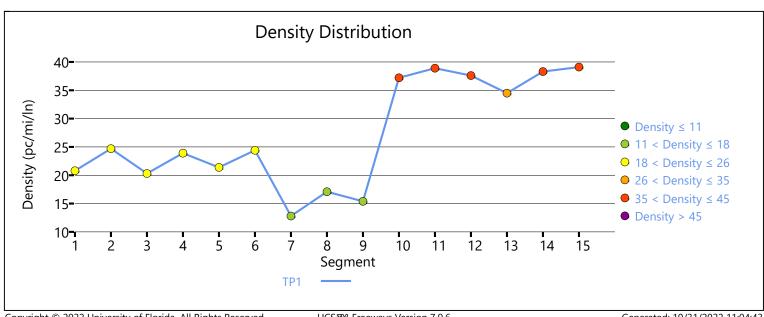
					НС	S7 Fre	eeway F	acilitie	es Re	port					
Project	t Info	rmat	ion												
Analyst								Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escription	on			I-95 South	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	o, %	7			Total Segi	nents				15		
Total Ana	lysis Pei	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.07										
Facility	/ Segr	nent	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	Γ	Diverge			Diverge		I-95 Off-	-Ramp to l	JS 176			290		2	
3		Basic			Basic		Betwee	n US 176 F	lamps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	;		1010		2	
5		Basic			Basic		Between	uS 176 ar	nd I-26			18465	5	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			690		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			3645		2	
8		Merge			Merge	Į-	-95 On-ram	p Loop fro	m I-26	WB		1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			950		2	
10		Merge			Merge		I-95 On-F	Ramp from	I-26 EB	3		2800		2	
11		Basic			Basic		Between	I-26 and	JS 178			13330	)	2	
12	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			245		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			2610		2	
14		Merge			Merge			Ramp from		5		1020		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segr	ment	Data												
							Segment	t 1: Basi	c						
AP	PH	łF	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.8	320	278	39	44	73	0.6	62	67	7.1	20	0.8	С
						Se	egment 2	2: Diver	ge						
AP	Pŀ	łF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.4	56.4	24.7	25.6	С
							Segment	t 3: Basi	c						

AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	272	29	44	73	0.0	61	67	7.3	20	.3	С
						S	egment	4: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	С
							Segment	t 5: Bas	ic						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	286	55	44	73	0.0	64	66	5.8	21	.4	С
						Se	gment	6: Dive	ge						
AP	PI	HF	fl	١٧	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	2865	1130	4413	1972	0.65	0.57	58.6	58.6	24.4	25.4	С
			,				Segment	t 7: Bas	ic						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	306	174	42	44	73	0.3	39	67	7.9	12	В	
						S	egment	8: Mer	ge						
AP	PI	HF	fŀ	٠V	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2102	360	4413	1878	0.48	0.19	61.4	61.4	17.1	14.1	В
							Segment	t 9: Bas	ic		·				
AP		HF		łV	Flow (pc,	/h)	Capa (pc,	/h)	Ra	/c tio	(m	eed i/h)	Den (pc/m	ni/ĺn)	LOS
1	0.	92	3.0	313	209		44		0.4	47 ———	67	7.3	15	.4	В
_	1						egment		_	-		_			
AP	PI	HF	fF	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4216	2117	4413	3944	0.96	0.54	56.6	56.6	37.2	28.1	D
						S	egment	11: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.8	313	419	98	44	73	0.9	94	54	1.0	38	.9	Е
						Se	gment 1	2: Dive	rge						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4198	257	4413	1878	0.95	0.14	55.8	55.8	37.6	38.1	Е

						S	egment	13: Bas	sic						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
1	0.9	92	8.0	313	395	52	44	73	0.8	88	57	'.3	34	.5	D
						Se	egment	14: Mer	ge						
AP	Pi	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4196	244	4413	1878	0.95	0.13	54.8	54.8	38.3	31.8	D
						S	egment	15: Bas	sic						
AP	Pi	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den (pc/m		LOS
1	0.9	92	0.8	313	421	10	44	73	0.9	94	53	3.8	39	.1	E
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	П	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		59.7			27.4			22.3			10.1	0		D	
Facilit	y Ove	rall R	esults	5											
Space M	ean Spe	ed, mi/	h		59.7			Density, v	eh/mi/l	n			22.3		
Average	Travel T	ime, mi	n		10.10			Density, p	c/mi/ln				27.4		
Messa	ges														
WARNIN	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet f	or segr	nent 10				
Comm	ents														





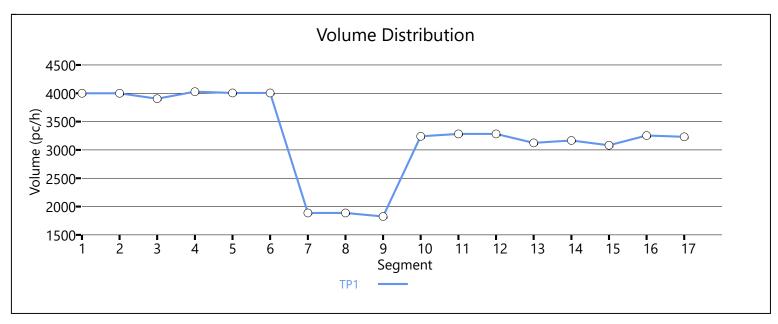


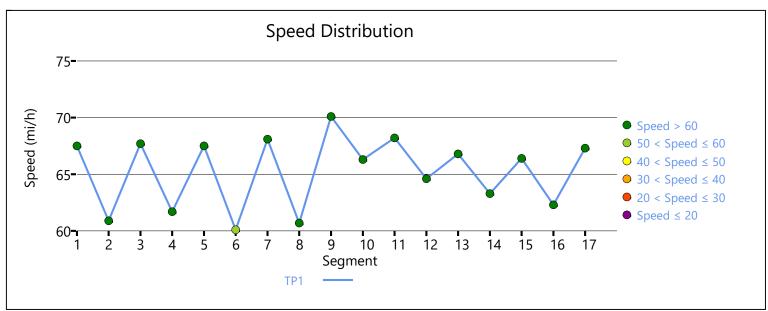
## 2030 BUILD ALTENRATIVE 3

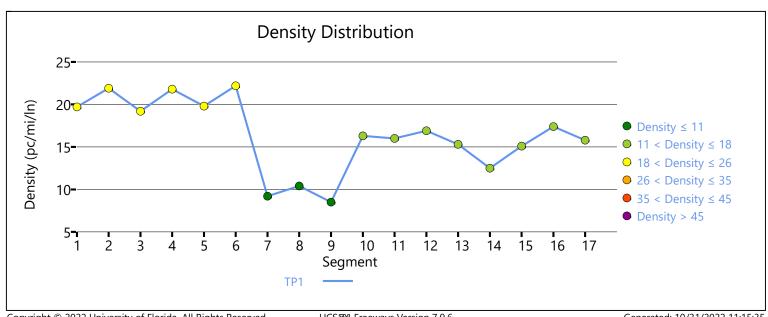
					ŀ	HCS7	Free	way F	acilitie	es Repo	ort					
Projec	t Info	rmati	ion													
Analyst					CDM Sr	nith			Date					9/9/202	2	
Agency					CDM Sr	nith			Analysis \	⁄ear				2050 Bu	ıild	
Jurisdiction	on				SCDOT				Time Ana	lyzed				Peak Ho	our	
Project D	escription	on			I-26 Eas	tbound I	HCS Ana	alysis	Units					U.S. Cus	stomary	
Facility	y Glob	al In	put													
Jam Dens	sity, pc/ı	mi/ln			190.0				Density a	t Capacity,	pc/m	i/ln		45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7				Total Seg	ments				17		
Total Ana	ılysis Peı	riods			1				Analysis F	Period Dura	ition,	min		15		
Facility Le	ength, m	ni			8.38											
Facility	y Segr	nent	Data													
No.		Coded			Analyze	d			Name		П	1	_ength	, ft	Lan	ies
1		Basic			Basic			We	st of SC 2	10			1500	)	3	
2	Γ	Diverge			Diverge			I-26 Off	-Ramp to	SC 210			1500	)	3	
3		Basic			Basic			Betwee	n SC 210 F	Ramps			2235	5	3	
4		Merge			Merge		l-	-26 On-F	Ramp from	SC 210			850		3	
5		Basic			Basic		I	Betweer	SC 210 a	nd I-95			1352	0	3	
6		Diverge			Diverge			I-26 O	ff-Ramp to	o I-95			2500	)	3	
7		Basic			Basic			Betwe	en I-95 Ra	ımps			2465	5	3	
8	Г	Diverge			Diverge			I-26 On	-Ramp fro	m I-95			790		3	
9		Basic			Basic			Betwe	en I-95 Ra	ımps			2000	)	3	
10		Merge			Merge			I-26 On	-Ramp fro	m I-95			2800	)	3	
11		Basic			Basic			Betwee	n I-95 and	US 15			9300	)	3	
12	[	Diverge			Diverge			I-26 Of	f-Ramp to	US 15			375		3	
13		Basic			Basic			Betwee	en US 15 R	amps			815		3	
14	V	Veaving	l		Weaving	)		Betwee	en US 15 R	amps			410		4	
15		Basic			Basic			Betwee	en US 15 R	amps			815		3	
16		Merge			Merge		Į.	-26 On-	Ramp fron	n US 15			845		3	
17		Basic			Basic			Ea	st of US 1	5			1500	)	3	
Facility	y Segr	nent	Data													
							Seg	gmen	t 1: Bas	ic						
AP	PH	łF	fl	٠V		w Rate pc/h)		Capa (pc		d/c Ratio			eed i/h)		Density c/mi/ln)	LOS
1	0.9	92	0.8	306		4000		67	10	0.60		6	7.5		19.7	С
							Segr	ment	2: Dive	rge						
AP	PH	łF	fl	ΗV		w Rate pc/h)		Capa (pc		d/c Ratio			eed i/h)		Density c/mi/ln)	LOS
	F	R	F	R	Freewa	-	mp Fr	eeway	Ramp		R	F .	R	Freew		

		1										
1 0.92 0.92 0.806 0.787 4000 97 6620 1878 0.60 0.0	5 60.9 56.1	21.9 23.1	С									
Segment 3: Basic												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
1         0.92         0.806         3905         6710         0.58	67.7	19.2	С									
Segment 4: Merge												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
F R F R Freeway Ramp Freeway Ramp F	F R	Freeway Ramp										
1 0.92 0.92 0.806 0.877 4028 123 6620 1878 0.61 0.0	7 61.7 60.1	21.8 19.4	В									
Segment 5: Basic												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
1         0.92         0.813         4004         6710         0.60	67.5	19.8	С									
Segment 6: Diverge												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
F R F R Freeway Ramp Freeway Ramp F	F R	Freeway Ramp										
1 0.92 0.92 0.813 0.806 4004 2117 6620 3944 0.60 0. <del>\$</del>	4 60.1 56.3	22.2 16.3	В									
Segment 7: Basic												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
1         0.92         0.820         1889         6710         0.28	68.1	9.2	Α									
Segment 8: Diverge												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
F R F R Freeway Ramp Freeway Ramp F F	F R	Freeway Ramp										
1 0.92 0.92 0.820 0.855 1889 61 6620 1878 0.29 0.0	3 60.7 56.4	10.4 11.5	В									
Segment 9: Basic												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
1 0.92 0.820 1825 6761 0.27	70.1	8.5	А									
Segment 10: Merge												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
F R F R Freeway Ramp Freeway Ramp F F		Freeway Ramp										
1 0.92 0.94 0.820 0.826 3240 1415 6761 3944 0.48 0.3	6 66.3 65.0	16.3 14.7	В									
Segment 11: Basic												
AP PHF fHV Flow Rate Capacity d/c (pc/h) (pc/h) Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS									
1 0.92 0.820 3282 6710 0.49	68.2	16.0	В									
	Segment 12: Diverge											
Segment 12: Diverge												

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.820	0.781	3282	166	6620	1972	0.50	0.08	64.6	60.9	16.9	20.3	С	
Segment 13: Basic																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		3124		6710		0.47		66.8		15.3		В	
Segment 14: Weaving																
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.820		3168		82	3203 0.39		39	63.3		12.5		В	
Segment 15: Basic																
AP	PHF		fŀ	ΗV	Flow (pc,		Capa (pc		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.92 0.820		308	3083 6710		10	0.46		66.4		15.1		В	
						Se	egment	16: Mer	ge							
AP PHF		<b>⊣</b> F	fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.820	0.833	3253	170	6620	1878	0.49	0.09	62.3	60.5	17.4	16.0	В	
Segment 17: Basic																
AP	PI	PHF fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92 0.826		326	3232		6710		0.48 67.3		7.3	15.8		В			
Facility	y Ana	lysis	Resul	ts												
AP	Speed, mi/h			Density, p	c/mi/ln	Density, veh/m		i/ln Travel Time, mi		ne, min	n LOS					
1	66.4			17.3	3	14.1			7.60				С			
Facility	y Ove	rall R	esult	S												
Space Mean Speed, mi/h			66.4			eh/mi/ln				14.1						
Average Travel Time, min 7				7.60		Density, pc/mi/ln					17.3					
Messa	iges															
WARNING 1 Ramp segmen							np segment length is longer than 1500 feet for segment 6.									
WARNING 2 Ramp segment length is								th is longer than 1500 feet for segment 10.								
WARNIN	IG 3				include 5 gore len lane cha	Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.										
Comm	nents															



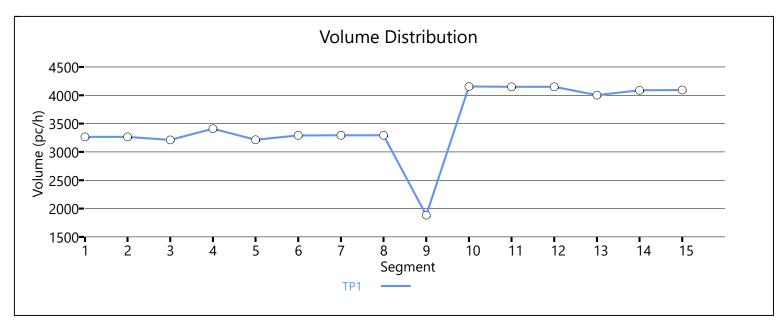


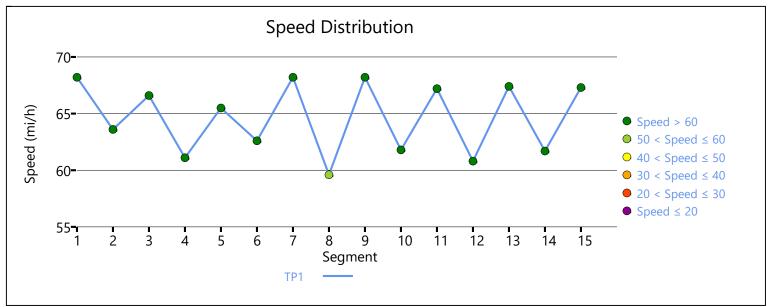


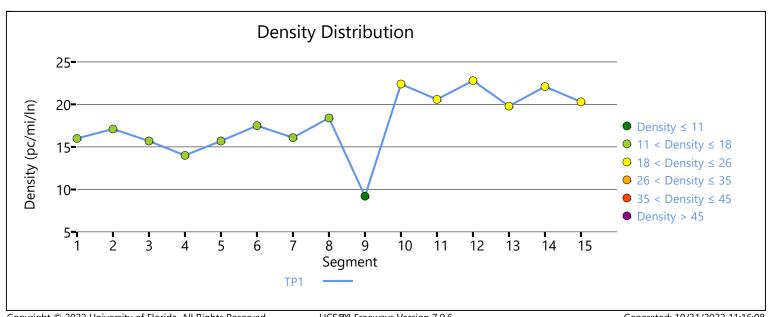
					НС	S7 Fre	eeway F	- acilitie	es Re	port					
Project	t Info	rmat	ion												
Analyst					CDM Smth			Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2030 Build		
Jurisdictio	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escription	on			I-26 Westb	ound HCS	Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	t Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	e Capac	ity Dro	э, %	7			Total Segi	ments				15		
Total Ana	ılysis Peı	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			7.98										
Facility	/ Segr	ment	Data												
No. Coded Analyzed Name Length, ft Lanes														es	
1		Basic			Basic		Ea	st of US 15	5			1500		3	
2	Γ	Diverge			Diverge		I-26 Off	f-Ramp to	US 15			465		3	
3		Basic			Basic		Betwee	en US 15 R	amps			815		3	
4	V	Veaving	)		Weaving		Betwee	en US 15 R	amps			405		4	
5		Basic			Basic		Betwee	en US 15 R	amps			800		3	
6		Merge			Merge		I-26 On-	Ramp fron	า US 15			825		3	
7		Basic			Basic		Betwee	n US 15 an	d I-95			10065	5	3	
8	Г	Diverge			Diverge		I-26 O	off-Ramp to	l-95			690		3	
9		Basic			Basic		Betwe	en I-95 Ra	mps			6715		3	
10		Merge			Merge			-Ramp fro				2800		3	
11		Basic			Basic		Betweer	n I-95 and :	SC 210			12000	)	3	
12		Diverge			Diverge			-Ramp to S				455		3	
13		Basic			Basic			n SC 210 R				2245		3	
14		Merge			Merge			Ramp from				875		3	
15		Basic			Basic		We	st of SC 21	10			1500		3	
Facility	/ Segr	ment	Data												
							Segment	t 1: Basi	ic						
AP	PH	4F	f⊦	IV	Flow (pc/		Capa (pc			/c tio		eed i/h)		nsity ni/ln)	LOS
1	0.9	92	0.8	326	326	56	67	10	0.4	49	68	3.2	16	5.0	В
						Se	egment	2: Diver	ge						
AP	PH	4F	fŀ	IV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)		nsity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.826	0.901	3266	49	6620	1972	0.49	0.03	63.6	59.5	17.1	19.2	В
							Segment	t 3: Basi	ic						

AP	Pŀ	4F	fŀ	IV	Flow		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	326	( <b>pc</b> /		( <b>pc</b> )		0.4		-	5.6	( <b>pc/</b> 11	-	В
•	0		0.0	,20	32		gment 4			10		J. 0	13	.,	
AP	Pi	4F	fŀ	łV	Flow	Rate	Capa	city	d,			eed	Den		LOS
4			0.5	222	(pc/		(pc/		Ra		-	i/h)	(pc/m	- ,	-
1	0.9	92	0.8	320	341		803		0.4	42	6	1.1	14	.0	В
							Segment						ı _	•	
AP	PH	1F 	fŀ	iv	Flow (pc)		Capa (pc)	•	d, Ra			eed i/h) 	Den (pc/m		LOS
1	0.9	92	0.8	320	32	14	67	10	0.4	48	65	5.5	15	.7	В
						S	egment	6: Mer	ge						
AP	(pc/h) (pc/h) Ratio (mi/h) (pc												Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92 0.92 0.820 0.88				3292	78	6620	1972	0.50	0.04	62.6	60.9	17.5	16.0	В
						9	Segment	: <b>7: Bas</b> i	ic						
AP	Pŀ	4F	fŀ	١٧	Flow (pc/		Capa (pc)		d, Ra	_		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	329	95	67	10	0.4	49	68	3.2	16	.1	В
						Se	egment 8	3: Diver	ge						
АР	Pŀ	łF	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.847	3295	1410	6620	1972	0.50	0.72	59.6	56.3	18.4	22.8	С
						9	Segment	9: Basi	ic						
AP	Pŀ	4F	fŀ	IV	Flow (pc/		Capa (pc/		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	800	188	35	67	10	0.2	28	68	3.2	9.	2	А
						Se	egment '	10: Mer	ge						
AP	PH	łF	fŀ	IV	Flow (pc)		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.775	4154	2269	6620	3944	0.63	0.58	61.8	60.6	22.4	21.2	С
						S	egment	11: Bas	ic						
AP	PHF fHV Flow Rate (pc/h)						Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	'87	415	50	671	10	0.6	52	67	7.2	20	.6	С
						Se	gment 1	2: Dive	rge						
AP	Pł	łF	fŀ	١٧	Flow (pc)		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.833	4150	140	6620	1878	0.63	0.07	60.8	56.0	22.8	23.8	С
						_	egment	40 0							

AP	Pŀ	4F	fŀ	łV	Flow (pc,		Capa (pc,			/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	787	400	03	67	10	0.	60	67	'.4	19	.8	С
						Se	egment	14: Mei	ge						
AP	PH	-HF	fŀ	łV	Flow (pc,		Capa (pc		1	/c tio	Spe (mi		Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.840	4088	85	6620	1878	0.62	0.05	61.7	60.1	22.1	19.5	В
						S	egment	15: Bas	sic						
AP	Pŀ	4F	fl	łV	Flow (pc		Capa (pc,		1	/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	787	409	94	67	10	0.	61	67	'.3	20	.3	С
Facility	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	Т	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		66.5			17.3	3		13.8			7.20	)		С	
Facility	y Ove	rall R	esult	5											
Space M	ean Spe	ed, mi/	h		66.5			Density, v	eh/mi/l	n			13.8		
Average	Travel Ti	ime, mi	n		7.20			Density, p	c/mi/ln				17.3		
Messa	ges														
WARNIN	IG 1				include 5 gore len lane cha	500 feet up gth, and is	reduced for the value of the va	d downstre or any barr	eam of <u>c</u> ier mark	gore po kings (sk	int. Sho olid whi	ort leng te lines	gth allows. Note that the second seco	aximum th bit or disco	e gore to ourage
WARNIN	ARNING 2 Ramp segment l							er than 150	00 feet 1	for segr	nent 10				



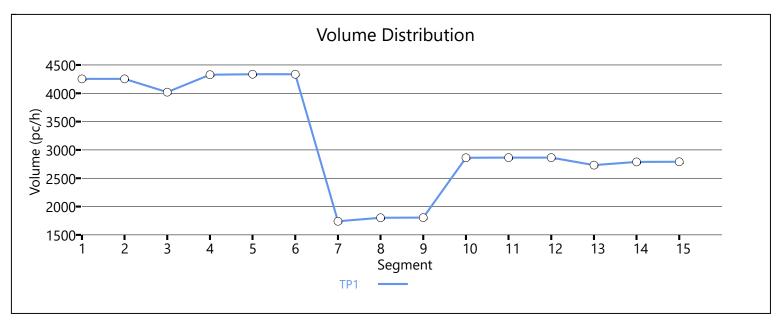


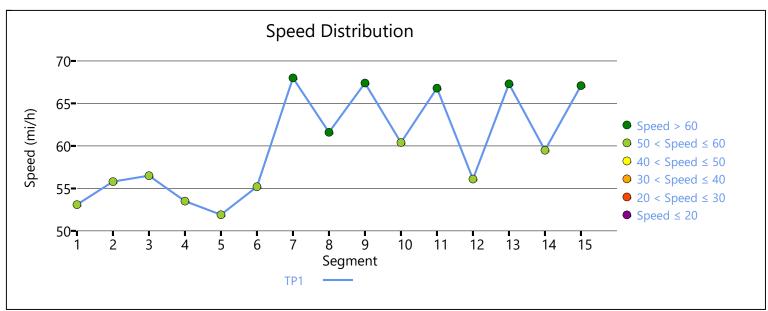


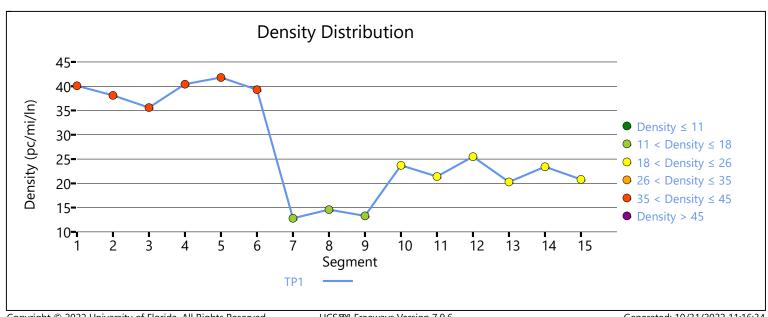
					НС	S7 Fre	eeway F	acilitie	es Re	port					
Project	t Info	rmat	ion												
Analyst					CDM Smith	1		Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escription	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	р, %	7			Total Segi	nents				15		
Total Ana	lysis Pei	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.69										
Facility	/ Segr	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Sou	th of US 1	78			1500		2	
2	Γ	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			230		2	
3		Basic			Basic		Betwee	n US 178 F	lamps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	178		840		2	
5		Basic			Basic		Between	n US 178 ar	nd I-26			12135	5	2	
6	[	Diverge	!		Diverge		I-95 O	ff-Ramp to	I-26			2500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			2700		2	
8		Merge			Merge		Betwe	en I-26 Ra	mps			1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			1145		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			950		2	
11		Basic			Basic		Between	I-26 and	JS 176			19895	5	2	
12	[	Diverge	!		Diverge		I-95 Off	-Ramp to l	JS 176			275		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			3770		2	
14		Merge			Merge		I-95 On-I	Ramp from	US 176	5		855		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segr	ment	Data												
							Segment	t 1: Basi	c						
АР	PH	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.7	794	425	55	44	73	0.9	95	53	3.1	40	).1	E
						Se	egment	2: Diver	ge						
АР	PH	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.813	4255	231	4413	1878	0.96	0.12	55.8	55.8	38.1	38.8	Е
							Segment	t 3: Basi	c						

AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc)		_	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	794	40	18	44	73	0.9	90	56	5.5	35	.6	Е
						S	egment	4: Mer	ge						
AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.794	0.719	4328	310	4413	1878	0.98	0.17	53.5	53.5	40.4	33.9	D
							Segment	t 5: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	787	433	37	44	73	0.9	97	51	1.9	41	.8	Е
						Se	egment (	6: Dive	ge						
AP	PI	4F	fŀ	١٧	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4337	2572	4413	3944	0.98	0.65	55.2	55.2	39.3	28.1	D
						9	Segment	t 7: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.8	306	174	42	44	73	0.3	39	68	3.0	12	.8	В
						S	egment	8: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	1803	61	4413	1878	0.41	0.03	61.6	61.6	14.6	11.9	В
					-		Segment	t 9: Bas	ic		·				
AP		4F		łV	Flow (pc,	/h)	Capa (pc)	/h)	Ra	/c tio	(m	eed i/h)	Den (pc/n	ni/ĺn)	LOS
1	0.	92	0.8	306	180		447			40	67	7.4	13	.3	В
_							egment '		_	-		_			
AP	PI	-IF	fF	łV	Flow (pc,		Capa (pc)			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2861	1054	4413	1972	0.65	0.53	60.4	60.4	23.7	21.4	С
						S	egment	11: Bas	sic						
AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	286	65	44	73	0.0	64	66	5.8	21	.4	С
						Se	gment 1	2: Dive	rge						
AP	PI	-IF	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2865	126	4413	1878	0.65	0.07	56.1	56.1	25.5	26.4	С

						S	egment	13: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed /h)	Den (pc/m		LOS
1	0.	92	8.0	320	273	31	44	73	0.0	61	67	'.3	20	.3	С
						Se	egment	14: Mer	ge						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra	/c tio	Spo (mi	ed /h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2788	57	4413	1878	0.63	0.03	59.5	59.5	23.4	22.3	С
						S	egment	15: Bas	sic						
AP	PI	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed /h)	Den (pc/m		LOS
1	0.	92	0.8	320	279	90	44	73	0.0	62	67	'.1	20	.8	С
Facilit	y Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, po	:/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	,	LOS	
1		59.5			27.4			21.9			10.8	0		D	
Facilit	y Ove	rall R	esults	5											
Space M	ean Spe	ed, mi/	'n		59.5			Density, v	eh/mi/l	n			21.9		
Average	Travel T	ime, mi	in		10.80			Density, p	c/mi/ln				27.4		
Messa	ges														
					Ramp se	ament len	gth is longe	er than 150	00 feet f	for segr	ment 6.				
WARNIN	IG 1					9	5			_					



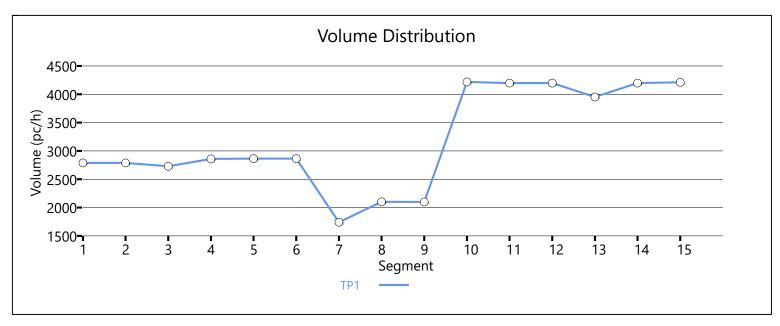




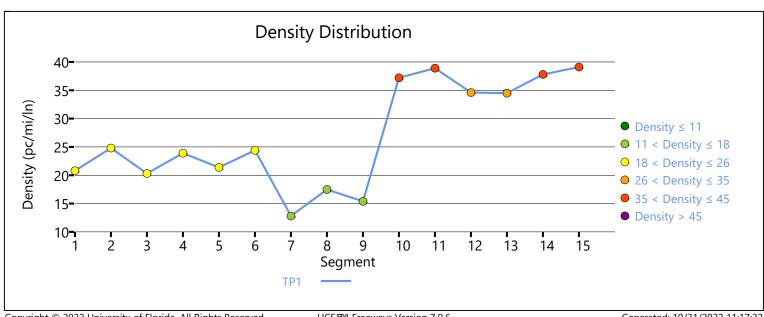
					НС	S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst								Date				П	9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2030 Build		
Jurisdiction	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escripti	on			I-95 South	bound HC	S Analysis	Units					U.S. Custor	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	o, %	7			Total Segi	nents				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			9.93										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	[	Diverge			Diverge		I-95 Off-	-Ramp to l	JS 176			290		2	
3		Basic			Basic		Betwee	n US 176 F	lamps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	;		1010		2	
5		Basic			Basic		Between	uS 176 ar	nd I-26			18465	5	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			690		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			3900		2	
8		Merge			Merge		I-95 On-R	amp from	1-26 WE	3		880		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			575		2	
10		Merge			Merge		I-95 On-F	Ramp from	I-26 EB	3		2800		2	
11		Basic			Basic		Between	I-26 and	JS 178			13330	)	2	
12	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			245		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			2610		2	
14		Merge			Merge			Ramp from		5		1020		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	c						
АР	PH	4F	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.8	320	278	39	44	73	0.6	62	67	7.1	20	0.8	С
						Se	egment 2	2: Diver	ge						
AP	PH	4F	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	2789	58	4413	1878	0.63	0.03	56.2	56.2	24.8	25.6	С
							Segment	t 3: Basi	c						

AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc,		_	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	3.0	320	272	29	44	73	0.0	61	67	7.3	20	.3	С
						S	egment	4: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	2859	130	4413	1878	0.65	0.07	59.8	59.8	23.9	21.5	С
							Segment	t 5: Bas	ic						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	3.0	320	286	55	44	73	0.0	64	66	5.8	21	.4	С
						Se	gment	6: Dive	ge						
AP	PI	HF	fŀ	١٧	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	2865	1130	4413	1972	0.65	0.57	58.6	58.6	24.4	25.4	С
							Segment	t 7: Bas	ic						
AP	PI	PHF fHV 0.92 0.806			Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	3.0	306	174	42	44	73	0.3	39	68	3.0	12	.8	В
						S	egment	8: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2102	360	4413	1878	0.48	0.19	60.2	60.2	17.5	18.1	В
			,				Segment	t 9: Bas	ic						
AP		HF		łV	Flow (pc,	/h)	Capa (pc,	/h)	Ra	/c tio	(m	eed i/h)	Den (pc/n	ni/ĺn)	LOS
1	0.	92	3.0	313	209		44			47	65	5.7	15	.4	В
_	1						egment		_	-		_			
AP	PI	HF	fF	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4216	2117	4413	3944	0.96	0.54	56.6	56.6	37.2	28.1	D
						S	egment	11: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.8	313	419	98	44	73	0.9	94	54	1.0	38	.9	Е
						Se	gment 1	2: Dive	rge						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4198	257	4413	1972	0.95	0.13	60.6	60.6	34.6	38.1	Е

						S	egment	13: Bas	sic						
АР	PI	НF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den: (pc/m		LOS
1	0.9	92	8.0	313	395	52	44	73	0.8	88	57	'.3	34	.5	D
						Se	gment	14: Mer	ge						
AP	Pi	HF	fŀ	IV	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Dens (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4196	244	4413	1972	0.95	0.12	55.5	55.5	37.8	31.8	D
Segment 15: Basic															
AP	PI	HF	f⊦	١٧	Flow (pc/		Capa (pc		d, Ra		Spe (mi		Den: (pc/m		LOS
1	0.9	92	0.8	313	421	10	44	73	0.9	94	53	8.8	39	.1	Е
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	П	Density, po	:/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		59.8			27.5			22.4			10.0	0		D	
Facilit	y Ove	rall R	esults	5											
Space M	ean Spe	ed, mi/	h		59.8			Density, v	eh/mi/l	n			22.4		
Average	Travel T	ime, mi	n		10.00			Density, p	c/mi/ln				27.5		
Messa	ges														
WARNIN	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet f	or segr	nent 10				
Comm	ents														







## 2050 BUILD ALTENRATIVE 1

					Н	CS7 Fr	eeway	Facilitie	es Report				
Projec	t Info	rmati	ion										
Analyst					CDM Smi	th		Date			9/9/202	2	
Agency					CDM Smi	th		Analysis Y	ear		2050 Bu	ild	
Jurisdiction	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escription	on			I-26 Eastb	ound HCS	S Analysis	Units			U.S. Cus	tomary	
Facility	y Glob	al In	put								<u> </u>		
Jam Dens	sity, pc/r	mi/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7			Total Segi	ments		17		
Total Ana	alysis Per	riods			1			Analysis F	eriod Duration	ı, min	15		
Facility Le	ength, m	ni			8.38								
Facility	y Segr	nent	Data										
No.		Coded			Analyzed			Name		Length	n, ft	Lane	 es
1		Basic			Basic		We	est of SC 21	0	1500	)	3	
2	Diverge Diverge						I-26 Of	f-Ramp to S	SC 210	1500	)	3	
3	Basic Basic						Betwee	en SC 210 F	Ramps	223!	5	3	
4		Merge Merge					I-26 On-	Ramp from	SC 210	850		3	
5		Basic			Basic		Betwee	n SC 210 ar	nd I-95	1352	.0	3	
6		Diverge			Diverge		I-26 Of	f-Ramp to	I-95 SB	2500	)	3	
7		Basic			Basic		Betwe	een I-95 Ra	mps	246	5	3	
8	Г	Diverge			Diverge		I-26 Off-Ra	amp Loop t	o I-95 NB	790	1	3	
9		Basic			Basic		Betwe	een I-95 Ra	mps	2000	)	3	
10		Merge			Merge		I-26 Or	n-Ramp fro	m I-95	2800	)	3	
11		Basic			Basic		Betwee	n I-95 and	US 15	9300	)	3	
12		Diverge			Diverge		I-26 Of	f-Ramp to	US 15	375		3	
13		Basic			Basic		Betwe	en US 15 R	amps	815		3	
14	V	Veaving	)		Weaving		Betwe	en US 15 R	amps	410	1	4	
15		Basic			Basic		Betwe	en US 15 R	amps	815		3	
16		Merge		<u> </u>	Merge		I-26 On-	Ramp fron	n US 15	845		3	
17		Basic			Basic		Ea	ast of US 1!	5	1500	)	3	
Facility	y Segr	nent	Data										
							Segmen	t 1: Basi	ic				
АР	PH	łF	fl	ΗV		Rate :/h)		acity :/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.9	92	0.7	775	59	980	67	'10	0.89	56.9		35.0	D
						S	egment	2: Diver	ge				
AP	PH	łF	fl	łV		Rate :/h)		acity :/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
	F	R	F	R	Freeway	_	Freeway	1	F R	F R	Freewa		

1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.7	56.1	32.8	31.8	D
						9	Segment	t 3: Basi	ic						
АР	Pł	-IF	fl	-IV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	775	587	71	67	10	0.8	87	57	7.8	33	.9	D
						S	egment	4: Mer	ge						
АР	Pł	4F	fŀ	٠V	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.775	0.877	6005	134	6620	1878	0.91	0.07	58.8	57.3	34.0	28.7	D
						9	Segment	t 5: Basi	ic						
АР	Pł	4F	fl	ΗV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	597	76	67	10	0.8	89	56	5.9	35	.0	D
	Segment 6: Diverge														
АР	Pł	4F	fl	٠V	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.806	5976	2956	6620	3944	0.90	0.75	58.3	54.3	34.2	27.9	С
						9	Segment	t 7: Basi	ic						
АР	Pł	4F	fl	-IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	303	38	67	10	0.4	45	68	3.0	14	.9	В
						Se	gment	8: Diver	ge						
АР	Pł	<b>⊣</b> F	fl	-IV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	2925	89	6620	1878	0.44	0.05	61.1	56.4	16.0	17.3	В
						9	Segment	t 9: Basi	ic						
АР	Pł	4F	fŀ	<b>1V</b>	Flow (pc/		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	293	37	670	61 ————	0.4	43	70	).1 ———	13	.8	В
						Se	gment	10: Mer	ge						
АР	Pi	-IF	fl	HV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.752	0.826	4904	1967	6761	3944	0.73	0.50	63.6	61.9	25.7	23.7	С
						S	egment	11: Bas	ic						
АР	Pł	<b>⊣</b> F	fl	-IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	495	53	67	10	0.	74	64	4.0	25	.8	С
						Se	gment 1	2: Dive	rge						

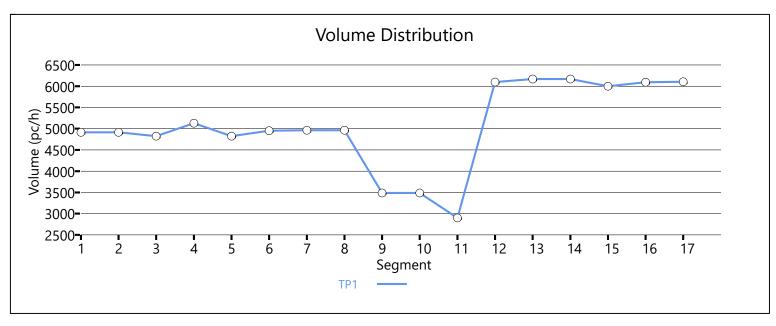
	F	R	F	R											
1	0.92	0.92	0.781	0.781	4953	270	6620	1972	0.75	0.14	64.2	60.6	25.7	28.3	D
						S	egment	13: Bas	sic						
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	781	468	83	67	10	0.	70	65	5.3	23	.9	С
						Seg	gment 1	4: Weav	/ing						
AP	PI	HF	fl	٠V	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	781	474	47	81	95	0.	58	60	0.6	19	.6	В
						S	egment	15: Bas	ic						
АР	Pi	HF	fl	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1													С		
						Se	egment	16: Mer	ge						
AP	Pi	HF	fl	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.833	4887	275	6620	1972	0.74	0.14	61.0	59.7	26.7	23.9	С
						S	egment	17: Bas	sic						
AP	PI	HF	fl	HV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	787	486	69	67	10	0.	73	64	4.5	25	.2	С
Facilit	y Ana	lysis	Resul	ts											
AP	S <sub>l</sub>	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mii	n	LOS	
1		60.2			28.7	7		22.3			8.3	0		D	
Facilit	y Ove	rall R	esult	S											
Space M	lean Spe	ed, mi/	'h		60.2			Density, v	eh/mi/l	n			22.3		
Average	Travel T	ime, mi	n		8.30			Density, p	c/mi/ln	l			28.7		
Messa	iges														
WARNIN	NG 1				Ramp se	gment len	gth is longe	er than 150	00 feet 1	for segr	ment 6.				
WARNIN							gth is longe								
WARNIN	IG 3				include 5 gore leng lane cha	500 feet up gth, and is	ostream and reduced fo view the val	d downstre or any barr	eam of g ier mark	gore po kings (se	int. Sho olid wh	ort leng ite line:	ngth allows. gth is at a m s) that prohi ments page	aximum th bit or disco	e gore to ourage
Comn	nents														

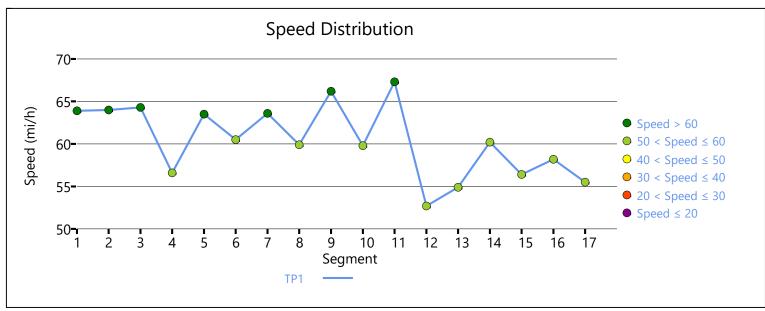
					H	ICS7 F	reeway	Facilitie	es Report				
Projec	t Infor	mati	on										
Analyst					CDM Sn	nith		Date			9/9/202	2	
Agency					CDM Sm	nith		Analysis Y	'ear		2050 Bu	ild	
Jurisdictio	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escriptio	n			I-26 We	stbound H	CS Analysis	Units			U.S. Cus	tomary	
Facility	y Glob	al In <sub>l</sub>	put										
Jam Dens	sity, pc/n	ni/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Capaci	ity Dro	p, %	7			Total Segi	ments		17		
Total Ana	alysis Peri	ods			1			Analysis F	eriod Duration	ı, min	15		
Facility Le	ength, m	i			8.02								
Facility	y Segn	nent	Data										
No.	(	oded			Analyze	t		Name		Length	n, ft	Lane	 es
1		Basic			Basic		E	ast of US 1	5	1500	0	3	
2	D	Diverge Diverge				I-26 O	ff-Ramp to	US 15	465		3		
3		Basic		Basic			Betwe	en US 15 R	amps	815		3	
4	W	eaving		Basic Weaving			Betwe	en US 15 R	amps	405		4	
5		Basic			Basic		Betwe	en US 15 R	amps	800	)	3	
6	N	Лerge			Merge		I-26 On	-Ramp fron	n US 15	825	i	3	
7		Basic			Basic		Betwee	en US 15 an	d I-95	1151	5	3	
8	D	iverge			Diverge		I-26 (	Off-Ramp to	o I-95	300	)	3	
9		Basic			Basic		Betw	een I-95 Ra	mps	177	5	3	
10	D	iverge			Diverge		I-26 (	Off-Ramp to	o I-95	790	)	3	
11		Basic			Basic		Betw	een I-95 Ra	mps	3260	0	3	
12	N	Лerge			Merge		I-26 Or	n-Ramp fro	m I-95	2800	0	3	
13		Basic			Basic		Betwee	n I-95 and	SC 210	1200	0	3	
14	D	iverge			Diverge			f-Ramp to S		455	;	3	
15		Basic			Basic			en SC 210 F	•	224		3	
16		Лerge			Merge			Ramp from		875		3	
17		Basic			Basic		W	est of SC 21	0	1500	0	3	
Facility	y Segn	nent	Data										
						Segmen	t 1: Basi	ic					
AP	AP PHF fHV Flow Ra						acity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS	
1	0.9	2	0.7	787		1915	66	593	0.73	63.9		25.6	С
							Segment	2: Diver	ge				
AP	РН	F	fl	łV	1	w Rate oc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
	F	R	F	R	Freewa		-	1	F R	F R	Freewa		

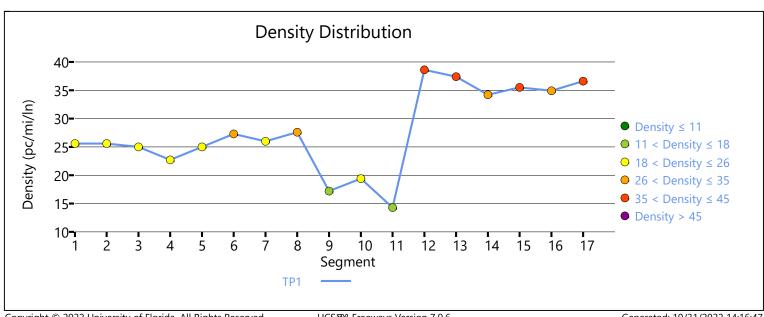
					НС	S7 Fre	eway l	Facilitie	es R	epor	t				
Projec	t Info	rmati	ion												
Analyst					CDM Smith	 າ		Date					9/9/2022		
Agency					CDM Smith	า		Analysis Y	ear				2050 Build		
Jurisdiction	on				SCDOT			Time Ana	yzed				AM Peak H	Hour	
Project D	escription	on			I-26 Westb	ound HCS	Analysis	Units					U.S. Custo	mary	
Facility	y Glob	al In	put												
Jam Dens	sity, pc/r	mi/ln			190.0			Density at	Сара	city, pc/	mi/ln		45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7			Total Segi	nents				17		
Total Ana	ılysis Per	iods			1			Analysis P	eriod	Duratio	n, min		15		
Facility Le	ength, m	ni			8.02										
Facility	y Segr	nent	Data	l											
No.	(	Coded		Π	Analyzed	$\top$		Name				Length	, ft	Lan	es
1		Basic Basic  Diverge Diverge					Ea	st of US 15	5			1500		3	
2		Diverge	-				I-26 Of	f-Ramp to	US 15			465		3	
3		Basic		Basic			Betwee	en US 15 R	amps			815		3	
4	٧	<b>/</b> eaving	J		Weaving		Betwe	en US 15 R	amps			405		4	
5		Basic			Basic		Betwee	en US 15 R	amps			800		3	
6		Merge			Merge		I-26 On-	Ramp from	US 1	5		825		3	
7		Basic			Basic		Betwee	n US 15 an	d I-95			1151	5	3	
8		Diverge			Diverge		I-26 C	off-Ramp to	I-95			300		3	
9		Basic			Basic		Betwe	en I-95 Ra	mps			1775		3	
10		Diverge			Diverge		I-26 C	off-Ramp to	I-95			790		3	
11		Basic			Basic		Betwe	en I-95 Ra	mps			3260		3	
12		Merge		<u> </u>	Merge		I-26 On	-Ramp fro	n I-95			2800		3	
13		Basic			Basic		Betweer	n I-95 and :	SC 210	)		12000	)	3	
14	[	Diverge			Diverge		I-26 Off	-Ramp to S	SC 210	)		455		3	
15		Basic		_	Basic			n SC 210 F				2245		3	
16		Merge		_	Merge			Ramp from		0		875		3	
17	_	Basic	_		Basic		We	est of SC 21	0			1500		3	
Facility	y Segr	nent	Data												
							Segmen								
АР	PHF fHV Flow I (pc/						acity /h)		d/c atio		eed ni/h)		nsity ni/ln)	LOS	
1	0.9	92	0.7	787	49	15	66	93	C	).73	6	3.9	2	5.6	С
						Se	gment	2: Diver	ge						
AP	PF	IF	fl	-IV	Flow (pc,			acity /h)		d/c atio		eed ni/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	64.0	60.6	25.6	27.1	С
'	0.92	0.92	0.767	0.901	4915					0.04	04.0	60.6	25.0	21.1	C
							Segment								
AP	Pi	4F	fŀ	···	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	482	23	669	93	0.7	72	64	1.3	25	.0	С
						Se	gment 4	l: Weav	ing						
AP	PI	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	_		eed i/h)	Den (pc/m	•	LOS
1	0.9	92	0.7	781	512	29	799	93	0.6	54	56	5.6	22	.7	С
						9	Segment	t 5: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den: (pc/m		LOS
1	0.9	92	0.7	781	482	24	669	93	0.7	72	63	3.5	25	.0	С
						S	egment	6: Mer	ge						
AP	Pi	НF	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	60.5	59.3	27.3	23.9	С
						9	Segment	t 7: Bas	ic						
AP	PHF fHV		IV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS	
1	0.9	92	0.7	781	496	53	669	93	0.7	74	63	3.6	26	.0	С
						Se	egment 8	8: Dive	ge						
AP	Pi	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.847	4963	1481	6620	1972	0.75	0.75	59.9	55.8	27.6	31.4	D
							Segment	t 9: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	348	36	669	93	0.!	52	66	5.2	17	.2	В
						Se	gment 1	0: Dive	rge						
AP	Pi	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.752	0.840	3486	485	6620	1878	0.53	0.26	59.8	55.1	19.4	20.8	С
						S	egment	11: Bas	sic						
AP	Pi	HF.	fŀ	IV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	763	290	)2	669	93	0.4	43	67	7.3	14	.3	В
						Se	egment	12: Mer	ge						
AP	PI	4F	fl	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

	1				1		1						1		
1	0.92	0.92	0.758	0.775	6096	3175	6620	3944	0.92	0.81	52.7	50.3	38.6	32.5	D
						S	egment	13: Bas	sic						
AP	Pi	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	758	610	68	669	93	0.9	92	54	1.9	37	.4	Е
						Se	gment 1	4: Dive	rge						
AP	Pi	4F	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.833	6168	153	6620	1878	0.93	0.08	60.2	55.7	34.2	32.5	D
						S	egment	15: Bas	sic						
AP	Pi	4F	fŀ	łV	Flow (pc)		Capa (pc,	•	d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	758	600	00	669	93	0.9	90	56	5.4	35	.5	E
						Se	egment	16: Mei	ge						
AP	Pi	4F	fŀ	١V	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	6093	93	6620	1878	0.92	0.05	58.2	56.8	34.9	28.9	D
						S	egment	17: Bas	sic						
AP	Pi	4F	fl	łV	Flow (pc)		Capa (pc,		d, Ra			eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	758	610	03	669	93	0.9	91	55	5.5	36	.6	E
Facility	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h		Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, miı	า	LOS	
1		58.7			29.8	3		22.8			8.20	0		Е	
Facility	y Ove	rall R	esult	S											
Space M	ean Spe	ed, mi/	h		58.7			Density, v	eh/mi/l	n			22.8		
Average	Travel T	ime, mi	n		8.20			Density, p	c/mi/ln				29.8		
Messa	ges														
WARNIN	IG 1				include 5 gore lend lane cha	500 feet up gth, and is	ostream and reduced fo view the val	d downstre or any barr	eam of g ier mark	jore po ings (so	int. Sho olid whi	ort leng ite lines	gth allows. 'gth is at a m s) that prohi ments page	aximum th bit or disco	e gore to ourage
WARNIN	IG 2				Ramp se	gment len	gth is longe	er than 150	00 feet f	or segr	nent 12				
Comm	nents														



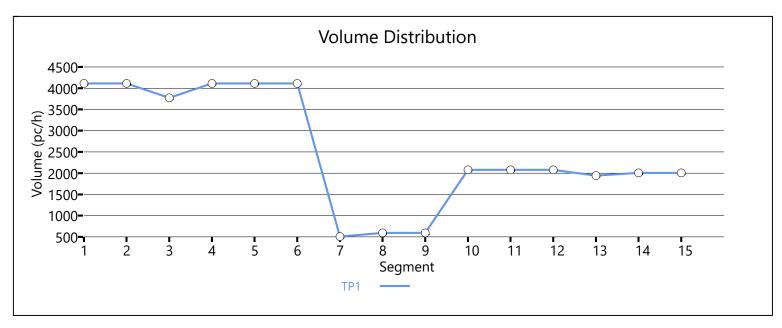


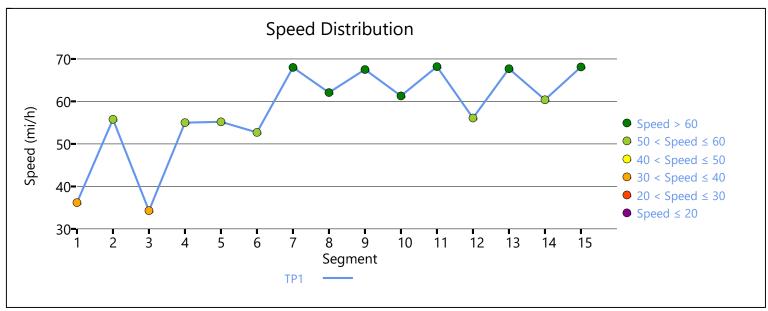


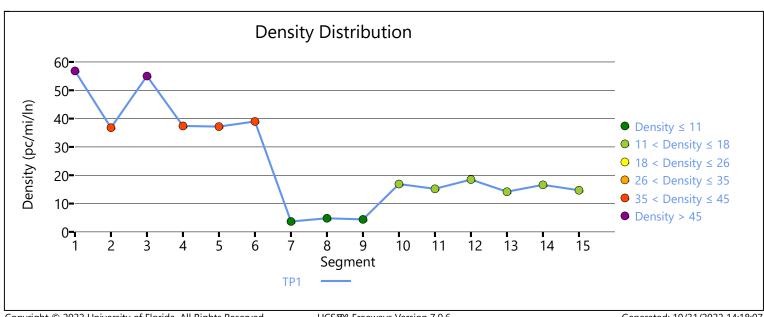
					НС	:S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CDM Smith	n		Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custor	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	mi/ln		45.0		
Queue Di	ischarge	e Capac	ity Dro	р, %	7			Total Segi	nents				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.69										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed	$\Box$		Name			L	ength,	ft	Lane	es
1	-						Sou	th of US 1	78			1500		2	
2							I-95 Off	-Ramp to l	JS 178			230		2	
3		Diverge Diverge  Basic Basic					Betwee	n US 178 F	lamps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	178		840		2	
5		Basic			Basic		Between	n US 178 ar	nd I-26			12135	;	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			2500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			2700		2	
8		Merge			Merge		I-95 On	-Ramp fro	m I-26			1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			1145		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			950		2	
11		Basic			Basic		Between	I-26 and	JS 176			19895	5	2	
12	[	Diverge			Diverge			-Ramp to l				275		2	
13		Basic			Basic			n US 176 F				3770		2	
14		Merge			Merge			Ramp from		5		855		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	c						
АР	AP PHF fHV Flow R						Capa (pc		d, Ra			eed i/h)	Den (pc/n	sity ni/ln)	LOS
1	1 0.92 0.787 4110						44	73	1.2	24	36	5.2	56	5.8	F
						Se	egment ?	2: Diver	ge						
AP	PH	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)	Den (pc/n	sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.8	55.8	36.8	37.5	F
							Segment	t 3: Basi	c						

AP	PI	HF	fŀ	ΗV	Flow (pc		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.7	787	37	74	44	73	1.	18	34	4.3	55	.0	F
						S	egment	4: Mer	ge						
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.0	55.0	37.4	32.2	F
							Segment	t 5: Bas	ic						
AP	PI	HF	fŀ	-IV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.7	787	41	10	44	73	1.3	25	55	5.2	37	.2	F
						Se	egment	6: Dive	ge						
AP	PI	HF	fŀ	٠V	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.775	4110	3603	4413	3944	0.93	0.91	52.7	52.7	39.0	26.1	F
				Segment 7: Basic											
AP	PI	HF	fŀ	-V	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	300	50	7	44	73	0.	45	68	3.0	3.	7	Α
						S	egment	8: Mer	ge						
AP	PI	HF	fŀ	···	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.855	596	89	4413	1878	0.14	0.05	62.1	62.1	4.8	2.4	Α
						9	Segment	t 9: Bas	ic						
AP		HF		łV	Flow (pc,	/h)	Capa (pc,	/h)	Ra	/c tio	(m	eed i/h)	Den (pc/m	ni/ĺn)	LOS
1	0.	92	3.0	300	59		44			47	67	7.5	4.	4	Α
							egment		_	-		_			
AP	PI	HF	fF	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.800	0.847	2077	1481	4413	1972	0.47	0.75	61.3	61.3	16.9	15.1	В
						S	egment	11: Bas	sic						
AP	PI	HF	fŀ	ΗV	Flow (pc)		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	20	77	44	73	0.8	80	68	3.2	15	.2	В
						Se	gment 1	2: Dive	rge						
AP	PI	HF	fl	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.855	2077	134	4413	1878	0.47	0.07	56.1	56.1	18.5	19.6	В

						S	egment	13: Bas	sic						
AP	PH	-IF	fl	łV	Flow (pc)		Capa (pc		1	/c tio	Spe (mi		Den (pc/n		LOS
1	0.9	92	0.8	320	194	43	44	73	0.	77	67	'.7	14	.2	В
						Se	egment	14: Mer	ge						
AP	PH	4F	fl	ΗV	Flow (pc,		Capa (pc			/c tio	Spe (mi		Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2006	63	4413	1878	0.45	0.03	60.4	60.4	16.6	16.1	В
						S	egment	15: Bas	sic						
AP	PH	4F	fl	łV	Flow (pc,		Capa (pc	•		/c tio	Spe (mi		Den (pc/n		LOS
1	0.92 0.820  ility Analysis Results			320	200	06	44	73	0.	78	68	3.1	14	.7	В
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, min		LOS	
1		56.1			23.5						44.4	_			
						)		18.7			11.4	0		F	
Facilit	y Ove	rall R	esult	s				18.7			11.4	0		F	
	<b>y Ove</b> 1ean Spe			S	56.1			18.7 Density, v	reh/mi/l	n	11.4	0	18.7	F	
Space M		ed, mi/	'h	S							11.4	0	18.7	F	
Space M Average	lean Spe Travel Ti	ed, mi/	'h	5	56.1			Density, v			11.4	0		F	
Space M Average <b>Messa</b>	lean Spe Travel Ti	ed, mi/	'h	S	56.1 11.40	ırated con	ditions curr g analysis i	Density, v Density, p	oc/mi/ln	ndary se	egment	1. Resi	23.5		le.
Space M Average <b>Messa</b> WARNIN	Travel Ti ages	ed, mi/	'h	S	56.1 11.40  Oversatu Consider Oversatu	ırated con r expandin ırated con	g analysis i	Density, v Density, p ently exist n time and ently exist	in bour Jor spa	ndary se ce to re	egment solve th	1. Resi	23.5  ults may no ning.	t be reliabl	
Space M Average Messa WARNIN	Mean Spe Travel Ti Ages NG 1	ed, mi/	'h	S	Oversatu Consider Oversatu Consider Oversatu size, thes	urated con r expandin urated con r expandin urated con	g analysis in ditions curr g analysis in ditions curr ts may prod	Density, v Density, p ently exist n time and ently exist n time and ently exist	in bour /or spa in bour /or spa on segu	ndary se ce to re ndary ar ce to re ment 2,	egment solve th nalysis p solve th which i	1. Results warr	23.5  ults may no ning.	t be reliable and not be	reliable
Space M	Mean Spe Travel Ti Ages NG 1 NG 2	ed, mi/	'h	S	Oversatu Consider Oversatu Consider Oversatu size, these resolve to the consider oversatus the consideration oversatus	urated con- r expandin urated con- r expandin urated con- se segmen his warnin	g analysis in ditions curr g analysis in ditions curr ts may pro- g. ditions curr gments may	Density, v Density, p ently exist n time and ently exist n time and ently exist duce unrel	in bour /or spa in bour /or spa on segi able re	ndary sece to rece to rece to rement 2, sults. C	egment solve th nalysis p solve th which i onsider	1. Results warrong the seriod fails warrong seriod fails warrong the seriod fails warrong seriod fails warrong the seriod fails warrong seriod fails warrong the seriod fai	23.5  ults may no ning.  I. Results maing.  han 300 fee	t be reliable and not be to be segmentated.	reliable time ste ion to
Space M Average Messa WARNIN WARNIN	Mean Spe Travel Ti Ages NG 1 NG 2	ed, mi/	'h	S	Oversatu Consider Oversatu Consider Oversatu size, these resolve t Oversatu size, these resolve t Oversatu step size to resolve	urated con- r expandin urated con- r expandin urated con- se segmen his warnin- urated con- urated con	g analysis in ditions curring analysis in ditions curring.  ditions curring and ditions curring ments may property ments may be a second of the begin analysis and the begin ditions curring.	Density, v Density, p ently exist n time and ently exist n time and ently exist duce unrel	in bour l/or spa in bour l/or spa on segi iable re on segunreliab	ndary sece to rece to rece to rement 2, sults. Coment 12 ple resulty on analy	egment solve th nalysis p solve th which i onsider 2, which ts. Con	1. Results warn period 1 review is less to review sider received 1.	23.5  ults may nothing.  I. Results maing.  In an 300 feeting facility  than 300 feeting facility	t be reliable and not be t. Due to segmentate t. Due to cility segmentate expanding	reliable time ste ion to time entatior



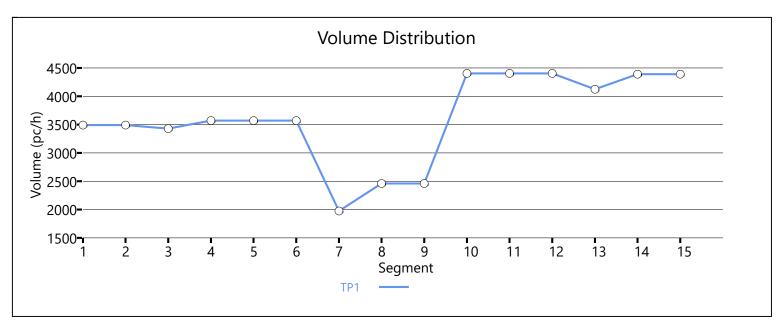


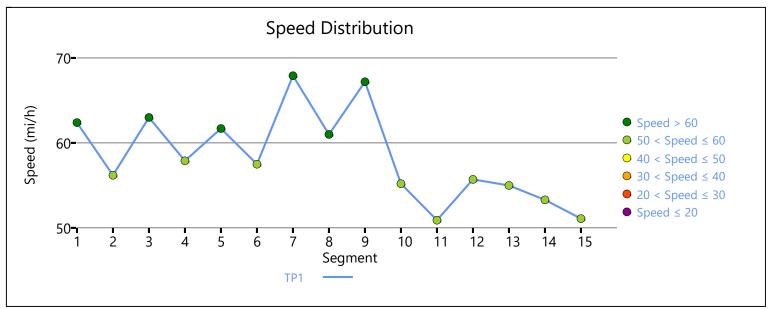


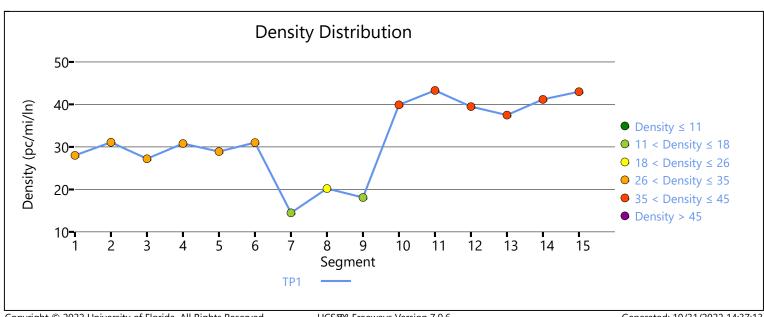
					НС	S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst								Date				П	9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdiction	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escription	on			I-95 South	oound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	o, %	7			Total Segi	ments				15		
Total Ana	lysis Pei	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.07										
Facility	/ Segr	ment	Data												
No.		Coded			Analyzed	$\top$		Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2							I-95 Off	-Ramp to l	JS 176			290		2	
3	Basic Basic						Betwee	n US 176 F	Ramps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	;		1010		2	
5		Basic			Basic		Between	uS 176 ar	nd I-26			18465	5	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			690		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			3645		2	
8		Merge			Merge	Į-	-95 On-ram	p Loop fro	m I-26	WB		1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	imps			950		2	
10		Merge			Merge		I-95 On-F	Ramp from	I-26 EB	;		2800		2	
11		Basic			Basic		Between	I-26 and	JS 178			13330	)	2	
12		Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			245		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			2610		2	
14		Merge			Merge			Ramp from		5		1020		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segr	ment	Data												
							Segment	t 1: Basi	ic						
АР	AP PHF fHV Flow R (pc/h						Capa (pc,			/c tio		eed i/h)		sity ni/ln)	LOS
1	0.9	92	9.0	320	349	)2	44	73	0.7	78	62	2.4	28	3.0	D
						Se	egment ?	2: Diver	ge						
AP	PH	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.2	56.2	31.1	31.7	D
							Segment	t 3: Basi	ic						

AP	PI	HF	fl	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	0.8	320	342	29	44	73	0.	77	63	3.0	27	.2	D
						S	egment	4: Mer	ge						
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	57.9	57.9	30.8	27.0	С
							Segment	t 5: Bas	ic						
АР	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	320	357	70	44	73	0.8	80	61	1.7	28	.9	D
						Se	egment	6: Dive	ge						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.833	3570	1595	4413	1972	0.81	0.81	57.5	57.5	31.0	31.4	D
				Segment 7: Basic											
AP	PI	HF	fŀ	HV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	306	197	75	44	73	0.4	44	67	7.9	14	.5	В
						S	egment	8: Mer	ge						
AP	PI	HF	fŀ	١٧	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2460	485	4413	1878	0.56	0.26	61.0	61.0	20.2	16.8	В
			,				Segment	t 9: Bas	ic						
AP		HF		łV	Flow (pc,	/h)	Capa (pc,	/h)	Ra	/c tio	(m	eed i/h)	Den (pc/m	ni/ĺn)	LOS
1	0.	92	3.0	313	246		44			55	67	7.2	18	.1	С
_	1						egment			_	ı	_			
AP	PI	HF	fF	ΗV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4403	2956	4413	3944	1.00	0.75	55.2	55.2	39.9	29.1	F
						S	egment	11: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.	92	3.0	313	44(	03	44	73	1.2	21	50	).9	43	.3	F
						Se	gment 1	2: Dive	rge						
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.763	4403	279	4413	1878	1.00	0.15	55.7	55.7	39.5	39.9	F

						S	egment	13: Bas	sic						
AP	Pi	-IF	fl	łV	Flow (pc/		Capa (pc			/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	3.0	313	412	24	44	73	1.	15	55	5.0	37	.5	F
						Se	egment	14: Mer	ge						
AP	Pi	-IF	fl	łV	Flow (pc/		Capa (pc	•		/c tio	Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4390	266	4413	1878	0.99	0.14	53.3	53.3	41.2	33.3	F
	Segment 15: Basic														
AP	Pi	4F	fŀ	٠V	Flow (pc/		Capa (pc		1	/c tio	Spe (mi		Den (pc/m	•	LOS
1	1 0.92 0.813			313	439	90	44	73	1.7	21	51	.1	43	.0	F
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	Т	Density, po	:/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, min	.	LOS	
1		56.9			32.7	•		26.7			10.6	0		F	
Facilit	y Ove	rall R	esult	<u> </u>			<u>'</u>								
Space M	lean Spe	ed, mi/	h		56.9			Density, v	eh/mi/l	n			26.7		
Average	Travel Ti	ime, mi	n		10.60			Density, p	c/mi/ln	l			32.7		
Messa	iges														
WARNIN	NG 1						ditions curr g analysis i						sults may no iing.	ot be relial	ole.
WARNIN	IG 2						ditions curr g analysis i						. Results m ing.	nay not be	reliable
WARNIN	IG 3				size, thes		ts may prod						nan 300 fee ing facility s		
WARNIN	IG 4				step size		ments may						than 300 fe eviewing fac		
/VAIXINIIV															
WARNIN	NG 5				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	nent 10				





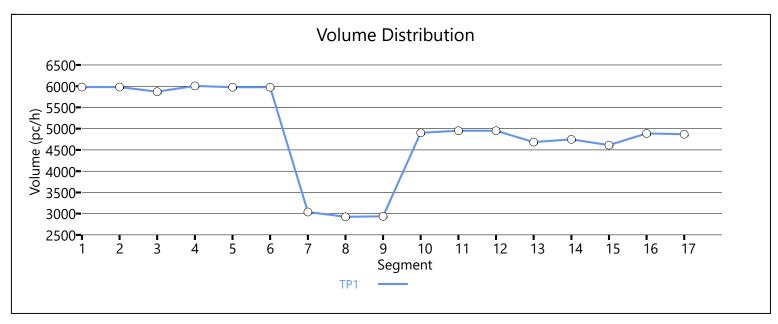


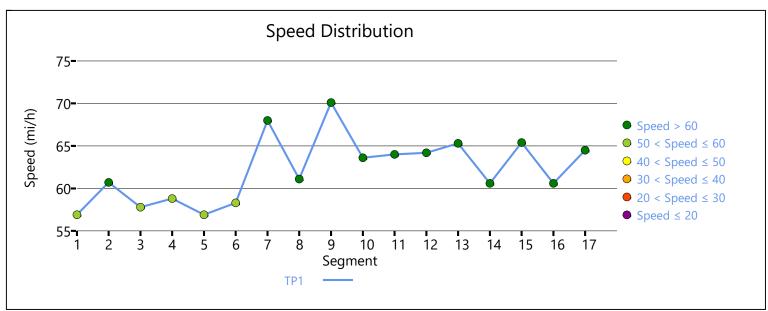
## 2050 BUILD ALTENRATIVE 2

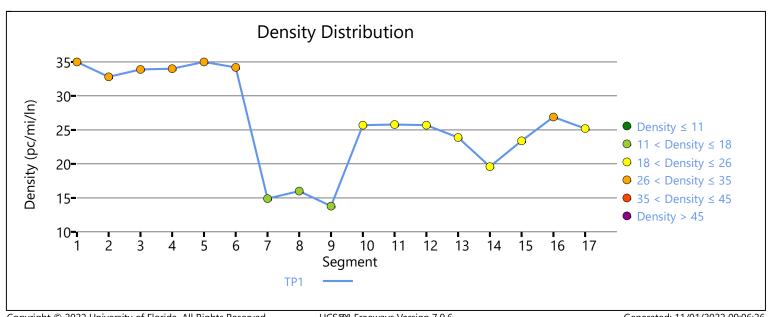
					Н	CS7 Fr	eeway	Facilitie	es Report	:			
Projec	t Info	rmati	ion										
Analyst					CDM Smi	th		Date			9/9/202	2	
Agency					CDM Smi	th		Analysis Y	ear		2050 Bu	ıild	
Jurisdiction	on				SCDOT			Time Ana	lyzed		Peak Ho	our	
Project D	escriptic	n			I-26 Eastk	ound HCS	S Analysis	Units			U.S. Cus	stomary	
Facility	y Glob	al In <sub>l</sub>	put										
Jam Dens	sity, pc/n	ni/ln			190.0			Density a	t Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge	Capac	ity Dro	p, %	7			Total Seg	ments		17		
Total Ana	alysis Per	iods			1			Analysis F	eriod Duration	, min	15		
Facility Le	ength, m	i			8.38								
Facility	y Segn	nent	Data										
No.	(	Coded			Analyzed			Name		Length	, ft	Lane	 es
1		Basic Basic					We	est of SC 2	0	1500	)	3	
2	D	Diverge Diverge					I-26 Of	f-Ramp to	SC 210	1500	)	3	
3		Basic Basic				Betwee	en SC 210 F	lamps	2235	5	3		
4	1	Merge	Basic Merge				I-26 On-	Ramp from	SC 210	850		3	
5		Basic			Basic		Betwee	n SC 210 aı	nd I-95	1352	0	3	
6	С	iverge			Diverge		I-26 C	Off-Ramp to	o I-95	2500	)	3	
7		Basic			Basic		Betw	een I-95 Ra	mps	2465	5	3	
8	С	iverge			Diverge		I-26 Or	n-Ramp fro	m I-95	790		3	
9		Basic			Basic		Betw	een I-95 Ra	mps	2000	)	3	
10	1	Merge			Merge		I-26 Or	n-Ramp fro	m I-95	2800	)	3	
11		Basic			Basic		Betwee	en I-95 and	US 15	9300	)	3	
12	D	iverge			Diverge		I-26 Ot	ff-Ramp to	US 15	375		3	
13		Basic			Basic		Betwe	en US 15 R	amps	815		3	
14	V	/eaving	I		Weaving		Betwe	en US 15 R	amps	410		4	
15		Basic			Basic		Betwe	en US 15 R	amps	815		3	
16	1	Merge			Merge		I-26 On-	-Ramp fron	n US 15	845		3	
17		Basic			Basic		E	ast of US 1	5	1500	)	3	
Facility	y Segn	nent	Data										
							Segmen	t 1: Bas	ic				
AP	AP PHF fHV Flow Ra (pc/h)						acity :/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS	
1	0.9	2	0.7	775	59	980	67	710	0.89	56.9		35.0	D
						S	egment	2: Dive	ge				
AP	РН	IF	fl	ΗV		/ Rate c/h)		acity :/h)	d/c Ratio	Speed (mi/h)		Pensity c/mi/ln)	LOS
	F	R	F	R	Freeway	1	Freeway		F R	F R	Freewa		

1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.7	56.1	32.8	31.8	D
						9	Segment	t 3: Basi	ic						
АР	Pł	-IF	fl	-IV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	775	587	71	67	10	0.8	87	57	7.8	33	.9	D
						S	egment	4: Mer	ge						
АР	Pł	4F	fŀ	٠V	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.775	0.877	6005	134	6620	1878	0.91	0.07	58.8	57.3	34.0	28.7	D
						9	Segment	t 5: Basi	ic						
АР	Pł	4F	fl	ΗV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	597	76	67	10	0.8	89	56	5.9	35	.0	D
						Se	egment (	6: Diver	ge						
АР	Pł	4F	fl	٠V	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.806	5976	2956	6620	3944	0.90	0.75	58.3	54.3	34.2	27.9	С
						9	Segment	t 7: Basi	ic						
АР	Pł	4F	fl	-IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	303	38	67	10	0.4	45	68	3.0	14	.9	В
						Se	gment	8: Diver	ge						
АР	Pł	<b>⊣</b> F	fl	-IV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	2925	89	6620	1878	0.44	0.05	61.1	56.4	16.0	17.3	В
						9	Segment	t 9: Basi	ic						
АР	Pł	4F	fl	HV	Flow (pc/		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	293	37	670	61 ————	0.4	43	70	).1 ———	13	.8	В
						Se	gment	10: Mer	ge						
АР	Pi	-IF	fl	HV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.752	0.826	4904	1967	6761	3944	0.73	0.50	63.6	61.9	25.7	23.7	С
						S	egment	11: Bas	ic						
АР	Pł	<b>⊣</b> F	fl	-IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	495	53	67	10	0.	74	64	4.0	25	.8	С
						Se	gment 1	2: Dive	rge						

1		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP	1	0.92	0.92	0.781	0.781	4953	270	6620	1972	0.75	0.14	64.2	60.6	25.7	28.3	D
							S	egment	13: Bas	ic						
AP	AP PHF			fHV												LOS
AP	1	0.	92	0.7	781	468	4683		6710		0.70		5.3	23.9		С
							Seg	gment 1	4: Weav	/ing						
Segment 15: Basic	AP	AP PHF		fHV						-						LOS
AP	1	0.	92	0.7	781	474	47	8192		0.58		60.6		19	.6	В
Cop/h)							S	egment	15: Bas	sic						
AP	AP PHF		fHV												LOS	
AP         PHF         fHV         Flow Rate (pc/h)         Capacity (pc/h)         d/c (pc/h)         Sped (mi/h)         Density (pc/mi/ln)         LOS           # F R F R F R F R Freeway         R P R Freeway         R R R R Freeway         R R R R R R R R R R R R R R R R R R R	1	0.	92	0.7	781	46	12	67	10	0.	69	65	5.4	23	.4	С
							Se	egment	16: Mer	ge						
1   0.92   0.92   0.781   0.833   4887   275   6620   1878   0.74   0.15   60.6   59.1   26.9   23.9   C	AP	Pi	HF	fl	ΗV											LOS
Segment 17: Basic  AP PHF fHV Flow Rate (pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln) LOS (pc/h) (pc/h) (pc/h) (pc/h) (pc/h) (pc/mi/ln) LOS (pc/h) (pc/mi/ln) LOS (pc/mi/ln) Density, veh/mi/ln Travel Time, min LOS 1 60.2 28.7 22.3 8.30 D  Facility Overall Results  Space Mean Speed, mi/h 60.2 Density, veh/mi/ln 22.3 Average Travel Time, min 8.30 Density, pc/mi/ln 28.7  Messages  WARNING 1 Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2 Ramp segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP PHF fHV Flow Rate (pc/h) (pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln) LOS (pc/h) (pc/h) (pc/h) (pc/mi/ln) LOS (pc/mi/ln) 1 0.92 0.787 4869 6710 0.73 64.5 25.2 C  Facility Analysis Results  AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 60.2 28.7 22.3 8.30 D  Facility Overall Results  Space Mean Speed, mi/h 60.2 Density, veh/mi/ln 22.3 28.7  Average Travel Time, min 8.30 Density, pc/mi/ln 28.7  Messages  WARNING 1 Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2 Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3 Weaving Segment (segment 14) is shorter than the segments short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	1	0.92	0.92	0.781	0.833	4887	275	6620	1878	0.74	0.15	60.6	59.1	26.9	23.9	С
Composition of the composition							S	egment	17: Bas	sic						
Facility Analysis Results  AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS  1 60.2 28.7 22.3 8.30 D  Facility Overall Results  Space Mean Speed, mi/h 60.2 Density, veh/mi/ln 22.3  Average Travel Time, min 8.30 Density, pc/mi/ln 28.7  Messages  WARNING 1 Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2 Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3 Weaving Segment (segment 14) is shorter than the segment short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	AP	PHF fHV			ΗV											LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS  1 60.2 28.7 22.3 8.30 D  Facility Overall Results  Space Mean Speed, mi/h 60.2 Density, veh/mi/ln 22.3  Average Travel Time, min 8.30 Density, pc/mi/ln 28.7  Messages  WARNING 1 Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2 Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3 Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	1 0.92 0.787					4869		6710		0.73		64.5		25.2		С
Tacility Overall Results  Space Mean Speed, mi/h Average Travel Time, min  8.30  Density, veh/mi/ln  22.3  Averages  WARNING 1  Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2  Ramp segment length is longer than 1500 feet for segment 10.  Warning 3  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	Facilit	y Ana	lysis	Resul	ts											
Facility Overall Results  Space Mean Speed, mi/h 60.2 Density, veh/mi/ln 22.3  Average Travel Time, min 8.30 Density, pc/mi/ln 28.7  Messages  WARNING 1 Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2 Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3 Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	АР	Sı	peed, n	ni/h	$\top$	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	evel Tin	ne, mi	n	LOS	
Space Mean Speed, mi/h  60.2  Density, veh/mi/ln  22.3  Average Travel Time, min  8.30  Density, pc/mi/ln  28.7  Messages  WARNING 1  Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2  Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	1		60.2			28.7	28.7			22.3		8.3	0		D	
Average Travel Time, min  8.30  Density, pc/mi/ln  28.7  Messages  WARNING 1  Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2  Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	Facilit	y Ove	rall R	esult	s											
WARNING 1 Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2 Ramp segment length is longer than 1500 feet for segment 10.  WARNING 3 Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	Space M	lean Spe	ed, mi/	h		60.2	50.2			Density, veh/mi/ln				22.3		
WARNING 1  Ramp segment length is longer than 1500 feet for segment 6.  WARNING 2  Ramp segment length is longer than 1500 feet for segment 10.  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	Average Travel Time, min				8.30	Density, pc/mi/ln 28.7										
WARNING 2  Ramp segment length is longer than 1500 feet for segment 10.  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	Messa	iges														
WARNING 3  Weaving Segment (segment 14) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	WARNIN	IG 1				Ramp se	Ramp segment length is longer than 1500 feet for segment 6.									
include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.	WARNIN	IG 2				Ramp se	Ramp segment length is longer than 1500 feet for segment 10.									
Comments	WARNIN	IG 3				include 5 gore leng lane cha	500 feet up gth, and is nging. Re	ostream and reduced fo view the val	d downstre or any barr	eam of g ier mark	gore po kings (se	int. Sho olid wh	ort leng ite line:	gth is at a m s) that prohi	aximum th bit or disco	e gore to ourage
	Comm	nents														



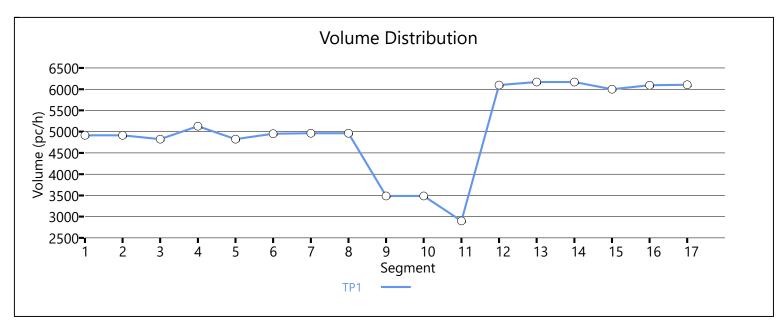


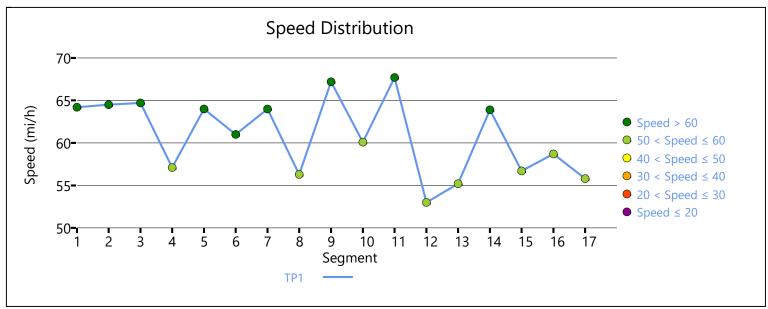


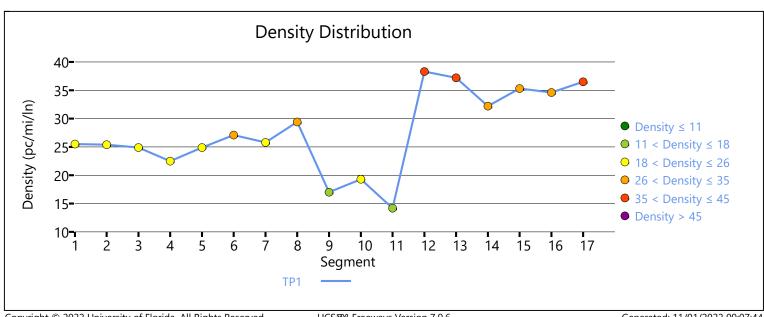
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
AP	PHF		fH		Flow (pc/		Capa (pc		1	d/c atio		peed ni/h)		nsity mi/ln)	LOS	
						Se	egment 2	2: Diver	ge							
1	0.92 0.7		'87	491	5	6710 0.73				6	54.2	2	25.5			
АР	P PHF		PHF fHV		V Flow Rate (pc/h)		Capa (pc,	acity d/c :/h) Ratio			peed ni/h)	Density (pc/mi/ln)		LOS		
						9	Segment	t 1: Basi	c							
Facility	Segm	nent	Data													
17	17 Basic					Basic V			est of SC 210			1500	)	3		
16	Merge				Merge			Ramp from SC 210				875	3			
15	Basic						een SC 210 Ramps				2245	5	3			
14	Diverge			Diverge		I-26 Off	f-Ramp to SC 210				455					
13	Basic				Basic	Basic Betwee			n I-95 and SC 210				5 3			
12	Merge			Merge		I-26 On-Ramp from I-95					2800	)	3			
11	Basic			Basic		Between I-95 Ramps					2675	5	3			
10	Diverge				Diverge		Between I-95 Ramps					790		3		
9	Basic				Basic		Between I-95 Ramps					2310		3		
8	Diverge				Diverge		I-26 Off-Ramp to I-95					690		3		
7	Basic				Basic		Between US 15 and I-95					1059		3		
6	Merge				Merge		Between US 15 Ramps I-26 On-Ramp from US 15				825			3		
5	Weaving Basic				-			en US 15 Ramps				405 800		3		
3	Basic							een US 15 Ramps				815		3		
2	Diverge				-			ff-Ramp to US 15				465		3		
1	Basic							ast of US 15			-	1500		3		
No.	Coded				Analyzed			Name				Length		Lanes		
Facility	Segm	nent	Data													
Facility Le	ngth, mi				8.02											
Total Anal					1			Analysis Period Duration, min					15			
Queue Di			ity Dro	о, %	7			Total Segr					17			
Jam Dens					190.0			Density at Capacity, pc/mi/ln					45.0			
Facility	Globa	al In <sub>l</sub>	put													
Project De	escriptio	n			I-26 Westbound HCS Analysis			Units					U.S. Customary			
Jurisdictio	n				SCDOT			Time Ana	yzed				Peak Hou			
Agency					CDM Smith			Analysis Y	ear				2050 Build			
Analyst					CDM Smith			Date					9/9/2022			
Project	Infor	mati	on													

1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	64.5	61.0	25.4	27.1	С
							Segment	t 3: Bas	ic						
АР	PH	4F	fŀ	·V	Flow (pc)		Capa (pc		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	482	23	67 <sup>-</sup>	10	0.7	72	64	1.7	24	.9	С
						Se	gment 4	: Weav	ing						
AP	PH	4F	fŀ	ΗV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	512	29	80 <sup>-</sup>	16	0.6	64	57	7.1	22	.5	С
						9	Segment	t 5: Bas	ic						
AP	PH	4F	fŀ	łV	Flow (pc)		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	482	24	67 <sup>-</sup>	10	0.7	72	64	1.0	24	.9	С
						S	egment	6: Mer	ge						
AP	PH	4F	fŀ	łV	Flow (pc)		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	61.0	59.7	27.1	23.9	С
						9	Segment	t 7: Bas	ic						
AP	Pŀ	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	496	53	67 <sup>-</sup>	10	0.7	74	64	1.0	25	.8	С
						Se	egment 8	8: Dive	ge						
AP	PH	4F	fŀ	łV	Flow (pc,		Capa (pc)		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.847	4963	1481	6620	1784	0.75	0.83	56.3	51.3	29.4	30.5	D
						9	Segment	t 9: Bas	ic						
AP	PH	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m	•	LOS
1	0.9	92	0.7	752	348	36	67 <sup>-</sup>	10	0.!	52	67	7.2	17	.0	В
						Se	gment 1	0: Dive	rge						
AP	PH		fl	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.752	0.840	3486	485	6620	1878	0.53	0.26	60.1	55.4	19.3	20.8	С
						S	egment	11: Bas	sic						
AP	PHF fHV				Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	763	290	02	67 <sup>-</sup>	10	0.4	43	67	7.7	14	.2	В
						Se	egment	12: Mei	ge						
AP	Pł	4F	fl	łV	Flow (pc,		Capa (pc,		d, Ra			eed i/h)	Den (pc/m		LOS
_	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.758	0.775	6096	3175	6620	3944	0.92	0.81	53.0	50.5	38.3	32.5	D
						S	egment	13: Bas	sic						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	758	610	68	67	10	0.9	92	55	5.2	37	.2	E
						Se	gment 1	4: Dive	rge						
AP	Pi	HF	fŀ	łV	Flow (pc		Capa (pc,			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.833	6168	153	6620	1972	0.93	0.08	63.9	60.9	32.2	32.5	D
						S	egment	15: Bas	sic						
AP	Pi	HF	fŀ	łV	Flow (pc)		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	758	600	00	67 <sup>-</sup>	10	0.8	89	56	5.7	35	.3	E
						Se	egment	16: Mei	ge						
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	6093	93	6620	1878	0.92	0.05	58.7	57.2	34.6	28.9	D
						S	egment	17: Bas	sic						
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/n		LOS
1	0.9	92	0.7	758	610	03	67	10	0.9	91	55	5.8	36	.5	E
Facility	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	$\top$	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		58.9			29.8	}		22.8			8.20	0		E	
Facility	y Ove	rall R	esult	5			·						·		
Space M	ean Spe	ed, mi/	h		58.9			Density, v	eh/mi/l	n			22.8		
Average	Travel T	ime, mi	n		8.20			Density, p	oc/mi/ln				29.8		
Messa	ges														
WARNIN	IG 1				include 5 gore lend lane cha	500 feet up gth, and is	ostream and reduced fo view the val	d downstre or any barr	eam of g ier mark	gore po cings (so	int. Sho olid whi	ort leng ite lines	gth allows. 'gth is at a m s) that prohi ments page	aximum th	ne gore to ourage
WARNIN	IG 2				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	ment 12				
Comm	ents														



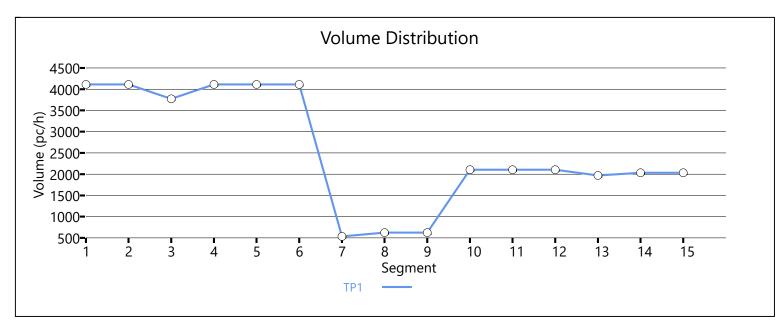


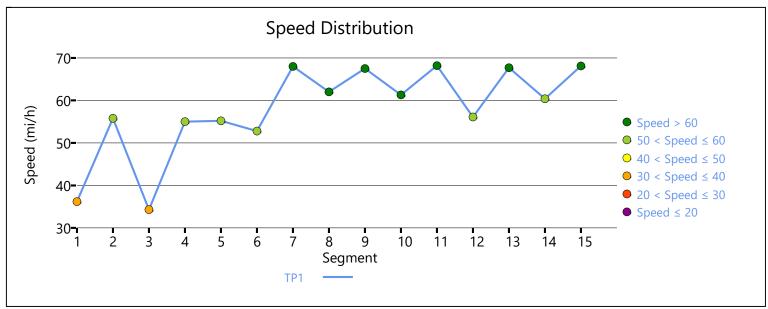


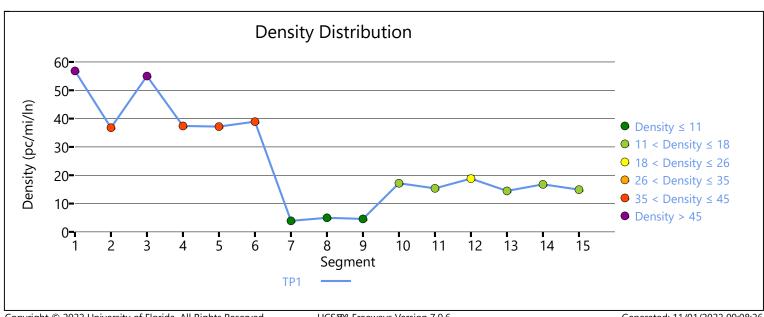
					НС	:S7 Fr€	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CDM Smith	1		Date				П	9/9/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density a	t Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.69										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Sou	ith of US 1	78			1500		2	
2	[	Diverge			Diverge		I-95 Off	-Ramp to I	JS 178			230		2	
3		Basic			Basic		Betwee	n US 178 F	Ramps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	178		840		2	
5		Basic			Basic		Between	n US 178 aı	nd I-26			12135	5	2	
6	[	Diverge			Diverge		I-95 O	off-Ramp to	l-26			2500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			2700		2	
8		Merge			Merge		Betwe	en I-26 Ra	mps			1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	imps			1145		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			950		2	
11		Basic			Basic		Between	ı I-26 and	US 176			19895	5	2	
12	]	Diverge			Diverge		I-95 Off	-Ramp to I	JS 176			275		2	
13		Basic			Basic		Betwee	n US 176 F	Ramps			3770		2	
14		Merge			Merge			Ramp from		5		855		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Bas	ic						
АР	Pŀ	-IF	fŀ	łV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	0.7	787	411	10	44	73	1.2	24	36	5.2	56	5.8	F
						Se	egment ?	2: Diver	ge						
АР	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.8	55.8	36.8	37.5	F
							Segment	t 3: Bas	ic						

	T							•-		-				•.	
AP	Pi	⊣F	fŀ	10	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	377	74	44	73	1.	18	34	1.3	55	.0	F
						S	egment	4: Mer	ge						
AP	PI	4F	f⊦	łV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.0	55.0	37.4	32.2	F
							Segment	5: Basi	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	411	10	44	73	1.3	25	55	5.2	37	.2	F
						Se	egment (	6: Diver	ge						
AP	PI	НF	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4110	3575	4413	3944	0.93	0.91	52.8	52.8	38.9	26.1	F
							Segment	t 7: Basi	ic						
AP	PI	PHF fHV			Flow (pc)		Capa (pc,	-	d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	806	53	5	44	73	0.4	44	68	3.0	3.	9	Α
						S	egment	8: Mer	ge						
AP	Pi	НF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	624	89	4413	1878	0.14	0.05	62.0	62.0	5.0	2.7	Α
						9	Segment	9: Bas	ic						
AP	Pi	4F	fŀ	łV	Flow (pc/		Capa (pc,		_	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	9.0	306	62	4	44	73	0.4	47	67	7.5	4.	6	Α
						Se	egment '	10: Mer	ge						
AP	PI	4F	f⊦	łV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2105	1481	4413	1972	0.48	0.75	61.3	61.3	17.2	15.3	В
						S	egment	11: Bas	sic						
AP	Pi	PHF fHV			Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	210	)5	44	73	0.8	80	68	3.2	15	.4	В
						Se	gment 1	2: Dive	rge						
AP	PI	НF	fŀ	łV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
_	0.92	0.94	0.820	0.855	2105	134	4413	1878	0.48	0.07	56.1	56.1	18.8	19.9	В

						S	egment	13: Bas	sic						
AP	PH	-IF	fl	łV	Flow (pc)		Capa (pc		1	/c tio	Spe (mi		Den (pc/n		LOS
1	0.9	92	0.8	320	197	71	44	73	0.	77	67	'.7	14	.5	В
						Se	egment	14: Mer	rge						
AP	PH	4F	fl	ΗV	Flow (pc,		Capa (pc		1	/c tio	Spe (mi		Den (pc/n	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.820	0.833	2034	63	4413	1878	0.46	0.03	60.4	60.4	16.8	16.4	В
						S	egment	15: Bas	sic						
AP	PH	4F	fŀ	ΗV	Flow (pc,		Capa (pc	•	1	/c tio	Spe (mi		Den (pc/n		LOS
1	111				203	34	44	73	0.	78	68	3.1	14	.9	В
Facilit	y Anal	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	vel Tin	ne, min	1	LOS	
1		56.1													
		50.1			23.6	5		18.8			11.4	0		F	
Facilit	y Ove		esult	s	23.6	5		18.8			11.4	0		F	
	y <b>Ove</b> l	rall R		S	56.1			18.8  Density, v	reh/mi/l	n	11.4	0	18.8	F	
Space M		rall R	'h	S		5					11.4	0	18.8	F	
Space M Average	lean Spe	rall R	'h	5	56.1	5		Density, v			11.4	0		F	
Space M Average <b>Messa</b>	lean Spe Travel Ti	rall R	'h	S	56.1 11.40	ırated con	ditions curr g analysis i	Density, v	oc/mi/ln in bour	ndary se	egment	1. Resi	23.6 ults may no		le.
Space M Average <b>Messa</b> WARNIN	Travel Ti ages	rall R	'h	S	56.1 11.40  Oversatu Consider Oversatu	ırated con r expandin ırated con	g analysis i	Density, v Density, p rently exist n time and	in bour I/or spa	ndary se ce to re	egment solve th	1. Resi	23.6  ults may no ning.  I. Results n	t be reliab	
Space M	Travel Ti  ages  NG 1	rall R	'h	S	Oversatu Consider Oversatu Consider Oversatu size, thes	urated con r expandin urated con r expandin urated con	g analysis in ditions curr g analysis in ditions curr ts may prod	Density, v Density, p rently exist n time and rently exist n time and	in bour l/or spa in bour l/or spa on segi	ndary se ce to re ndary ar ce to re ment 2,	egment solve th nalysis p solve th which i	1. Results warr	23.6  ults may no ning.  I. Results n	t be reliab nay not be t. Due to	reliable
Space M Average Messa WARNIN WARNIN	Iean Spe Travel Ti Iges NG 1	rall R	'h	5	Oversatu Consider Oversatu Consider Oversatu size, these resolve to the consider oversatus the consideration oversatus	urated con- r expandin urated con- r expandin urated con- se segmen his warnin	g analysis in ditions curr g analysis in ditions curr ts may pro- g. ditions curr gments may	Density, v Density, p rently exist n time and rently exist n time and rently exist duce unrel	in bour l/or spa in bour l/or spa on segi able re	ndary sece to rece to rece to rement 2, sults. C	egment solve th nalysis p solve th which i onsider	1. Results warrong the seriod for th	23.6  ults may no ning.  1. Results ning.  han 300 fee	t be reliab nay not be t. Due to segmentat et. Due to	reliable time ste ion to
Space M Average Messa WARNIN	Iean Sper Travel Ti Iges NG 1 NG 2	rall R	'h	S	Oversatu Consider Oversatu Consider Oversatu size, these resolve t Oversatu size, these resolve t Oversatu step size to resolve	urated con- r expandin urated con- r expandin urated con- se segmen his warnin- urated con- urated con	g analysis in ditions curring analysis in ditions curring.  ditions curring and ditions curring ments may property ments may be a second of the begin analysis and the begin ditions curring.	Density, v Density, p rently exist n time and rently exist n time and rently exist duce unrel	in bour l/or spa in bour l/or spa on segi iable re on segi unreliab	ndary sece to rece to rece to rement 2, sults. Coment 12 ple resulty on analy	egment solve th nalysis p solve th which i onsider 2, which ts. Con	1. Results warn period 1 review is less to review sider received 1.	23.6  ults may no ning.  I. Results ming.  han 300 feering facility  than 300 feering	t be reliab nay not be t. Due to segmentat et. Due tc cility segm	reliable time ste ion to time entatior



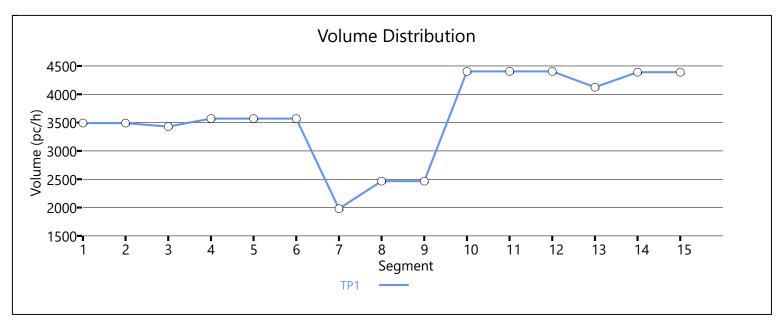


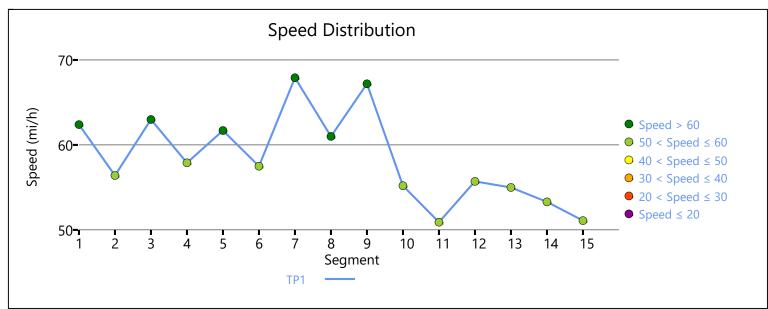


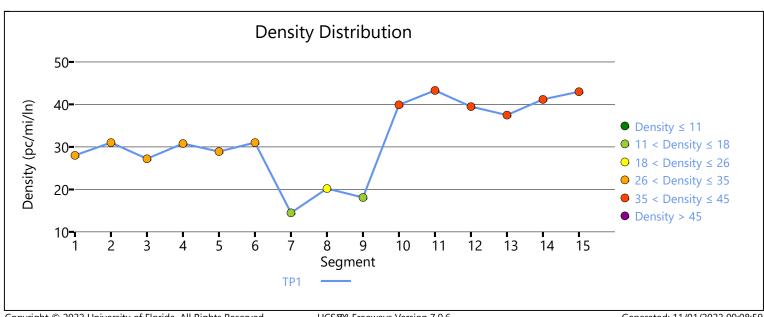
					НС	:S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmat	ion												
Analyst								Date				П	9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdiction	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escripti	on			I-95 South	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	e Capac	ity Dro	р, %	7			Total Segi	nents				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.07										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	Γ	Diverge			Diverge		I-95 Off-	-Ramp to l	JS 176			290		2	
3		Basic			Basic		Betwee	n US 176 F	lamps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	;		1010		2	
5		Basic			Basic		Between	uS 176 ar	nd I-26			18465	5	2	
6	[	Diverge			Diverge		I-95 O	ff-Ramp to	I-26			690		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			3645		2	
8		Merge			Merge	Į.	-95 On-ram	p Loop fro	m I-26	WB		1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			950		2	
10		Merge			Merge		I-95 On-F	Ramp from	I-26 EB	;		2800		2	
11		Basic			Basic		Between	I-26 and	JS 178			13330	)	2	
12	]	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			245		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			2610		2	
14		Merge			Merge			Ramp from		5		1020		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	C						
АР	Pŀ	-IF	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
1	0.9	92	9.0	320	349	92	44	73	0.7	78	62	2.4	28	3.0	D
						Se	egment ?	2: Diver	ge						
АР	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.4	56.4	31.0	31.7	D
							Segment	t 3: Basi	c						

	T					<b>-</b> .		•-		_	_			•.	
AP	PI	4F	fŀ	10	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	342	29	44	73	0.	77	63	3.0	27	.2	D
						S	egment	4: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	57.9	57.9	30.8	27.0	С
						9	Segment	5: Basi	ic						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	320	357	70	44	73	0.8	80	61	1.7	28	.9	D
						Se	egment (	6: Diver	ge						
AP	PI	-IF	fŀ	łV	Flow (pc)		Capa (pc)		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.836	3570	1589	4413	1972	0.81	0.81	57.5	57.5	31.0	31.4	D
						9	Segment	7: Bas	ic						
AP	PI	PHF fHV			Flow (pc,		Capa (pc,	-	d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	306	198	31	44	73	0.4	44	67	7.9	14	.5	В
						S	egment	8: Mer	ge						
AP	Pi	-IF	fŀ	łV	Flow (pc)		Capa (pc)		d, Ra	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.840	2466	485	4413	1878	0.56	0.26	61.0	61.0	20.2	16.8	В
						9	Segment	9: Basi	ic						
AP	PI	4F	fŀ	łV	Flow (pc,		Capa (pc,		_	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	246	56	447	73	0.	55	67	7.2	18	.1	С
						Se	egment	10: Mer	ge						
AP	Pi	-IF	fŀ	łV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.813	0.806	4403	2956	4413	3944	1.00	0.75	55.2	55.2	39.9	29.1	F
						S	egment	11: Bas	sic						
AP	Pi	PHF fHV			Flow (pc,		Capa (pc)		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	44(	)3	44	73	1.7	21	50	).9	43	.3	F
						Se	gment 1	2: Dive	rge						
AP	Pi	4F	fŀ	١٧	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
	0.92	0.94	0.813	0.763	4403	279	4413	1878	1.00	0.15	55.7	55.7	39.5	39.9	F

						S	egment	13: Bas	sic						
AP	Pi	-IF	fl	łV	Flow (pc/		Capa (pc			/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	3.0	313	412	24	44	73	1.	15	55	5.0	37	.5	F
						Se	gment	14: Mer	ge						
AP	Pi	-IF	fl	łV	Flow (pc/		Capa (pc	•		/c tio	Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4390	266	4413	1878	0.99	0.14	53.3	53.3	41.2	33.3	F
						S	egment	15: Bas	sic						
AP	Pi	4F	fŀ	١V	Flow (pc/		Capa (pc		1	/c tio	Spe (mi		Den (pc/m	•	LOS
1	0.9	92	3.0	313	439	90	44	73	1.7	21	51	.1	43	.0	F
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	Т	Density, po	:/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, min	.	LOS	
1		56.9			32.7	•		26.7			10.6	0		F	
Facilit	y Ove	rall R	esult	<u>'</u> S			<u>'</u>		'						
Space M	lean Spe	ed, mi/	h		56.9			Density, v	eh/mi/l	n			26.7		
Average	Travel Ti	ime, mi	n		10.60			Density, p	c/mi/ln	1			32.7		
Messa	iges														
WARNIN	NG 1						ditions curr g analysis i						sults may no iing.	ot be relial	ole.
WARNIN	IG 2						ditions curr g analysis i						. Results m ing.	nay not be	reliable
WARNIN	IG 3				size, thes		ts may prod						nan 300 fee ing facility s		
WARNIN	IG 4				step size		ments may						than 300 fe eviewing fac		
/VAIXINIIV															
WARNIN	NG 5				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	nent 10				





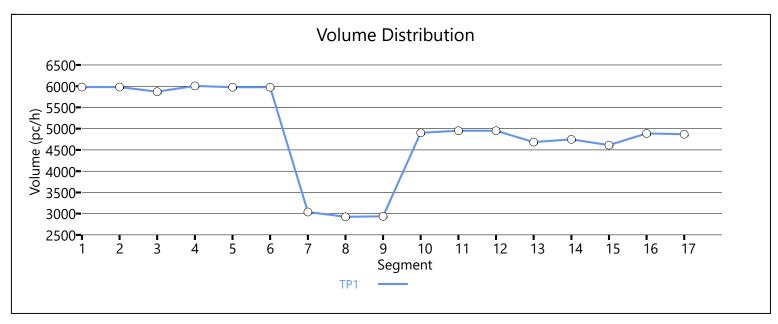


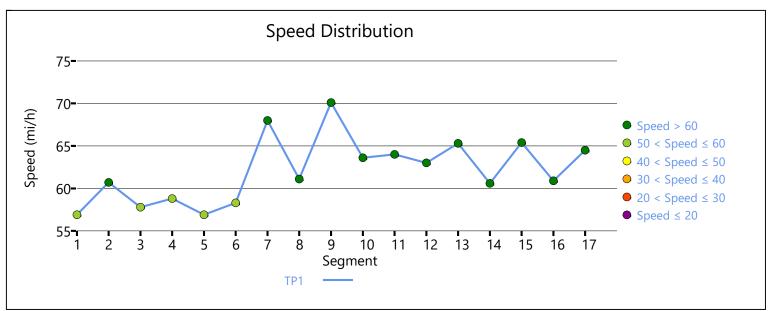
### 2050 BUILD ALTENRATIVE 3

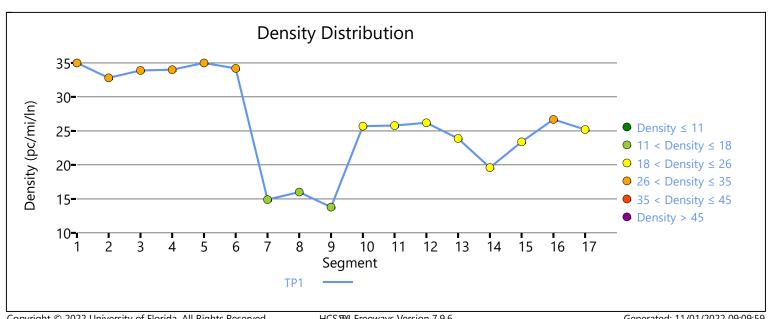
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F (	R	Freeway	Ramp	
АР	PH	F	fŀ	łV	Flow (pc/		Capa (pc)			d/c atio		peed ni/h)		nsity ni/ln)	LOS
						Se	egment 2	2: Diver	ge						
1	0.9	2	0.7	775	598	30	67 <sup>-</sup>	10	(	0.89	5	6.9	3!	5.0	D
АР	PH	F	fŀ	łV	Flow (pc/		Capa (pc,			d/c atio		peed ni/h)		nsity ni/ln)	LOS
						!	Segment	t 1: Basi	ic						
Facility	Segn	nent	Data												
17		Basic			Basic		Ea	st of US 15	5			1500	)	3	
16		⁄lerge			Merge			Ramp from		5		845		3	
15		Basic			Basic		Betwee	en US 15 R	amps			815		3	
14	W	eaving			Weaving		Betwee	en US 15 R	amps			410		4	
13		Basic			Basic		Betwee	n US 15 R	amps			815		3	
12	D	iverge			Diverge		I-26 Off	-Ramp to	US 15			375		3	
11		Basic			Basic		Betweer	n I-95 and	US 15			9300	)	3	
10	N	∕lerge			Merge		I-26 On-R	amp from	I-95 N	NB		2800	)	3	
9		Basic			Basic			en I-95 Ra				2000		3	
8		iverge			Diverge		I-26 Off-Rar			NB		790		3	
7		Basic			Basic			en I-95 Ra				2465		3	
6		iverge			Diverge			ff-Ramp to				2500		3	
5		/lerge Basic			Merge Basic			Ramp from				850 1352		3	
3		Basic			Basic			n SC 210 R				2235		3	
2	Diverge Diverge							-Ramp to S				1500		3	
1		Basic			Basic			st of SC 21			-	1500		3	
No.		oded			Analyzed			Name				Length		Land	es
Facility	Segn	nent	Data												
Facility Le	_				8.38										
Total Anal					1 20			Analysis P	eriod	Duratio	n, min		15		
Queue Dis			ity Dro	р, %	7			Total Segr					17		
Jam Dens					190.0			Density at			/mi/ln		45.0		
Facility	Glob	al In <sub>i</sub>	put												
Project De	escriptio	n			I-26 Eastbo	ound HCS	Analysis	Units					U.S. Custo	mary	
Iurisdictio	n				SCDOT			Time Ana	lyzed				Peak Hour		
Agency					CDM Smith	1		Analysis Y	ear ear				2050 Build		
Analyst					CDM Smith	1		Date					9/9/2022		
		mati	on												
Project	Infor														

1	0.92	0.92	0.775	0.787	5980	108	6620	1878	0.90	0.06	60.7	56.1	32.8	31.8	D
						9	Segment	t 3: Basi	ic						
АР	Pł	-IF	fl	-IV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	775	587	71	67	10	0.8	87	57	7.8	33	.9	D
						S	egment	4: Mer	ge						
АР	Pł	4F	fŀ	٠V	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.775	0.877	6005	134	6620	1878	0.91	0.07	58.8	57.3	34.0	28.7	D
						9	Segment	t 5: Basi	ic						
АР	Pł	4F	fl	ΗV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	597	76	67	10	0.8	89	56	5.9	35	.0	D
						Se	egment (	6: Diver	ge						
АР	Pł	4F	fl	٠V	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.806	5976	2956	6620	3944	0.90	0.75	58.3	54.3	34.2	27.9	С
						9	Segment	t 7: Basi	ic						
АР	Pł	4F	fl	-IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	303	38	67	10	0.4	45	68	3.0	14	.9	В
						Se	gment	8: Diver	ge						
АР	Pł	<b>⊣</b> F	fl	-IV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.855	2925	89	6620	1878	0.44	0.05	61.1	56.4	16.0	17.3	В
						9	Segment	t 9: Basi	ic						
АР	Pł	4F	fŀ	HV	Flow (pc/		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	752	293	37	670	61 ————	0.4	43	70	).1 ———	13	.8	В
						Se	gment	10: Mer	ge						
АР	Pi	-IF	fl	HV	Flow (pc/		Capa (pc		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.752	0.826	4904	1967	6761	3944	0.73	0.50	63.6	61.9	25.7	23.7	С
						S	egment	11: Bas	ic						
АР	PHF fHV			łV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	781	495	53	67	10	0.	74	64	4.0	25	.8	С
						Se	gment 1	2: Dive	rge						

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.781	4953	270	6620	1972	0.75	0.14	63.0	59.0	26.2	28.3	D
						S	egment	13: Bas	sic						
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	781	468	33	67	10	0.	70	65	5.3	23	.9	С
						Seg	gment 1	4: Weav	/ing						
AP	PI	HF	fl	٠V	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	781	474	47	81	95	0.	58	60	0.6	19	.6	В
	Segment 15: Basic														
АР	Pi	HF	fl	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	781	46	12	67	10	0.	69	65	5.4	23	.4	С
						Se	egment	16: Mer	ge						
AP	Pi	HF	fl	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.781	0.833	4887	275	6620	1972	0.74	0.14	60.9	59.5	26.7	23.9	С
						S	egment	17: Bas	sic						
AP	PI	HF	fl	HV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/n		LOS
1	0.	92	0.7	787	486	59	67	10	0.	73	64	4.5	25	.2	С
Facilit	y Ana	lysis	Resul	ts											
AP	SI	peed, n	ni/h	$\Box$	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	n	LOS	
1		60.2			28.7	,		22.3			8.3	0		D	
Facilit	y Ove	rall R	esult	S											
Space M	lean Spe	ed, mi/	'h		60.2			Density, v	eh/mi/l	n			22.3		
Average	Travel T	ime, mi	n		8.30			Density, p	c/mi/ln	l			28.7		
Messa	iges														
WARNIN	NG 1				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	ment 6.				
WARNIN							gth is longe								
WARNIN	IG 3				include 5 gore leng lane cha	500 feet up gth, and is	ostream and reduced fo view the val	d downstre or any barr	eam of g ier mark	gore po kings (se	int. Sho olid wh	ort leng ite line:	ngth allows. gth is at a m s) that prohi ments page	aximum th bit or disco	e gore to ourage
Comn	nents														



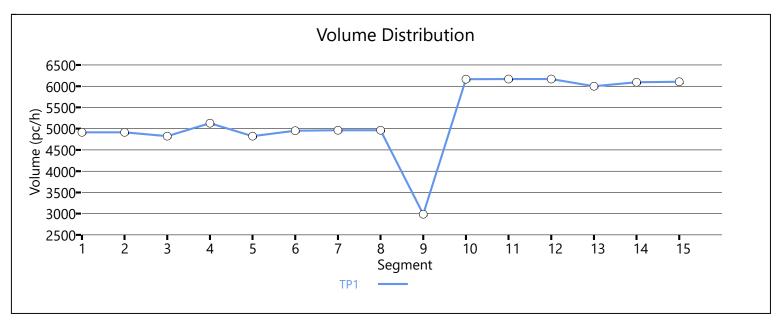


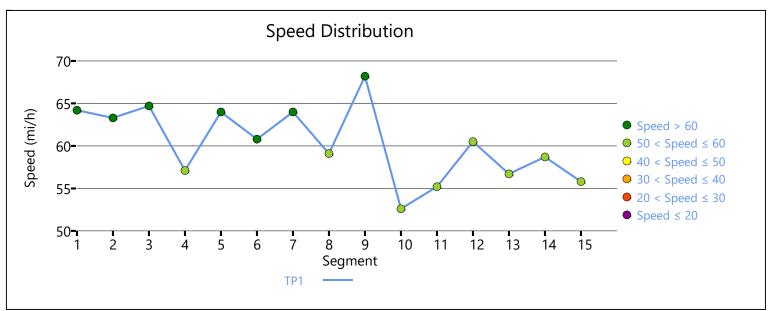


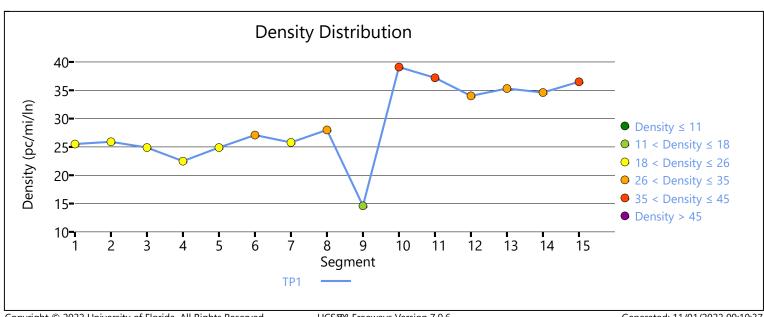
					НС	S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmat	ion												
Analyst					CDM Smith	1		Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2050 Build		
Jurisdiction	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-26 Westb	ound HCS	Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density a	t Capaci	ty, pc/r	ni/ln		45.0		
Queue D	ischarge	e Capac	ity Dro	э, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility Le	ength, m	ni			7.98										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed	$\top$		Name			L	ength,	ft	Lane	es .
1		Basic			Basic		Ea	st of US 1	5			1500		3	
2	[	Diverge			Diverge		I-26 Off	f-Ramp to	US 15			465		3	
3		Basic			Basic		Betwee	en US 15 R	amps			815		3	
4	V	Veaving	)		Weaving		Betwee	en US 15 R	amps			405		4	
5		Basic			Basic		Betwee	en US 15 R	amps			800		3	
6		Merge			Merge		I-26 On-	Ramp fron	า US 15			825		3	
7		Basic			Basic		Betwee	n US 15 an	d I-95			10065	5	3	
8	[	Diverge	!		Diverge		I-26 O	off-Ramp to	l-95			690		3	
9		Basic			Basic		Betwe	en I-95 Ra	mps			6715		3	
10		Merge			Merge		I-26 On	-Ramp fro	m I-95			2800		3	
11		Basic			Basic		Betweer	n I-95 and	SC 210			12000	)	3	
12	[	Diverge	!		Diverge		I-26 Off	-Ramp to S	SC 210			455		3	
13		Basic			Basic			n SC 210 F				2245		3	
14		Merge			Merge			Ramp from		1		875		3	
15		Basic			Basic		We	est of SC 21	0			1500		3	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	ic						
АР	PH	4F	f⊦	IV	Flow (pc)		Capa (pc		d, Ra			eed i/h)		nsity ni/ln)	LOS
1	0.9	92	0.7	'87	49	5	67	10	0.7	73	64	1.2	25	5.5	С
						Se	egment ?	2: Diver	ge						
AP	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.901	4915	81	6620	1972	0.74	0.04	63.3	59.4	25.9	27.1	С
							Segment	t 3: Bas	ic						

AP	Pł	4F	fŀ	łV	Flow		Capa			/c tio		eed	Den:		LOS		
1	0.9	92	0.7	<b>'</b> 87	(pc)	-	( <b>pc</b> /			<b>tio</b> 72		<b>i/h)</b> 4.7	( <b>pc/m</b>		С		
'	0	<i></i>	0.7	31	402		gment 4			, _	J 02	1.1		.5			
AP	PI	4F	fl	IV	Flow		Capa		_	/c	Sne	eed	Den	sitv	LOS		
					(pc/		(pc/		Ra			i/h)	(pc/m				
1	0.9	92	0.7	'81	512	29	80	16	0.0	64	57	7.1	22	.5	С		
						9	Segment	5: Basi	ic								
AP	Pi	НF	f⊦	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m	•	LOS		
1	0.9	92	0.7	'81	482	24	67	10	0.	72	64	4.0	24	.9	С		
						S	egment	6: Mer	ge								
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc,	•	d, Ra	/c tio		eed i/h)	Den (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.781	0.855	4951	127	6620	1972	0.75	0.06	60.8	59.5	27.1	23.9	С		
						9	Segment	: <b>7: B</b> asi	ic								
AP	Pi	4F	fŀ	IV	Flow (pc/		Capacity (pc/h)			/c tio		eed i/h)	Den: (pc/m		LOS		
1	0.9	92	0.7	'81	496	4963 6710 0.74 64.0							1.0 25.8				
						Se	gment 8										
AP	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.781	0.847	4963	1962	6620 1972 (			1.00	59.1	55.0	28.0	31.7	D		
						9	Segment	ic									
AP	Pi	4F	fŀ	IV	Flow (pc/		Capa (pc)		d/c Ratio		Speed (mi/h)		Den (pc/m		LOS		
1	0.9	92	0.7	'41	298	38	67	10	0.4	45	68	3.2	14	.6	В		
						Se	egment '	10: Mer	ge								
AP	Pi	4F	f⊦	łV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den: (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.741	0.775	6163	3175	6620	3944	0.93	0.81	52.6	50.0	39.1	32.8	D		
						S	egment	11: Bas	ic								
АР	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc)			/c tio		eed i/h)	Den: (pc/m		LOS		
1	0.9	92	0.7	'58	616	58	671	10	0.9	92	55	5.2	37	.2	Е		
			Segment 12: Diverge														
АР	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.758	0.833	6168	153	6620	1878	0.93	0.08	60.5	56.0	34.0	32.5	D		
						_	egment	40 0									

AP	PH	łF	fH	łV	Flow (pc,		Capa (pc			/c tio	Spe (mi		Den: (pc/m		LOS
1	0.9	92	0.7	758	600	00	67	10	0.	89	56	5.7	35	.3	E
						Se	egment	14: Mer	ge						
AP	Pŀ	łF	fŀ	IV	Flow (pc		Capa (pc			/c tio	Spe (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.758	0.840	6093	93	6620	1878	0.92	0.05	58.7	57.2	34.6	28.9	D
						S	egment	15: Bas	sic						
AP	PF	łF	fl	łV	Flow (pc		Capa (pc			/c tio	Spe (mi		Den (pc/m		LOS
1	0.9	92	0.7	758	6103		67	10	0.9	91	55.8		36.5		E
acility	y Anal	lysis	Resul	ts											
AP	Sp	eed, n	ni/h	Т	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		59.0			29.3	}		22.3			8.10	)		E	
acility	y Ove	rall R	esult	S											
Space Me	ean Spe	ed, mi/	h		59.0			Density, v	eh/mi/l	n			22.3		
Average <sup>-</sup>	Travel Ti	me, mi	n		8.10			Density, p	c/mi/ln				29.3		
Vlessa	ges														
WARNING 1  Weaving Segment (segment 4) is shorter than the segment short length allows. Weaving segments include 500 feet upstream and downstream of gore point. Short length is at a maximum the gore to gore length, and is reduced for any barrier markings (solid white lines) that prohibit or discourage lane changing. Review the values set for Segment length on the Segments page and Short Length on the details page.															
VARNIN	G 2				Ramp se	gment len	gth is longe	er than 150	00 feet f	for segr	nent 10				
_	ents														



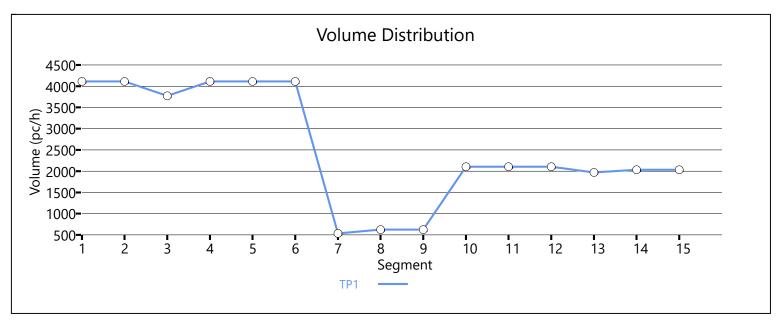


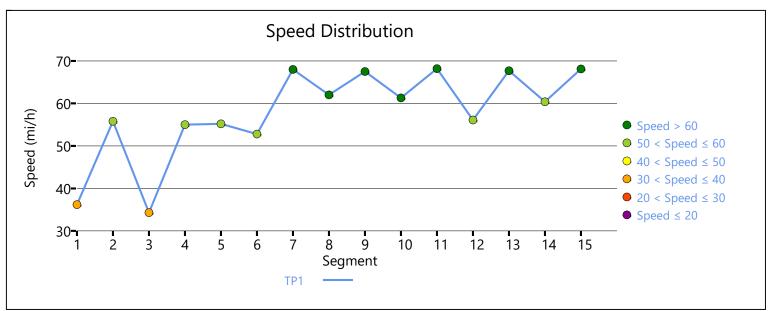


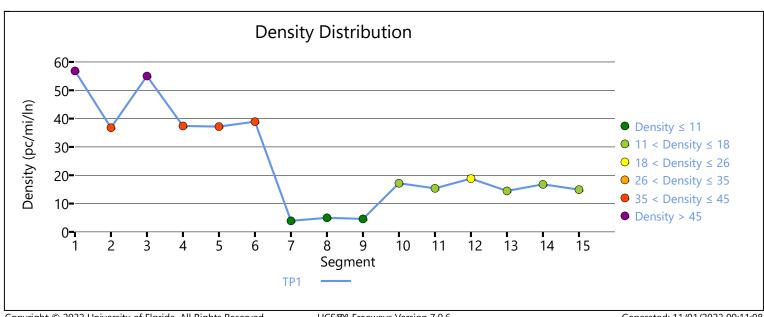
					НС	:S7 Fr€	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CDM Smith	1		Date					9/9/2022		
Agency					CDM Smith	1		Analysis Y	'ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	lyzed				Peak Hour		
Project D	escripti	on			I-95 North	bound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glok	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	t Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	р, %	7			Total Segi	ments				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			10.69										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic		Sou	ith of US 1	78			1500		2	
2	Γ	Diverge			Diverge		I-95 Off	-Ramp to l	JS 178			230		2	
3		Basic			Basic		Betwee	n US 178 F	Ramps			2855		2	
4		Merge			Merge	ı	-95 On-Ran	np from fro	om US 1	178		840		2	
5		Basic			Basic		Between	n US 178 ar	nd I-26			12135	5	2	
6	[	Diverge			Diverge		I-95 O	off-Ramp to	l-26			2500		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			2700		2	
8		Merge			Merge		Betwe	en I-26 Ra	mps			1500		2	
9		Basic			Basic		Betwe	en I-26 Ra	imps			1145		2	
10		Merge			Merge		I-95 On	-Ramp fro	m I-26			950		2	
11		Basic			Basic		Between	ı I-26 and I	US 176			19895	5	2	
12	[	Diverge			Diverge		I-95 Off	-Ramp to l	JS 176			275		2	
13		Basic			Basic		Betwee	n US 176 F	Ramps			3770		2	
14		Merge			Merge		I-95 On-I	Ramp from	US 176	5		855		2	
15		Basic			Basic		Nor	th of US 1	76			5280		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	ic						
AP PHF fHV Flow Rate Capacity d/c Speed Density LOS (pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln)										LOS					
1	0.9	92	0.7	787	41	10	44	73	1.2	24	36	5.2	56	5.8	F
						Se	egment	2: Diver	ge						
AP	Pł	4F	fŀ	łV	Flow (pc/		Capa (pc		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.813	4110	251	4413	1878	0.93	0.13	55.8	55.8	36.8	37.5	F
							Segment	t 3: Basi	ic						

	T			n. <i>t</i>				•-						•.	
AP	PI	11	fŀ	10	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.7	787	377	74	44	73	1.	18	34	1.3	55	.0	F
						S	egment	4: Mer	ge						
AP	PI	4F	f⊦	łV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.719	4110	336	4413	1878	0.93	0.18	55.0	55.0	37.4	32.2	F
							Segment	t 5: Basi	ic						
AP	PI	4F	fŀ	IV	Flow (pc/		Capa (pc,			/c tio	o (mi,		Den (pc/m		LOS
1	0.9	92	0.7	787	411	10	44	73	1.3	25	55	5.2	37	.2	F
						Se	egment (	6: Diver	ge						
AP	Pi	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra	/c tio				sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.787	0.781	4110	3575	4413	3944	0.93	0.91	52.8	52.8	38.9	26.1	F
						9	Segment	7: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,	-	d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	306	53	5	44	73	0.4	44	68	3.0	3.9		А
						S	egment	8: Mer	ge						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		d, Ra	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.855	624	89	4413	1878	0.14	0.05	62.0	62.0	5.0	2.7	Α
							Segment	9: Bas	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc,		_	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	9.0	306	62	4	44	73	0.4	47	67	7.5	4.	6	А
						Se	egment '	10: Mer	ge						
AP	Pi	4F	f⊦	łV	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den: (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.806	0.847	2105	1481	4413	1972	0.48	0.75	61.3	61.3	17.2	15.3	В
						S	egment	11: Bas	sic						
AP	Pi	4F	fŀ	١٧	Flow (pc/		Capa (pc,		d, Ra	/c tio		Speed (mi/h)		sity ni/ln)	LOS
1	0.9	92	0.8	0.820 2105 4473		73	0.8	80	68	3.2	15	.4	В		
						Se	gment 1	2: Dive	rge						
AP	Pi	4F	fŀ	١٧	Flow (pc/		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
	0.92	0.94	0.820	0.855	2105	134	4413	1878	0.48	0.07	56.1	56.1	18.8	19.9	В

							S	egment	13: Bas	sic						
Segment 14: Merge   AP	AP	PH	4F	fŀ	IV	1										LOS
AP PHF	1	0.9	92	8.0	20	197	71	44	73	0.	77	67	7.7	14	.5	В
							Se	egment	14: Mer	ge						
Segment 15: Basic    AP	AP	Pł	4F	fŀ	IV	_										LOS
Segment 15: Basic   Segment 15: Basic   Speed (pc/h)   Flow Ratio (pc/h) (pc/mi/ln) (pc/mi/ln)   1   0.92   0.820   2034   4473   0.78   68.1   14.9   Speed (mi/h) (pc/mi/ln)   1   56.1   Speed (mi/h)   Speed (mi/h		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Ratio (mi/h) (pc/mi/ln)  1 0.92 0.820 2034 4473 0.78 68.1 14.9  Facility Analysis Results  AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS  1 56.1 23.6 18.8 11.40 F  Facility Overall Results  Space Mean Speed, mi/h 56.1 Density, veh/mi/ln 23.6  Messages  WARNING 1 Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3 Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3 Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to tim size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 4 Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to tim size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5 Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segment	1	0.92	0.94	0.820	0.833	2034	63	4413	1878	0.46	0.03	60.4	60.4	16.8	16.4	В
Company   Comp							S	egment	15: Bas	sic						
Facility Analysis Results  AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS  1 56.1 23.6 18.8 11.40 F  Facility Overall Results  Space Mean Speed, mi/h 56.1 Density, veh/mi/ln 18.8  Average Travel Time, min 11.40 Density, pc/mi/ln 23.6  Wessages  WARNING 1 Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 2 Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3 Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable expanding analysis in time and/or space to resolve this warning.  WARNING 3 Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  WARNING 4 Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation to resolve this warning.  WARNING 5 Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.	AP	PH	łF	f⊦	IV	_										LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS  1 56.1 23.6 18.8 11.40 F  Facility Overall Results  Space Mean Speed, mi/h 56.1 Density, veh/mi/ln 18.8  Average Travel Time, min 11.40 Density, pc/mi/ln 23.6  Messages  WARNING 1 Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 2 Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3 Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to tim size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  WARNING 4 Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to tim step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5 Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segment	1	0.9	92	8.0	20	203	34	44	73	0.	78	68	3.1	14	.9	В
Tacility Overall Results  Space Mean Speed, mi/h  Spac	Facilit	y Ana	lysis	Resul	ts											
Facility Overall Results  Space Mean Speed, mi/h  Average Travel Time, min  11.40  Density, pc/mi/ln  23.6  Messages  WARNING 1  Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 2  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to tim size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  WARNING 4  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to tim step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segment.	АР	Sp	eed, m	ni/h		Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, min	ı	LOS	
Space Mean Speed, mi/h  Average Travel Time, min  11.40  Density, veh/mi/ln  23.6  Messages  WARNING 1  Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 2  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be reliable consider expanding analysis in time and/or space to resolve this warning.  WARNING 3  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  WARNING 4  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segment.	1		56.1			23.6	;		18.8			11.4	0		F	
Messages  WARNING 1  Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 2  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.	Facilit	y Ove	rall R	esults	5											
Messages  WARNING 1  Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  WARNING 2  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  WARNING 3  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  WARNING 4  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segment.																
Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to tim size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to tim step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to tim step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to tim step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.	Space M	ean Spe	ed, mi/	h		56.1			Density, v	eh/mi/l	n			18.8		
Consider expanding analysis in time and/or space to resolve this warning.  Oversaturated conditions currently exist in boundary analysis period 1. Results may not be rel Consider expanding analysis in time and/or space to resolve this warning.  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.																
Consider expanding analysis in time and/or space to resolve this warning.  Oversaturated conditions currently exist on segment 2, which is less than 300 feet. Due to time size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.	Average	Travel Ti														
size, these segments may produce unreliable results. Consider reviewing facility segmentation resolve this warning.  WARNING 4  Oversaturated conditions currently exist on segment 12, which is less than 300 feet. Due to time step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.	Average Messa	Travel Ti				11.40 Oversatu			Density, p	in bour	ndary se			23.6	t be reliabl	le.
step size, these segments may produce unreliable results. Consider reviewing facility segment to resolve this warning.  WARNING 5  Queue extends past the beginning of the facility on analysis period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.	Average  Messa  WARNIN	Travel Ti				Oversatu Consider	expandin	g analysis in	Density, pently exist a time and ently exist	in bour /or spa	ndary se ce to re	solve th	nis warr period 1	23.6  ults may nothing.		
length of the facility to account for these vehicles performance and affect on upstream segme	Average  Messa  WARNIN	Travel Tinges IG 1				Oversatu Consider Oversatu Consider Oversatu size, thes	r expandin urated con- r expandin urated con- se segmen	g analysis in ditions curr g analysis in ditions curr ts may prod	Density, pently exist in time and ently exist in time and ently exist in time and ently exist	in bour /or spacin bour /or spac	ndary sece to re ndary ar ce to re ment 2,	solve the nalysis personal solve the which i	nis warr period 1 nis warr s less tl	23.6  ults may nothing.  I. Results maing.  han 300 fee	ay not be	reliable time ste
	Average  Messa  WARNIN  WARNIN	Travel Tinges  IG 1  IG 2  IG 3				Oversatu Consider Oversatu Consider Oversatu size, thes resolve t	r expandin rated con- rexpandin rated con- se segmen his warnin rated con- , these seg	g analysis in ditions curr g analysis in ditions curr ts may prod g. ditions curr gments may	Density, p ently exist n time and ently exist n time and ently exist duce unrel	in bour /or spacin bour /or spacin bour /or spacin bour on segriable res	ndary sece to rece to rece to rece to rece to rece to recent 2, sults. Comment 12	solve the nalysis passive the which is consider 2, which	period 1 period 1 nis warr s less the review is less	23.6  ults may nothing.  I. Results may nothing.  In an 300 feeting facility states and so fe	t. Due to to segmentat	reliable time ste ion to
WARNING 6 Ramp segment length is longer than 1500 feet for segment 6.	Average  Messa  WARNIN  WARNIN  WARNIN	Travel Tinges IG 1 IG 2 IG 3				Oversatu Consider Oversatu Consider Oversatu size, these resolve t Oversatu step size to resolv Queue es	r expandin rated con- rexpandin rated con- se segmen his warnin rated con- rated con- ra	g analysis in ditions curring analysis in ditions currits may process. ditions currigments may ning.	Density, p ently exist in time and ently exist in time and ently exist duce unrel ently exist r produce unrel ning of the	in bour /or spacin bour /or spacin bour /or spacin bour on segriable resources	ndary sece to recently arce to rement 2, sults. Coment 12 le result on analytical result of the resu	solve the solve the solve the which is onsider 2, which its. Con	period 1 nis warr s less the review is less sider re-	23.6  ults may nothing.  I. Results may nothing.  In an 300 feeting facility states and the series are series.  Consider expressions and the series are series are series.	t. Due to to segmentate.  et. Due to continue to conti	reliable time ste ion to time entatior



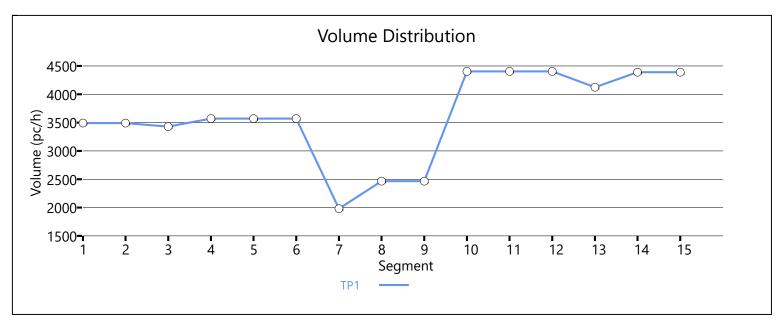


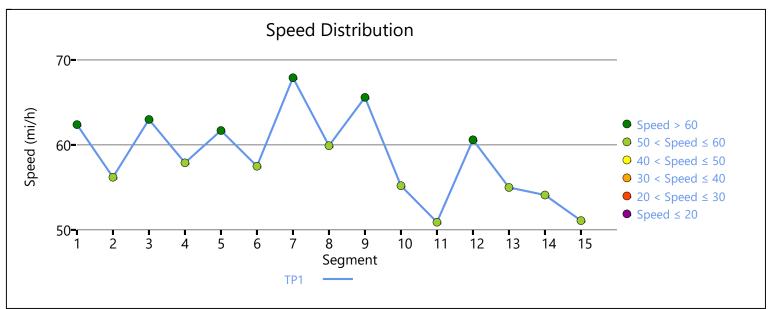


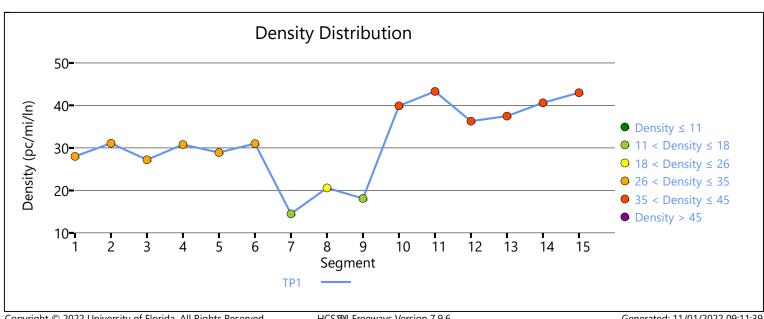
					НС	S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst								Date				П	9/9/2022		
Agency					CDM Smith	1		Analysis Y	ear				2050 Build		
Jurisdictio	on				SCDOT			Time Ana	yzed				Peak Hour		
Project D	escripti	on			I-95 Southl	oound HC	S Analysis	Units					U.S. Custo	mary	
Facility	/ Glob	oal In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ty, pc/r	ni/ln		45.0		
Queue Di	ischarge	Capac	ity Dro	o, %	7			Total Segi	nents				15		
Total Ana	lysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			9.93										
Facility	/ Segi	ment	Data												
No.		Coded			Analyzed	$\top$		Name			L	ength,	ft	Lane	es
1		Basic			Basic		Nor	th of US 1	76			1500		2	
2	Γ	Diverge			Diverge		I-95 Off-	-Ramp to l	JS 176			290		2	
3		Basic			Basic		Betwee	n US 176 F	lamps			3615		2	
4		Merge			Merge		I-95 On-F	Ramp from	US 176	;		1010		2	
5		Basic			Basic		Between	uS 176 ar	nd I-26			18465	5	2	
6	[	Diverge	!		Diverge		I-95 O	ff-Ramp to	I-26			690		2	
7		Basic			Basic		Betwe	en I-26 Ra	mps			3900		2	
8		Merge			Merge		I-95 On-R	amp from	1-26 WE	3		880		2	
9		Basic			Basic		Betwe	en I-26 Ra	mps			575		2	
10		Merge			Merge		I-95 On-F	Ramp from	I-26 EB	;		2800		2	
11		Basic			Basic		Between	I-26 and	JS 178			13330	)	2	
12	]	Diverge	1		Diverge		I-95 Off	-Ramp to l	JS 178			245		2	
13		Basic			Basic		Betwee	n US 176 F	lamps			2610		2	
14		Merge			Merge			Ramp from		5		1020		2	
15		Basic			Basic		Sou	th of US 1	78			1500		2	
Facility	/ Segi	ment	Data												
							Segment	t 1: Basi	c						
AP PHF fHV Flow Rate Capacity d/c Speed Density LOS (pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln)										LOS					
1	0.9	92	0.8	320	349	)2	44	73	0.7	78	62	2.4	28	3.0	D
						Se	egment ?	2: Diver	ge						
АР	Pł	4F	fŀ	IV	Flow (pc/		Capa (pc,		d, Ra			eed i/h)		sity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.820	0.840	3492	63	4413	1878	0.79	0.03	56.2	56.2	31.1	31.7	D
							Segment	t 3: Basi	c						

AP	PI	HF	fl	ΗV	Flow (pc)		Capa (pc,		_	/c tio		eed i/h)	Den (pc/m		LOS		
1	0.	92	0.8	320	342	29	44	73	0.	77	63	3.0	27	.2	D		
						S	egment	4: Mer	ge								
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.820	0.855	3570	141	4413	1878	0.81	0.08	57.9	57.9	30.8	27.0	С		
							Segment	t 5: Bas	ic								
AP	PI	HF	fŀ	-IV	Flow (pc,		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m		LOS		
1	0.	92	9.0	320	357	70	44	73	0.8	80	61	1.7	28	.9	D		
						Se	egment	6: Dive	ge								
AP	PI	HF	fl	ΗV	Flow (pc)		Capa (pc,		d, Ra	/c tio		eed i/h)	Den (pc/m	•	LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.820	0.836	3570	1589	4413	1972	0.81	0.81	57.5	57.5	31.0	31.4	D		
						9	Segment	t 7: Bas	ic								
AP	PI	HF	fŀ	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS		
1	0.	92	3.0	306	198	31	44	73	0.4	44	67.9		14	.5	В		
						S	egment	8: Mer	ge								
AP	PI	HF	fŀ	···	Flow (pc,		Capa (pc,		d, Ra	/c tio	Speed (mi/h)		Den (pc/m	•	LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.806	0.840	2466	485	4413	1878	0.56	0.26	59.9	59.9	20.6	20.9	С		
			,				Segment	t 9: Bas	ic								
AP		HF		łV	Flow (pc,	/h)	Capa (pc,	/h)	Ra	/c tio	Speed (mi/h)		(mi/h)		Den (pc/m	ni/ĺn)	LOS
1	0.	92	3.0	313	246		44			55	65	5.6	18	.1	С		
_	T						egment		_	-	I I	_					
AP	PI	HF	fF	ΗV	Flow (pc,		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.813	0.806	4403	2956	4413	3944	1.00	0.75	55.2	55.2	39.9	29.1	F		
						S	egment	11: Bas	sic								
AP	PI	HF	fŀ	ΗV	Flow (pc,		Capa (pc			/c tio		eed i/h)	Den (pc/m		LOS		
1	0.	92	3.0	313	44(	03	44	73	1.3	21	50.9		43	.3	F		
						Se	gment 1	2: Dive	rge								
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc,			/c tio		eed i/h)	Den (pc/m		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.94	0.813	0.763	4403	279	4413	1972	1.00	0.14	60.6	60.6	36.3	39.9	F		

						S	egment	13: Bas	sic						
AP	Pi	-IF	fl	łV	Flow (pc,		Capa (pc		1	/c tio		eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	412	24	44	73	1.	15	55	5.0	37	.5	F
						Se	egment	14: Mer	ge						
AP	Pi	-IF	fl	łV	Flow (pc)		Capa (pc		1	/c tio	Spo (mi		Den (pc/m		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.94	0.813	0.840	4390	266	4413	1972	0.99	0.13	54.1	54.1	40.6	33.3	F
						S	egment	15: Bas	sic						
AP	Pł	НF	fl	١V	Flow (pc)		Capa (pc,		1	/c tio	Spo (mi	eed i/h)	Den (pc/m		LOS
1	0.9	92	0.8	313	439	90	44	73	1.3	21	51	.1	43	.0	F
Facilit	y Ana	lysis	Resul	ts											
AP	Sp	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, min	<u> </u>	LOS	
1		56.9			32.9			26.8	6.8			0	F		
Facilit	y Ove	rall R	esult	<u> </u>											
Space M	lean Spe	ed, mi/	h		56.9			Density, v	eh/mi/l	n		П	26.8		
<u> </u>	Travel T				10.50			Density, p					32.9		
Messa	ages														
WARNIN							ditions curr g analysis ir						sults may no ning.	ot be relial	ble.
WARNIN	NG 2						ditions curr g analysis i						l. Results m ning.	nay not be	reliable
WARNIN	NG 3				size, the		ts may prod						nan 300 fee ring facility		
													than 300 fe		
WARNIN	NG 4					, these seg e this warr		produce	arn enac	ne resu		.5.0.6	,	inty segim	entatio







# APPENDIX F. I-26 AT I-95 TRANSMODELER CALIBRATION MEMO

I-26 at I-95 Interchange Improvement SCDOT Project P038677

## Technical Memorandum TransModeler Calibration

Prepared by:



September 2022

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#### 1.0 PROJECT BACKGROUND

The purpose of this memorandum is to present the 2022 existing conditions TransModeler calibration for the South Carolina Department of Transportation's (SCDOT) 1-26 at I-95 Improvement Project Widening Project located in Orangeburg and Dorchester Counties (Exit 86 on I-95, Exit 169 on I-26). The following sections describe the calibration process, study area information, and data collected and used for calibration purposes.

#### 1.1 Introduction

This memo documents the development process of the TransModeler traffic microsimulation existing calibration model. This model is intended to establish baseline traffic conditions, in the form of quantifiable performance measures for both the existing conditions and future no build conditions. Model calibration is the process of refining the model's operation, through the adjustment of network attributes, trip tables, and parameters to accurately match existing traffic conditions such as travel speeds and link flows. The process of model development and calibration for this project followed the resource guidance of FHWA's Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software, published in July 2004.

#### 1.2 STUDY AREA

The study area for this widening project is shown in **Figure 1**. The study area is focused on the I-26 at I-95 intersection and four adjacent interchanges including:

- US 176 (Old State Road) at I-95 to the north
- US 178 (Charleston Highway) at I-95 to the south
- SC 210 (Vance Road) at I-26 to the west
- US 15 at I-26 to the east

I-95 is a north-south Interstate on the east coast that extends from the United States – Canada border in the north to Miami, Florida in the south. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic along the east coast. In South Carolina, I-95 links Florence in the north to Savannah, Georgia in the south in addition to providing access to multiple municipalities.

I-26 is an east-west Interstate that extends from I-81 in Kingsport, Tennessee south to Charleston. In the study area, I-95 is classified as a rural interstate that provides connectivity for local traffic, regional and freight traffic in South Carolina, and interstate traffic. In South Carolina, I-26 links three major municipalities: Spartanburg in the Upstate, Columbia in the Midlands, and Charleston in the coastal area of the Lowcountry.

Figure 1: Study Area Location Map



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

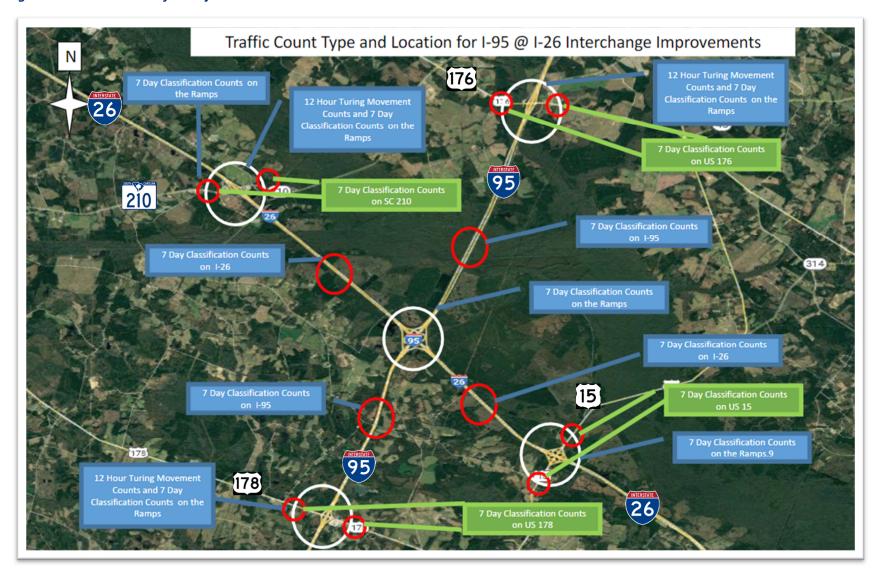
#### 1.3 DATA COLLECTION

#### 1.3.1 Traffic Counts

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

Bi-directional interstate classification counts were also collected by DAD N Associates from Friday, March 1 to Thursday, March 7, 2022, on I-95 and I-26, the four local roads at adjacent interchanges, and ramps at each of the five interchanges. These counts identified the percentages of different vehicle types in the traffic stream. In addition, speed profiles were collected and summarized to be used in calibration of a traffic simulation. As part of the field effort, Intersection turning movement counts were collected at the study intersections on Friday, March 1, 2022. The reports for these counts are provided in **Appendix A**. An illustration of the count locations is shown in **Figure 2**.

Figure 2: Count Locations for Project



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

## 1.3.2 Travel Speed

Travel speed data was obtained with the collected count data. March 2022 data was analyzed for the calibration of the existing conditions TransModeler model. **Table 1** provides the existing conditions travel speeds that were averaged for the week of data collection and used for the TransModeler model calibration purposes. The reports for these travel speeds are provided in **Appendix B**.

Table 1: I-26 at I-95 Project Corridor Collected Travel Speeds

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

# 2.0 STUDY METHODOLOGY

#### 2.1 Model Development

This section presents the key elements for building the 2022 Mid-Day (MD) peak period TransModeler model. Analysis was based on a 15-minute seeding period and one hour of simulation to capture operations during the peak period. The TransModeler version 6.1 Build 8570 was used for this study.

#### 2.2 GEOMETRY

The study area network for the TransModeler model was created by importing the 2015 TransCAD subarea network from the SCSWMv4 directly into TransModeler. This was done after reviewing the 2015 network to make sure all network project improvements between 2015 and 2022 were captured in this study area network using google earth images to review the number of lanes attribute and scan for new construction projects which may have been built in the study area between 2015 and 2022.

Once the network was imported into TransModeler, a few adjustments were done including centroid connector relocation to accurately reflect the traffic loading from the OD trip table in TransModeler.

## 2.3 SPEED DISTRIBUTIONS AND FUNCTIONAL CLASS

The desired speeds along the study corridor and on surface streets were developed based on posted speed limits observed from Google Earth/Streetview. The functional class for each segment of the freeways and surface streets were based on the SCDOT Functional Class ArcGIS website.

Posted speed limits and functional classes for the study corridor are as follows:

- I-95: 70 mph Rural Principal Arterial Interstate
- I-26: 70 mph Rural Principal Arterial Interstate
- S.C. 210: 45 mph Rural Major Collector
- U.S. 15: 45 mph Rural Major Collector
- U.S. 176: 45 mph Rural Major Collector
- U.S. 178: 45 mph Rural Major Collector

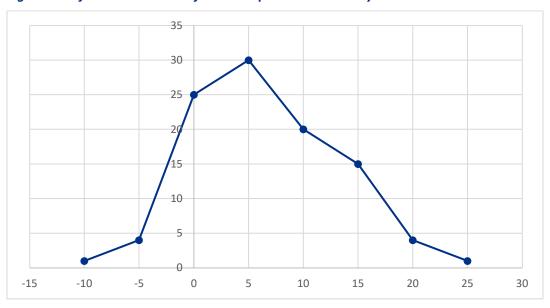
The freeway speed distribution used as a starting point for the analysis, before calibration, is provided in **Table 2** and **Figure 3**.

Table 2: Default Distribution of Desired Speed on a Freeway

<b>Deviation from</b>	Driver	
Speed Limit	Population	
(mph)	(%)	
-10	1	
-5	4	
0	25	
5	30	

Deviation from Speed Limit	Driver Population
(mph)	(%)
10	20
15	15
20	4
25	1
-10	1
-5	4

Figure 3: Default Distribution of Desired Speed on a Freeway



## 2.4 VEHICLE CLASS DISTRIBUTION

The TransModeler relative flow default for a vehicle class distribution is 98% passenger car and 2% heavy vehicle. The traffic composition flows for vehicles entering different parts of the network were customized, based on the 2022 MD peak hour traffic count data. The existing conditions vehicle class distribution for all vehicles entering the model network is provided in **Table 3**.

Table 3: 2022 Existing Conditions TransModeler Vehicle Class Distribution

Roadway	Passenger Car	Heavy Vehicle
I-95	78%	22%
I-26	78%	22%
S.C. 210	78%	22%
U.S. 15	70%	30%
U.S. 176	87%	13%
U.S. 178	71%	29%

#### 2.5 ORIGIN DESTINATION MATRIX DEVELOPMENT

The South Carolina Statewide Model version 4 (SCSWMv4) was used as the tool for developing the Origin-Destination (OD) trip table for the I-26 and I-95 Interchange study. The SCSWMv4 was developed in 2018 and is the latest available version of the Statewide model. It is a four-step model with a base year of 2015 and a forecast year of 2045.

To develop the 2022 OD Trip Table from the SCSWMV4, a sub-area extraction procedure was used to extract a 2015 and 2045 Subarea OD trip tables for the study area of the project. The study area of the project can be found in **Figure 4** and includes the following interchanges:

- 1. I-26 at I-95 System-to-System
- 2. I-26 at S.C. 210 (Vance Road)
- 3. I-26 at U.S. 15
- 4. I-95 at U.S. 176 (Old State Road)
- 5. I-95 at U.S. 178 (Charleston Highway)

Figure 4: TransModeler Study Area



Once the 2015 and the 2045 Subarea OD trip tables were extracted from the SCSWMv4, the 2022 Study area OD trip table was developed using a Fratar growth rate procedure in TransCAD. The Fratar procedure uses the growth rates between the production and attraction trip ends of the 2015 and 2045 Subarea OD trips and applies them to the 2015 Subarea trip ends to grow them to 2022, and then adjusts the 2015 Subarea OD matrix so that the origin and destination demand between the zones in the study area match the 2022 production and attraction trip ends.

Once the 2022 subarea matrix was developed using the Fratar procedure, the matrix was adjusted using and Origin Destination Matrix Estimation (ODME) procedure to match the balanced 2022 peak hour traffic volumes. The 2022 ODME Adjusted Subarea matrix became the seed OD trip table which was calibrated and used in the TransModeler model for the project. Balanced 2022 MD peak hour traffic volumes are provided in **Appendix C** and the 2022 existing OD matrix is provided in **Appendix D**.

# 3.0 Existing Model Calibration

This section presents the calibration criteria and process. Calibration of the 2022 Existing Conditions TransModeler microsimulation models was based on traffic volumes, travel times, and travel speeds. Raw TransModeler output can be found in **Appendix E.** 

#### 3.1 CALIBRATION CRITERIA

The 2022 MD peak period TransModeler models were calibrated in accordance with the FHWA targets found in the *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software.* 

#### 3.1.1 Volume Calibration Criteria

Volume during the peak hours was calibrated for all roadway segments based on the criteria presented in Table 5.

Table 4: Volume Calibration Criteria

Criteria and Measures	Calibration Acceptance Targets
1. Sum of all link volumes	< 5% overall
2. Within 15%, for 700 veh/h < Flow < 2700 veh/h	> 85% of cases
3. Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases
4. Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases
5. GEH Statistic < 5 for Individual Link Flows	> 85% of cases

Note: GEH Statistic is a statistical measure used to compare model output volume to observed volume and can be expressed as:  $((2*(M-C)^2)/(M+C))^{1/2}$ , where M is the simulation model output volume and C is the field counted volume.

#### 3.1.2 Travel Speed Calibration Criteria

Travel speeds were calibrated for I-95 northbound, I-95 southbound, I-26 eastbound, and I-26 westbound. FHWA guidance for calibration of travel speeds is to "analyst's satisfaction." Travel speeds were calibrated for to achieve travel speeds with a difference of 15% for greater than 85% of the cases.

#### 3.2 Calibration Process

The calibration process was an iterative process where the freeway desired speed distribution was adjusted to achieve the acceptable calibration targets.

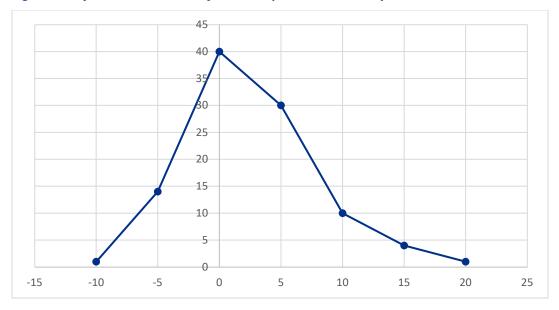
#### 3.2.1 Desired Speed Distribution

The TransModeler default freeway desired speed distribution was used as a starting point for calibration and was iteratively adjusted to meet the travel speed calibration targets. When the default TransModeler desired speed distribution of 70 mph was applied to the model, this resulted in output of lower travel speeds along I-26 and I-95. The collected travel speed data suggests that drivers tend to drive closer to the posted speed limit, so to meet travel speed calibration targets a high-compliance distribution was applied. The Freeway desired speed distribution, for both directions of travel along I-26 and I-95, were adjusted based on the NCDOT high-compliance distribution for 70 mph. This distribution is found in the *NCDOT Congestion Management Simulation Guidelines – TransModeler, October 2016.* This high-compliance distribution achieved calibration for travel speeds along I-26 and I-95. The final freeway speed distribution, after calibration, is provided in **Table 5** and **Figure 5**. The NCDOT high-compliance desired speed distribution is referenced in **Appendix F**.

Table 5: Adjusted Distribution of Desired Speed on a Freeway

Deviation from Speed Limit (mph)	Driver Population (%)		
-10	1		
-5	14		
0	40		
5	30		
10	10		
15	4		
20	1		

Figure 5: Adjusted Distribution of Desired Speed on a Freeway



#### 3.3 VOLUME CALIBRATION

The models were calibrated to meet the criteria regarding volume throughput previously outlined in **Table 4**. The simulation results for the 2022 MD peak hour are shown in **Table 6**. Ramps and surface street volumes were also calibrated, which can be found in the raw TransModeler output in **Appendix E**.

**Table 6: 2022 MD Peak Hour Volume Calibration Results** 

Mainline	Location	TransModeler Volume	Count Volume	% Difference	GEH Value
	West of SC 210	2,602	2,582	(20)	0.4
	West of I-26/I-95 Interchange	2,601	2,607	6	0.1
I-26 EB	I-26/I-95 Weave	1,958	1,956	(2)	0.0
	East of I-26/I-95 Interchange	2,144	2,156	12	0.3
	East of US 15	2,158	2,139	(19)	0.4
	East of US 15	2,173	2,157	(16)	0.4
	East of I-26/I-95 Interchange	2,152	2,161	9	0.2
I-26 WB	I-26/I-95 Weave	2,779	2,812	33	0.6
	West of I-26/I-95 Interchange	2,609	2,612	3	0.1
	West of SC 210	2,591	2,574	(17)	0.3
	South of US 178	2,694	2,700	6	0.1
I-26 NB	South of I-26/I-95 Interchange	2,712	2,731	19	0.4
1-20 NB	North of I-26/I-95 Interchange	1,896	1,880	(16)	0.4
	North of US 176	1,816	1,827	11	0.2
	North of US 176	1,812	1,826	14	0.3
I-95 SB	North of I-26/I-95 Interchange	1,894	1,880	(14)	0.3
	South of I-26/I-95 Interchange	2,710	2,731	21	0.4
	South of US 178	2,733	2,740	7	0.1
	Total	42,034	42,071		

Table 6 shows the volume throughput All five calibration criteria targets were met, shown in **Table 7**.

Table 7: 2022 MD Peak Hour Calibration Criteria

FHWA Calibration Criteria	Metric	Met?
Sum of all link flows	1%	Met
Within 15%, for 700 veh/h < Flow < 2700 veh/h	100%	Met
Within 100 veh/h, for Flow < 700 veh/h	100%	Met
Within 400 veh/h, for Flow > 2700 veh/h	100%	Met
GEH Statistic < 5 for Individual Link Flows	100%	Met

#### 3.4 TRAVEL SPEED CALIBRATION

Travel speeds were calibrated along I-26 and I-95 using collected field data for both directions of both freeways. Per FHWA criteria, travel speeds were calibrated with a difference of 15% for greater than 85% of the cases. **Figure 6** provides a graphical comparison of the collected field data and TransModeler results for the average travel speeds along the I-26 and I-95 corridors.

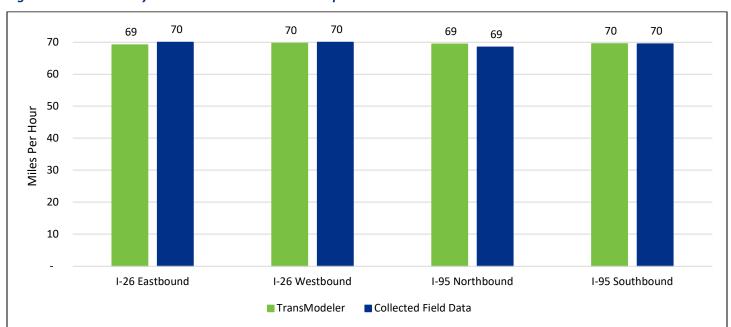


Figure 6: 2022 Mid-Day I-26 and I-95 Corridor Travel Speeds

The travel speed simulation output for the 2022 TransModeler model met the calibration criteria.

## 4.0 2022 EXISTING TRAFFIC CONDITIONS

The following sections include the TransModeler simulation network and intersection results for the 2022 Existing Conditions Mid-Day peak hour.

#### 4.1 Freeway Network Analysis

The level of service (LOS) for each freeway segment was determined using HCM methodology, based on the segment density generated in TransModeler. LOS C was used as the minimum LOS threshold for this analysis based on the design criteria for rural freeways presented in SCDOT's 2021 Roadway Design Manual.

#### 4.1.1 Freeway Level of Service Criteria

**Table 8** shows the HCM LOS criteria for basic freeway segments. LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density). The two are distinguished by color because a v/c > 1.0 indicates flow breakdown.

**Table 8: Basic Segment LOS Criteria** 

LOS	Density (pc/mi/ln)		
А	< 11		
В	> 11 - 18		
С	> 18 - 26		
D	> 26 - 35		
E	> 35 - 45		
F	> 45		

**Table 9** shows the HCM LOS criteria for ramp merge and diverge segments.

Table 9: Weave LOS Criteria

LOS	Density (pc/mi/ln)	
А	< 10	
В	> 10 - 20	
С	> 20 - 28	
D	> 28 - 35	
E	> 35	
F	v/c > 1.0	

**Table 10** shows the HCM LOS criteria for weave segments.

Table 10: Freeway Facility LOS Criteria (Rural)

LOS	Density (pc/mi/ln)
А	< 10
В	> 10 - 20
С	> 20 - 28
D	> 28 - 35
E	> 35 - 43
F	> 43

#### 4.1.2 Freeway Level of Service Results

The following section presents the TransModeler corridor analysis for 2022 existing conditions. LOS C is again used as the minimum LOS threshold. Table 11 and Table 12 show a summary of the freeway capacity analysis for the I-26 corridor in the eastbound and westbound directions, respectively. Table 13 and Table 14 show a summary of the freeway capacity analysis for the I-26 corridor in the eastbound and westbound directions, respectively.

Table 11: 2022 I-26 Freeway Segment Density Results: Eastbound

Segment Description	Segment Type	Density (pcpmpl)   LOS	
West of SC 210	Basic	23.89	С
Off-Ramp to SC 210	Diverge	23.38	С
Between SC 210 Ramps	Basic	23.91	С
On-Ramp from SC 210	Merge	23.18	С
West of I-26/I-95 Interchange	Basic	24.63	С
Off-Ramp to I-95 SB	Diverge	36.72	Е
Between Ramps	Basic	12.31	В
System-to-System Weave	Weave	11.94	В
Between Ramps	Basic	18.88	С
On-Ramp from I-95 NB	Merge	18.11	В
East of I-26/I-95 Interchange	Basic	19.70	С
Off-Ramp to US 15 SB	Diverge	18.84	В
Between Ramps	Basic	16.97	В
Weave to/from US 15	Weave	8.40	Α
Between Ramps	Basic	20.44	С
On-Ramp from US 15 NB	Merge	18.95	В
East of US 15	Basic	19.78	С

Table 12: 2022 I-26 Freeway Segment Density Results: Westbound

Segment Description	Segment Type	Density (pc	ompl)   LOS
East of US 15	Basic	19.59	С
Off-Ramp to US 15 NB	Diverge	13.02	В
Between Ramps	Basic	19.19	С
Weave to/from US 15	Weave	9.38	А
Between Ramps	Basic	19.39	С
On-Ramp from US 15 SB	Merge	19.33	В
East of I-26/I-95 Interchange	Basic	19.77	С
Off-Ramp to I-95 NB	Diverge	19.89	В
Between Ramps	Basic	14.14	В
System-to-System Weave	Weave	27.30	С
Between Ramps	Basic	28.99	D
On-Ramp from I-95 SB	Merge	24.34	С
West of I-26/I-95 Interchange	Basic	24.19	С
Off-Ramp to SC 210	Diverge	29.06	D
Between SC 210 Ramps	Basic	24.45	С
On-Ramp from SC 210	Merge	22.61	С
West of SC 210	Basic	23.94	С

Table 13: 2022 I-95 Freeway Segment Density Results: Northbound

Segment Description	Segment Type	Density (pc	ompl)   LOS
South of US 178	Basic	24.71	С
Off-Ramp to US 178	Diverge	30.11	D
Between US 178 Ramps	Basic	23.39	С
On-Ramp from US 178	Merge	25.10	С
South of I-26/I-95 Interchange	Basic	25.28	С
Off-Ramp to I-26 EB	Diverge	26.00	С
Between Ramps	Basic	24.94	С
System-to-System Weave	Weave	27.41	С
Between Ramps	Basic	11.40	В
On-Ramp from I-26 WB	Merge	17.68	В
North of I-26/I-95 Interchange	Basic	17.41	В
Off-Ramp to US 176	Diverge	19.08	В
Between US 176 Ramps	Basic	16.33	В
On-Ramp from US 176	Merge	15.59	В
North of US 176	Basic	16.51	В

Table 14: 2022 I-26 Freeway Segment Density Results: Southbound

Segment Description	Segment Type	Density (pc	ompl)   LOS
North of US 176	Basic	16.18	В
Off-Ramp to US 176	Diverge	17.66	В
Between US 176 Ramps	Basic	15.91	В
On-Ramp from US 176	Merge	16.39	В
North of I-26/I-95 Interchange	Basic	17.31	В
Off-Ramp to I-26 WB	Diverge	16.76	В
Between Ramps	Basic	17.31	В
System-to-System Weave	Weave	16.38	В
Between Ramps	Basic	14.08	В
On-Ramp from I-26 EB	Merge	23.66	С
South of I-26/I-95 Interchange	Basic	25.51	С
Off-Ramp to US 178	Diverge	25.91	С
Between U 178 Ramps	Basic	24.63	С
On-Ramp from US 178	Merge	25.29	С
South of US 178	Basic	25.38	С

#### 4.2 Intersection Operations

The level of service (LOS) for each intersection was determined using HCM methodology, based on the movement delay generated in TransModeler. An LOS C was used as the corridor and intersection LOS threshold for this analysis based on the design criteria for rural freeways presented in SCDOT's 2021 Roadway Design Manual.

## 4.2.1 Unsignalized Intersection Level of Service Criteria

The LOS for unsignalized intersections is based on the average control delay per vehicle. **Table 15** shows the HCM LOS criteria for unsignalized intersections.

Table 15: Unsignalized Intersection LOS Criteria

LOS	Control Delay (s/veh)
Α	< 10
В	>10 and <15
С	>15 and <25
D	>25 and <35
Е	>35 and <50
F	> 50

#### 4.2.2 Freeway Level of Service Results

**Table 16** summarizes the intersection operations at each interchange ramp termini.

Table 16: 2022 MD Peak Hour Intersection LOS and Delay

Intersection	LOS (Delay)
SC 210 (Vance Road) at I-26 EB Ramps	C (24.0)
SC 210 (Vance Road) at I-26 WB Ramps	C (21.4)
US 176 (Old State Road) at I-95 SB Ramps	C (18.8)
US 176 (Old State Road) at I-95 NB Ramps	B (17.6)
US 178 (Old State Road) at I-95 SB Ramps	C (17.0)
US 178 (Old State Road) at I-95 NB Ramps	C (17.6)

## 4.3 OPERATIONS SUMMARY

The above sections indicate acceptable free-flow operations along I-26 and I-95 with freeway segments operating at acceptable density and LOS, with a few exceptions. The I-26 eastbound diverge to I-95 southbound operates at LOS E. The I-26 westbound basic segment east of the I-26/I-95 weave and the diverge to S.C. 210 operates at LOS D. The I-95 northbound diverge segment to U.S. 178 operates at LOS D. Additionally, all project study intersections operate at acceptable LOS.

# Appendix A 2022 EXISTING COLLECTED TRAFFIC COUNTS



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

1156

1510

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC

15694207 I-95 SB Exit Ramp to Charleston Hwy N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	29	19	23	23	32	22	20	18	19
1:00 AM	0	0	0	0	0	0	0	0	0	15	15	22	22	22	20	23	21	22
2:00 AM	0	0	0	0	0	0	0	0	0	8	12	19	19	33	17	29	14	22
3:00 AM	0	0	0	0	0	0	0	0	0	11	15	15	15	29	15	29	17	23
4:00 AM	0	0	0	0	0	0	0	0	0	17	22	17	17	30	19	26	12	19
5:00 AM	0	0	0	0	0	0	0	0	0	20	21	26	26	42	24	30	10	20
6:00 AM	0	0	0	0	0	0	0	0	0	27	35	36	36	43	36	45	32	39
7:00 AM	0	0	0	0	0	0	0	0	0	37	51	57	57	71	55	54	31	43
8:00 AM	0	0	0	0	0	0	0	0	0	57	43	46	46	78	45	62	56	59
9:00 AM	0	0	0	0	0	0	0	0	0	65	56	51	51	75	53	102	88	95
10:00 AM	0	0	0	0	0	0	0	0	0	80	58	48	48	84	51	105	132	119
11:00 AM	0	0	0	0	0	0	0	0	0	85	69	70	70	122	70	108	131	120
12:00 PM	0	0	0	0	0	0	0	0	0	90	85	80	80	106	82	119	126	123
1:00 PM	0	0	0	0	0	0	0	0	0	105	91	102	102	117	98	136	126	131
2:00 PM	0	0	0	0	0	0	0	0	0	126	79	80	80	115	80	122	100	111
3:00 PM	0	0	0	0	0	0	0	0	0	92	59	83	83	107	75	97	101	99
4:00 PM	0	0	0	0	0	0	0	0	0	95	79	86	86	125	84	89	96	93
5:00 PM	0	0	0	0	0	0	0	0	0	72	65	74	74	85	71	73	85	79
6:00 PM	0	0	0	0	0	0	0	0	0	68	70	61	61	92	64	73	74	74
7:00 PM	0	0	0	0	0	0	0	0	0	71	52	58	58	62	56	60	57	59
8:00 PM	0	0	0	0	0	0	0	0	0	50	29	40	40	45	36	44	37	41
9:00 PM	0	0	0	0	0	0	0	0	0	30	34	35	35	70	35	47	36	42
10:00 PM	0	0	0	0	0	0	0	0	0	27	26	19	19	49	21	41	28	35
11:00 PM	0	0	0	0	0	0	0	0	0	13	21	33	33	43	29	28	29	29

	SPEED															
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	176	41	73	222	690	1,557	2,268	2,353	1,514	571	85	7	3	0	9,560
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	185	4,755	1,548	173	351	138	15	417	1,742	39	95	32	20	141	9,651
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694208 I-95 SB On Ramp from Charleston Hwy

1256 1642

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	23	18	17	34	35	18	27	19	23
1:00 AM	0	0	0	0	0	0	0	0	0	14	13	18	22	31	16	21	22	22
2:00 AM	0	0	0	0	0	0	0	0	0	13	15	13	23	34	14	21	17	19
3:00 AM	0	0	0	0	0	0	0	0	0	12	10	23	28	26	17	25	12	19
4:00 AM	0	0	0	0	0	0	0	0	0	15	25	25	24	42	25	25	18	22
5:00 AM	0	0	0	0	0	0	0	0	0	23	38	36	34	53	37	38	19	29
6:00 AM	0	0	0	0	0	0	0	0	0	40	55	58	51	62	57	57	37	47
7:00 AM	0	0	0	0	0	0	0	0	0	44	82	82	76	105	82	57	57	57
8:00 AM	0	0	0	0	0	0	0	0	0	77	57	69	73	107	63	74	61	68
9:00 AM	0	0	0	0	0	0	0	0	0	69	58	55	71	83	57	130	90	110
10:00 AM	0	0	0	0	0	0	0	0	0	77	72	61	104	89	67	115	126	121
11:00 AM	0	0	0	0	0	0	0	0	0	88	66	77	249	115	72	109	164	137
12:00 PM	0	0	0	0	0	0	0	0	0	102	96	77	627	128	87	129	130	130
1:00 PM	0	0	0	0	0	0	0	0	0	115	85	110	625	127	98	107	133	120
2:00 PM	0	0	0	0	0	0	0	0	0	125	79	96	770	120	88	108	112	110
3:00 PM	0	0	0	0	0	0	0	0	0	116	79	106	811	138	93	106	110	108
4:00 PM	0	0	0	0	0	0	0	0	0	107	74	85	218	123	80	93	101	97
5:00 PM	0	0	0	0	0	0	0	0	0	68	69	67	86	101	68	83	155	119
6:00 PM	0	0	0	0	0	0	0	0	0	73	62	53	70	100	58	67	91	79
7:00 PM	0	0	0	0	0	0	0	0	0	59	47	55	52	72	51	46	62	54
8:00 PM	0	0	0	0	0	0	0	0	0	57	29	40	43	61	35	51	43	47
9:00 PM	0	0	0	0	0	0	0	0	0	31	27	35	44	46	31	46	46	46
10:00 PM	0	0	0	0	0	0	0	0	0	29	24	20	35	55	22	35	39	37
11:00 PM	0	0	0	0	0	0	0	0	0	17	21	32	26	43	27	27	23	25

	SPEED															
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	84	90	632	1,545	2,039	2,709	1,590	334	52	6	0	1	0	0	9,082
Percent	36	1%	1%	7%	17%	22%	30%	18%	4%	1%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	3%	9%	11%	15%	9%	2%	0%	0%	0%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	То	otal
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	160	4,866	1,465	175	320	98	4	358	1,470	19	70	14	3	60	9,0	,082
Percent	36	2%	54%	16%	2%	4%	1%	0%	4%	16%	0%	1%	0%	0%	1%		
Average Percent		1%	27%	8%	1%	2%	1%	0%	2%	8%	0%	0%	0%	0%	0%		



Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No:

Start Time (24-hour clock):

DAD N ASSOCIATES LLC

15694209 I-95 NB On Ramp from Charleston Hwy N/A

WEEKDAY ADT: 1014 WEEKEND ADT: 933

Start Date:

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	10	20	14	7	14	14	12	8	10	0	0	0	0	0	0	0	0	0
1:00 AM	15	14	12	11	23	12	8	6	7	0	0	0	0	0	0	0	0	0
2:00 AM	7	9	9	22	22	13	17	10	14	0	0	0	0	0	0	0	0	0
3:00 AM	16	20	22	24	26	22	18	8	13	0	0	0	0	0	0	0	0	0
4:00 AM	34	32	38	44	30	38	28	5	17	0	0	0	0	0	0	0	0	0
5:00 AM	60	45	62	59	50	55	16	17	17	0	0	0	0	0	0	0	0	0
6:00 AM	63	53	63	70	66	62	50	22	36	0	0	0	0	0	0	0	0	0
7:00 AM	51	66	56	59	57	60	30	22	26	0	0	0	0	0	0	0	0	0
8:00 AM	47	60	39	78	58	59	46	34	40	0	0	0	0	0	0	0	0	0
9:00 AM	51	65	54	64	40	61	67	53	60	0	0	0	0	0	0	0	0	0
10:00 AM	36	52	64	52	76	56	49	61	55	0	0	0	0	0	0	0	0	0
11:00 AM	49	52	66	40	74	53	76	82	79	0	0	0	0	0	0	0	0	0
12:00 PM	88	66	65	64	75	65	62	81	72	0	0	0	0	0	0	0	0	0
1:00 PM	61	69	76	55	84	67	59	67	63	0	0	0	0	0	0	0	0	0
2:00 PM	85	82	61	53	74	65	61	65	63	0	0	0	0	0	0	0	0	0
3:00 PM	59	47	60	34	61	47	72	65	69	0	0	0	0	0	0	0	0	0
4:00 PM	81	65	58	68	87	64	43	74	59	0	0	0	0	0	0	0	0	0
5:00 PM	72	50	35	57	49	47	58	47	53	0	0	0	0	0	0	0	0	0
6:00 PM	62	48	28	44	36	40	38	75	57	0	0	0	0	0	0	0	0	0
7:00 PM	36	28	24	32	31	28	38	69	54	0	0	0	0	0	0	0	0	0
8:00 PM	33	31	26	33	24	30	32	31	32	0	0	0	0	0	0	0	0	0
9:00 PM	30	22	23	21	19	22	16	14	15	0	0	0	0	0	0	0	0	0
10:00 PM	13	9	16	17	21	14	16	17	17	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	19	26	15	19	10	10	10	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	62	88	211	700	1,408	1,448	1,722	1,106	281	56	14	0	1	0	7,097
Percent	IND	1%	1%	3%	10%	20%	20%	24%	16%	4%	1%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	1%	1%	5%	10%	10%	12%	8%	2%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	51	3,211	1,005	186	270	58	7	254	1,840	24	85	18	16	72	7,097
Percent	] ND	1%	45%	14%	3%	4%	1%	0%	4%	26%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	23%	7%	1%	2%	0%	0%	2%	13%	0%	1%	0%	0%	1%	



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

1095

1450

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694210 I-95 NB Exit Ramp to Charleston Hwy N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	8	25	14	21	19	20	12	12	12	0	0	0	0	0	0	0	0	0
1:00 AM	9	18	8	11	14	13	9	16	13	0	0	0	0	0	0	0	0	0
2:00 AM	5	17	12	19	14	15	15	11	13	0	0	0	0	0	0	0	0	0
3:00 AM	13	14	22	11	17	18	12	2	7	0	0	0	0	0	0	0	0	0
4:00 AM	24	21	26	33	18	24	10	8	9	0	0	0	0	0	0	0	0	0
5:00 AM	30	25	37	33	37	31	12	14	13	0	0	0	0	0	0	0	0	0
6:00 AM	36	31	45	50	46	38	28	10	19	0	0	0	0	0	0	0	0	0
7:00 AM	33	43	40	41	49	42	39	30	35	0	0	0	0	0	0	0	0	0
8:00 AM	49	42	25	50	53	34	41	34	38	0	0	0	0	0	0	0	0	0
9:00 AM	55	52	63	98	68	58	61	62	62	0	0	0	0	0	0	0	0	0
10:00 AM	45	61	64	367	74	63	80	75	78	0	0	0	0	0	0	0	0	0
11:00 AM	65	68	78	374	92	73	76	75	76	0	0	0	0	0	0	0	0	0
12:00 PM	111	101	86	317	95	94	62	92	77	0	0	0	0	0	0	0	0	0
1:00 PM	90	68	80	328	79	74	68	83	76	0	0	0	0	0	0	0	0	0
2:00 PM	86	70	76	286	80	73	64	81	73	0	0	0	0	0	0	0	0	0
3:00 PM	60	76	78	191	85	77	55	80	68	0	0	0	0	0	0	0	0	0
4:00 PM	99	88	62	317	82	75	64	291	178	0	0	0	0	0	0	0	0	0
5:00 PM	277	69	58	50	80	64	58	234	146	0	0	0	0	0	0	0	0	0
6:00 PM	195	64	47	40	48	56	58	296	177	0	0	0	0	0	0	0	0	0
7:00 PM	113	50	28	41	43	39	59	277	168	0	0	0	0	0	0	0	0	0
8:00 PM	71	47	28	35	34	38	34	94	64	0	0	0	0	0	0	0	0	0
9:00 PM	66	29	34	29	22	32	16	22	19	0	0	0	0	0	0	0	0	0
10:00 PM	24	18	31	26	27	25	30	20	25	0	0	0	0	0	0	0	0	0
11:00 PM	0	27	23	24	27	25	13	5	9	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	76	21	46	153	333	592	936	1,176	1,497	1,626	981	350	69	16	7,872
Percent	IND	1%	0%	1%	2%	4%	8%	12%	15%	19%	21%	12%	4%	1%	0%	
	DIRECTION	0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	1%	2%	4%	6%	7%	10%	10%	6%	2%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	49	3,984	1,286	137	342	73	3	283	1,521	22	74	18	7	75	7,874
Percent		1%	51%	16%	2%	4%	1%	0%	4%	19%	0%	1%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	25%	8%	1%	2%	0%	0%	2%	10%	0%	0%	0%	0%	0%	



Speed Limit: N/A
Advisory Speed: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

Start Time (24-hour clock):

DAD N ASSOCIATES LLC
15694211
I-26 NB Exit Ramp to Vance Rd
N/A

WEEKDAY ADT: WEEKEND ADT:

Start Date:

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	3	7	4	3	6	5	7	8	8	0	0	0	0	0	0	0	0	0
1:00 AM	0	4	5	4	4	4	5	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	6	6	7	2	6	5	8	2	5	0	0	0	0	0	0	0	0	0
3:00 AM	8	5	10	8	5	8	5	5	5	0	0	0	0	0	0	0	0	0
4:00 AM	13	5	16	12	9	11	5	5	5	0	0	0	0	0	0	0	0	0
5:00 AM	13	11	15	23	17	16	17	6	12	0	0	0	0	0	0	0	0	0
6:00 AM	26	21	28	37	27	29	21	14	18	0	0	0	0	0	0	0	0	0
7:00 AM	38	27	36	54	39	39	31	21	26	0	0	0	0	0	0	0	0	0
8:00 AM	39	46	37	56	59	46	45	33	39	0	0	0	0	0	0	0	0	0
9:00 AM	32	37	44	39	46	40	47	38	43	0	0	0	0	0	0	0	0	0
10:00 AM	59	49	46	67	56	54	61	59	60	0	0	0	0	0	0	0	0	0
11:00 AM	74	65	44	68	56	59	65	63	64	0	0	0	0	0	0	0	0	0
12:00 PM	59	36	46	79	49	54	52	72	62	0	0	0	0	0	0	0	0	0
1:00 PM	67	55	55	73	68	61	38	61	50	0	0	0	0	0	0	0	0	0
2:00 PM	37	47	51	81	68	60	51	52	52	0	0	0	0	0	0	0	0	0
3:00 PM	57	62	57	57	78	59	36	105	71	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	59	53	58	60	41	473	257	0	0	0	0	0	0	0	0	0
5:00 PM	45	61	41	45	52	49	36	181	109	0	0	0	0	0	0	0	0	0
6:00 PM	27	42	19	34	28	32	31	30	31	0	0	0	0	0	0	0	0	0
7:00 PM	16	27	18	28	26	24	26	21	24	0	0	0	0	0	0	0	0	0
8:00 PM	10	19	12	31	28	21	12	21	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	12	10	11	11	11	19	16	18	0	0	0	0	0	0	0	0	0
10:00 PM	10	7	10	15	9	11	9	13	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	5	6	8	9	6	4	8	6	0	0	0	0	0	0	0	0	0

763

993

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	84	35	96	129	328	800	1,526	1,766	887	150	12	3	0	0	5,816
Percent	] IND	1%	1%	2%	2%	6%	14%	26%	30%	15%	3%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	3%	7%	13%	15%	8%	1%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	48	3,465	1,076	40	237	200	8	119	504	10	28	7	3	71	5,816
Percent	ND	1%	60%	19%	1%	4%	3%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	0%	2%	2%	0%	1%	4%	0%	0%	0%	0%	1%	



County: Dorchester
City: N/A
On Road: 1-26 SB Exit Ramp
Milepost: N/A

Speed Limit: N/A Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A

362

Contractor: Count Number: Location: 368

RR Crossing No:

DAD N ASSOCIATES LLC

15694212 I-26 SB Exit Ramp to Vance Rd N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	6	3	8	1	5	5	5	5
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	1	3	3	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	2	2	2	6	1	2	6	4	5
3:00 AM	0	0	0	0	0	0	0	0	0	3	2	3	5	6	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	7	10	7	7	7	9	2	5	4
5:00 AM	0	0	0	0	0	0	0	0	0	16	10	7	11	8	9	11	5	8
6:00 AM	0	0	0	0	0	0	0	0	0	9	18	15	13	8	17	4	5	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	21	23	32	13	22	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	11	25	13	19	21	19	22	10	16
9:00 AM	0	0	0	0	0	0	0	0	0	23	27	28	25	26	28	33	22	28
10:00 AM	0	0	0	0	0	0	0	0	0	22	28	22	22	31	25	30	21	26
11:00 AM	0	0	0	0	0	0	0	0	0	39	16	19	113	38	18	22	22	22
12:00 PM	0	0	0	0	0	0	0	0	0	27	26	26	69	28	26	32	28	30
1:00 PM	0	0	0	0	0	0	0	0	0	25	21	30	25	29	26	27	22	25
2:00 PM	0	0	0	0	0	0	0	0	0	30	27	23	119	47	25	26	30	28
3:00 PM	0	0	0	0	0	0	0	0	0	15	19	25	230	34	22	30	34	32
4:00 PM	0	0	0	0	0	0	0	0	0	34	27	28	31	37	28	30	22	26
5:00 PM	0	0	0	0	0	0	0	0	0	23	29	23	26	34	26	18	34	26
6:00 PM	0	0	0	0	0	0	0	0	0	18	20	20	18	19	20	18	22	20
7:00 PM	0	0	0	0	0	0	0	0	0	16	16	14	11	15	15	14	18	16
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	12	11	7	5	10	8
9:00 PM	0	0	0	0	0	0	0	0	0	8	1	5	7	17	3	9	10	10
10:00 PM	0	0	0	0	0	0	0	0	0	4	11	7	11	11	9	7	6	7
11:00 PM	0	0	0	0	0	0	0	0	0	6	5	6	9	12	6	12	3	8

								SPEED								
	DIRECTION	1.1-15.99	16.0-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	1.1-15.99	16.0-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	103	45	68	124	253	427	669	709	494	169	44	14	4	0	3,123
Percent	] <sup>36</sup>	3%	1%	2%	4%	8%	14%	21%	23%	16%	5%	1%	0%	0%	0%	
Average Percent		2%	1%	1%	2%	4%	7%	11%	11%	8%	3%	1%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	30	1,605	595	29	180	37	1	108	406	12	52	11	1	56	3,123
Percent	36	1%	51%	19%	1%	6%	1%	0%	3%	13%	0%	2%	0%	0%	2%	
Average Percent		0%	26%	10%	0%	3%	1%	0%	2%	7%	0%	1%	0%	0%	1%	



Division: N/A
County: Dorchester
City: N/A
On Road: I-26 SB On Ramp
Milepost: N/A

Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694213 I-26 SB On Ramp from Vance Rd N/A

WEEKDAY ADT: 659 WEEKEND ADT: 593

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	4	6	1	7	3	4	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0	4	4	3	4	5	4	3	10	7
2:00 AM	0	0	0	0	0	0	0	0	0	2	5	2	7	0	4	10	1	6
3:00 AM	0	0	0	0	0	0	0	0	0	3	9	7	8	9	8	6	6	6
4:00 AM	0	0	0	0	0	0	0	0	0	13	22	27	28	24	25	4	7	6
5:00 AM	0	0	0	0	0	0	0	0	0	40	46	43	37	34	45	19	16	18
6:00 AM	0	0	0	0	0	0	0	0	0	34	61	47	59	52	54	18	6	12
7:00 AM	0	0	0	0	0	0	0	0	0	58	44	47	58	45	46	17	7	12
8:00 AM	0	0	0	0	0	0	0	0	0	42	49	48	63	47	49	27	11	19
9:00 AM	0	0	0	0	0	0	0	0	0	37	43	39	46	52	41	31	25	28
10:00 AM	0	0	0	0	0	0	0	0	0	54	47	38	50	37	43	41	31	36
11:00 AM	0	0	0	0	0	0	0	0	0	49	43	44	53	61	44	35	29	32
12:00 PM	0	0	0	0	0	0	0	0	0	40	50	41	119	51	46	50	39	45
1:00 PM	0	0	0	0	0	0	0	0	0	43	41	41	794	54	41	54	38	46
2:00 PM	0	0	0	0	0	0	0	0	0	42	37	39	405	50	38	58	37	48
3:00 PM	0	0	0	0	0	0	0	0	0	48	34	37	134	56	36	36	43	40
4:00 PM	0	0	0	0	0	0	0	0	0	51	43	31	82	62	37	40	50	45
5:00 PM	0	0	0	0	0	0	0	0	0	24	37	31	32	53	34	46	91	69
6:00 PM	0	0	0	0	0	0	0	0	0	30	21	23	36	31	22	32	49	41
7:00 PM	0	0	0	0	0	0	0	0	0	14	8	17	17	26	13	24	35	30
8:00 PM	0	0	0	0	0	0	0	0	0	10	5	10	18	19	8	11	13	12
9:00 PM	0	0	0	0	0	0	0	0	0	8	9	10	10	23	10	20	21	21
10:00 PM	0	0	0	0	0	0	0	0	0	10	9	9	17	12	9	13	5	9
11:00 PM	0	0	0	0	0	0	0	0	0	5	5	5	12	10	5	6	4	5

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	112	45	52	128	471	1,053	1,633	455	34	3	0	0	0	0	3,986
Percent	<b>ЭВ</b> [	3%	1%	1%	3%	12%	26%	41%	11%	1%	0%	0%	0%	0%	0%	
Average Percent		1%	1%	1%	2%	6%	13%	20%	6%	0%	0%	0%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Tot	tal
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	54	2,287	687	50	126	65	2	96	476	18	34	7	3	77	3,9	982
Percent	36	1%	57%	17%	1%	3%	2%	0%	2%	12%	0%	1%	0%	0%	2%		
Average Percent		1%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	1%		



Speed Limit: Advisory Speed: N/A N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694214 I-26 NB On Ramp from Vance Rd N/A

WEEKDAY ADT: 388 WEEKEND ADT: 504

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	4	5	2	3	5	8	3	6	0	0	0	0	0	0	0	0	0
1:00 AM	2	4	7	1	1	6	4	7	6	0	0	0	0	0	0	0	0	0
2:00 AM	2	2	2	2	10	2	6	3	5	0	0	0	0	0	0	0	0	0
3:00 AM	11	1	7	8	3	4	9	5	7	0	0	0	0	0	0	0	0	0
4:00 AM	8	5	7	10	12	6	4	7	6	0	0	0	0	0	0	0	0	0
5:00 AM	12	8	23	14	15	16	5	4	5	0	0	0	0	0	0	0	0	0
6:00 AM	26	15	18	24	23	17	13	4	9	0	0	0	0	0	0	0	0	0
7:00 AM	23	18	25	21	24	22	13	17	15	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	23	34	41	25	21	27	24	0	0	0	0	0	0	0	0	0
9:00 AM	21	19	22	22	20	21	29	28	29	0	0	0	0	0	0	0	0	0
10:00 AM	37	45	27	35	40	36	33	43	38	0	0	0	0	0	0	0	0	0
11:00 AM	47	35	20	35	40	28	32	41	37	0	0	0	0	0	0	0	0	0
12:00 PM	26	34	24	46	28	29	39	60	50	0	0	0	0	0	0	0	0	0
1:00 PM	38	27	24	53	35	26	33	58	46	0	0	0	0	0	0	0	0	0
2:00 PM	27	24	31	58	34	28	42	53	48	0	0	0	0	0	0	0	0	0
3:00 PM	20	26	23	25	40	25	26	59	43	0	0	0	0	0	0	0	0	0
4:00 PM	36	30	28	27	36	29	34	36	35	0	0	0	0	0	0	0	0	0
5:00 PM	24	26	17	18	38	22	24	20	22	0	0	0	0	0	0	0	0	0
6:00 PM	19	16	10	27	14	13	19	35	27	0	0	0	0	0	0	0	0	0
7:00 PM	6	9	10	17	15	10	11	15	13	0	0	0	0	0	0	0	0	0
8:00 PM	14	11	5	16	24	8	14	16	15	0	0	0	0	0	0	0	0	0
9:00 PM	6	6	9	11	11	8	8	13	11	0	0	0	0	0	0	0	0	0
10:00 PM	14	3	7	10	4	5	6	11	9	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	2	3	6	4	7	2	5	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	159	23	36	68	245	518	927	631	129	11	4	1	1	0	2,753
Percent	IND	6%	1%	1%	2%	9%	19%	34%	23%	5%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] <sup>36</sup> [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		3%	0%	1%	1%	4%	9%	17%	11%	2%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	22	1,542	540	45	148	36	1	56	193	7	23	7	1	134	2,755
Percent	ND	1%	56%	20%	2%	5%	1%	0%	2%	7%	0%	1%	0%	0%	5%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	10%	1%	3%	1%	0%	1%	4%	0%	0%	0%	0%	2%	



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

168

164

Contractor: Count Number: Location:

RR Crossing No:

DAD N ASSOCIATES LLC 15694215 I-95 SB Exit Ramp to Old State Rd

N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	4	2	0	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	4	0	1	1	5	3
2:00 AM	0	0	0	0	0	0	0	0	0	4	0	1	1	2	1	4	3	4
3:00 AM	0	0	0	0	0	0	0	0	0	1	2	6	3	1	4	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	4	5	3	3	1	2
5:00 AM	0	0	0	0	0	0	0	0	0	5	5	3	6	1	4	1	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	3	4	5	8	13	5	7	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	2	13	6	6	9	10	9	3	6
8:00 AM	0	0	0	0	0	0	0	0	0	12	8	11	18	6	10	9	5	7
9:00 AM	0	0	0	0	0	0	0	0	0	10	9	16	9	9	13	11	1	6
10:00 AM	0	0	0	0	0	0	0	0	0	13	14	3	13	5	9	9	6	8
11:00 AM	0	0	0	0	0	0	0	0	0	15	8	18	69	14	13	8	14	11
12:00 PM	0	0	0	0	0	0	0	0	0	15	14	12	232	7	13	15	6	11
1:00 PM	0	0	0	0	0	0	0	0	0	13	6	12	330	19	9	12	13	13
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	17	366	16	14	11	4	8
3:00 PM	0	0	0	0	0	0	0	0	0	10	13	9	259	16	11	11	14	13
4:00 PM	0	0	0	0	0	0	0	0	0	16	10	9	48	8	10	5	16	11
5:00 PM	0	0	0	0	0	0	0	0	0	1	10	12	11	13	11	11	19	15
6:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	4	14	11	9	13	11
7:00 PM	0	0	0	0	0	0	0	0	0	13	3	6	7	6	5	10	12	11
8:00 PM	0	0	0	0	0	0	0	0	0	1	7	8	3	8	8	5	7	6
9:00 PM	0	0	0	0	0	0	0	0	0	3	1	4	7	2	3	6	5	6
10:00 PM	0	0	0	0	0	0	0	0	0	2	2	3	5	4	3	6	2	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	1	3	1	3	2	6	1	4

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	10	11	21	54	123	239	276	183	69	13	3	1	0	0	1,003
Percent	] <sup>36</sup> [	1%	1%	2%	5%	12%	24%	28%	18%	7%	1%	0%	0%	0%	0%	
Average Percent		0%	1%	1%	3%	6%	12%	14%	9%	3%	1%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	23	447	238	4	60	28	0	30	164	3	1	0	0	5	1,003
Percent	36	2%	45%	24%	0%	6%	3%	0%	3%	16%	0%	0%	0%	0%	0%	
Average Percent		1%	22%	12%	0%	3%	1%	0%	1%	8%	0%	0%	0%	0%	0%	



Division: N/A Milepost: N/A

N/A Advisory Speed: N/A 560 WEEKDAY ADT: WEEKEND ADT: 975

Speed Limit:

Contractor: DAD N ASSOCIATES LLC Count Number: 15694216 Location: I-95 NB Exit Ramp to Old State Rd N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	12	3	4	7	6	6	8	7	0	0	0	0	0	0	0	0	0
1:00 AM	2	6	0	2	3	3	2	3	3	0	0	0	0	0	0	0	0	0
2:00 AM	6	8	6	5	5	6	9	4	7	0	0	0	0	0	0	0	0	0
3:00 AM	10	5	8	5	4	6	6	6	6	0	0	0	0	0	0	0	0	0
4:00 AM	10	9	8	13	13	10	5	6	6	0	0	0	0	0	0	0	0	0
5:00 AM	22	10	21	25	20	19	15	9	12	0	0	0	0	0	0	0	0	0
6:00 AM	19	22	24	19	21	22	19	17	18	0	0	0	0	0	0	0	0	0
7:00 AM	19	24	23	29	42	25	21	15	18	0	0	0	0	0	0	0	0	0
8:00 AM	35	29	36	33	37	33	44	38	41	0	0	0	0	0	0	0	0	0
9:00 AM	40	38	27	30	46	32	52	35	44	0	0	0	0	0	0	0	0	0
10:00 AM	43	34	26	22	43	27	43	41	42	0	0	0	0	0	0	0	0	0
11:00 AM	35	32	38	27	46	32	34	44	39	0	0	0	0	0	0	0	0	0
12:00 PM	42	37	41	23	56	34	53	45	49	0	0	0	0	0	0	0	0	0
1:00 PM	56	40	36	35	65	37	54	40	47	0	0	0	0	0	0	0	0	0
2:00 PM	53	30	41	36	61	36	52	47	50	0	0	0	0	0	0	0	0	0
3:00 PM	59	49	66	57	64	57	43	79	61	0	0	0	0	0	0	0	0	0
4:00 PM	58	41	54	37	71	44	51	546	299	0	0	0	0	0	0	0	0	0
5:00 PM	28	59	31	39	51	43	37	242	140	0	0	0	0	0	0	0	0	0
6:00 PM	32	33	17	25	32	25	17	28	23	0	0	0	0	0	0	0	0	0
7:00 PM	17	37	12	15	29	21	18	18	18	0	0	0	0	0	0	0	0	0
8:00 PM	7	17	14	20	17	17	18	15	17	0	0	0	0	0	0	0	0	0
9:00 PM	10	15	6	13	22	11	14	14	14	0	0	0	0	0	0	0	0	0
10:00 PM	13	8	6	10	24	8	10	11	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	4	7	10	6	8	7	8	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	93	33	33	40	56	71	187	413	788	1,258	1,196	618	203	39	5,028
Percent	IND	2%	1%	1%	1%	1%	1%	4%	8%	16%	25%	24%	12%	4%	1%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	0%	0%	1%	1%	2%	4%	8%	12%	12%	6%	2%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	23	2,993	1,054	65	255	40	5	161	362	5	4	1	2	74	5,044
Percent	l IND	0%	59%	21%	1%	5%	1%	0%	3%	7%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%	



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 312 WEEKDAY ADT: WEEKEND ADT: 311

Contractor: DAD N ASSOCIATES LLC Count Number: 15694217 Location: I-95 NB On Ramp from Old State Rd N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	3	2	3	5	3	2	2	2	0	0	0	0	0	0	0	0	0
1:00 AM	2	2	1	1	0	1	0	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	2	1	3	6	2	3	4	0	2	0	0	0	0	0	0	0	0	0
3:00 AM	7	5	5	7	1	6	3	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	7	3	5	5	3	4	3	4	4	0	0	0	0	0	0	0	0	0
5:00 AM	7	3	10	11	10	8	4	4	4	0	0	0	0	0	0	0	0	0
6:00 AM	9	11	14	15	11	13	9	7	8	0	0	0	0	0	0	0	0	0
7:00 AM	15	20	16	16	28	17	11	10	11	0	0	0	0	0	0	0	0	0
8:00 AM	11	15	19	20	16	18	16	20	18	0	0	0	0	0	0	0	0	0
9:00 AM	15	22	22	22	15	22	15	19	17	0	0	0	0	0	0	0	0	0
10:00 AM	16	17	14	31	24	21	22	23	23	0	0	0	0	0	0	0	0	0
11:00 AM	14	18	18	17	23	18	13	18	16	0	0	0	0	0	0	0	0	0
12:00 PM	15	19	21	22	24	21	24	29	27	0	0	0	0	0	0	0	0	0
1:00 PM	29	16	21	42	26	26	21	17	19	0	0	0	0	0	0	0	0	0
2:00 PM	25	19	8	40	26	22	22	18	20	0	0	0	0	0	0	0	0	0
3:00 PM	20	15	36	25	28	25	27	35	31	0	0	0	0	0	0	0	0	0
4:00 PM	16	28	25	32	19	28	24	42	33	0	0	0	0	0	0	0	0	0
5:00 PM	14	22	16	16	22	18	20	29	25	0	0	0	0	0	0	0	0	0
6:00 PM	15	14	16	13	11	14	10	17	14	0	0	0	0	0	0	0	0	0
7:00 PM	13	10	7	7	7	8	7	19	13	0	0	0	0	0	0	0	0	0
8:00 PM	5	7	8	5	5	7	6	9	8	0	0	0	0	0	0	0	0	0
9:00 PM	3	3	3	1	3	2	2	5	4	0	0	0	0	0	0	0	0	0
10:00 PM	3	5	1	4	7	3	4	7	6	0	0	0	0	0	0	0	0	0
11:00 PM	0	3	2	2	3	2	4	10	7	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	61	19	61	172	287	623	647	233	38	5	0	0	0	0	2,146
Percent	IND	3%	1%	3%	8%	13%	29%	30%	11%	2%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	7 36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	4%	7%	15%	15%	5%	1%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	33	1,462	449	25	123	46	0	75	222	4	1	0	1	44	2,485
Percent	IND .	1%	59%	18%	1%	5%	2%	0%	3%	9%	0%	0%	0%	0%	2%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	29%	9%	1%	2%	1%	0%	2%	4%	0%	0%	0%	0%	1%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

Contractor:
Count Number:
Location:
RR Crossing No:

Start Date:

Start Time (24-hour clock):

DAD N ASSOCIATES LLC
15694218
I-95 SB On Ramp from Old State Rd
N/A

 WEEKDAY ADT:
 427

 WEEKEND ADT:
 442

					NB										SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	-	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0		3	3	3	2	7	3	8	2	5
1:00 AM	0	0	0	0	0	0	0	0	0		1	3	2	0	4	3	4	6	5
2:00 AM	0	0	0	0	0	0	0	0	0		2	4	4	2	3	4	3	5	4
3:00 AM	0	0	0	0	0	0	0	0	0		1	7	5	8	9	6	3	2	3
4:00 AM	0	0	0	0	0	0	0	0	0		13	18	17	16	8	18	8	2	5
5:00 AM	0	0	0	0	0	0	0	0	0		17	29	28	26	25	29	10	4	7
6:00 AM	0	0	0	0	0	0	0	0	0		33	35	39	42	42	37	12	6	9
7:00 AM	0	0	0	0	0	0	0	0	0		34	39	28	32	37	34	13	9	11
8:00 AM	0	0	0	0	0	0	0	0	0		29	18	24	32	36	21	24	12	18
9:00 AM	0	0	0	0	0	0	0	0	0		31	24	26	38	36	25	30	15	23
10:00 AM	0	0	0	0	0	0	0	0	0		29	22	18	26	31	20	29	18	24
11:00 AM	0	0	0	0	0	0	0	0	0		29	26	31	27	28	29	33	23	28
12:00 PM	0	0	0	0	0	0	0	0	0		20	27	14	26	32	21	34	15	25
1:00 PM	0	0	0	0	0	0	0	0	0		17	23	25	31	47	24	24	23	24
2:00 PM	0	0	0	0	0	0	0	0	0		30	28	21	40	34	25	23	30	27
3:00 PM	0	0	0	0	0	0	0	0	0		25	24	22	50	25	23	26	35	31
4:00 PM	0	0	0	0	0	0	0	0	0		39	20	26	30	30	23	25	24	25
5:00 PM	0	0	0	0	0	0	0	0	0		22	16	28	20	18	22	18	142	80
6:00 PM	0	0	0	0	0	0	0	0	0		13	17	24	26	20	21	25	29	27
7:00 PM	0	0	0	0	0	0	0	0	0		24	8	14	24	25	11	23	26	25
8:00 PM	0	0	0	0	0	0	0	0	0		14	12	7	12	15	10	12	13	13
9:00 PM	0	0	0	0	0	0	0	0	0		8	15	10	15	10	13	17	7	12
10:00 PM	0	0	0	0	0	0	0	0	0		9	6	10	9	10	8	11	10	11
11:00 PM	0	0	0	0	0	0	0	0	0		6	2	2	5	8	2	8	3	6

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	32	37	150	505	1,073	762	154	11	2	0	0	0	0	0	2,726
Percent	36	1%	1%	6%	19%	39%	28%	6%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	1%	3%	9%	20%	14%	3%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	14	1,567	569	28	110	46	5	70	288	4	4	1	2	18	2,726
Percent	36	1%	57%	21%	1%	4%	2%	0%	3%	11%	0%	0%	0%	0%	1%	
Average Percent		0%	29%	10%	1%	2%	1%	0%	1%	5%	0%	0%	0%	0%	0%	



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A

N/A

169

169

Contractor: Location:

Count Number: RR Crossing No: DAD N ASSOCIATES LLC

15694219 I-95 SB Exit Ramp to I-26 NB N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	3	3	2	2	3	7	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	2	2
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	2	1	3	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	3	2	2	2	3	2	4	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	8	6	8	5	3	6	2	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	8	3	5	5	2	4	2	3	3
7:00 AM	0	0	0	0	0	0	0	0	0	4	6	4	10	4	7	3	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	10	9	10	7	11	4	8
9:00 AM	0	0	0	0	0	0	0	0	0	12	7	10	14	14	10	9	8	9
10:00 AM	0	0	0	0	0	0	0	0	0	1	11	10	10	17	10	12	7	10
11:00 AM	0	0	0	0	0	0	0	0	0	13	12	12	17	17	14	13	11	12
12:00 PM	0	0	0	0	0	0	0	0	0	10	5	9	23	7	12	18	3	11
1:00 PM	0	0	0	0	0	0	0	0	0	4	12	12	25	17	16	8	13	11
2:00 PM	0	0	0	0	0	0	0	0	0	26	14	9	13	9	12	11	14	13
3:00 PM	0	0	0	0	0	0	0	0	0	14	14	4	24	14	14	17	15	16
4:00 PM	0	0	0	0	0	0	0	0	0	19	6	10	11	10	9	9	17	13
5:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	9	11	7	10	13	12
6:00 PM	0	0	0	0	0	0	0	0	0	9	6	6	11	6	8	6	12	9
7:00 PM	0	0	0	0	0	0	0	0	0	13	6	7	9	8	7	15	4	10
8:00 PM	0	0	0	0	0	0	0	0	0	7	6	3	4	9	4	7	7	7
9:00 PM	0	0	0	0	0	0	0	0	0	5	3	2	1	1	2	6	3	5
10:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	5	3	6	7	4	6
11:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	7	3	3	3	2	3

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	I IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	12	3	2	0	0	9	23	51	118	212	270	183	73	14	970
Percent	] <sup>36</sup> [	1%	0%	0%	0%	0%	1%	2%	5%	12%	22%	28%	19%	7%	1%	
Average Percent		1%	0%	0%	0%	0%	0%	1%	3%	6%	11%	14%	9%	4%	1%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	] NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	13	632	189	28	49	15	1	38	212	2	2	0	1	13	1,195
Percent	36	1%	53%	16%	2%	4%	1%	0%	3%	18%	0%	0%	0%	0%	1%	
Average Percent		1%	26%	8%	1%	2%	1%	0%	2%	9%	0%	0%	0%	0%	1%	



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 915 WEEKDAY ADT: WEEKEND ADT: 828

Contractor: DAD N ASSOCIATES LLC Count Number: 15694220 Location: I-95 NB Exit Ramp to I-26 SB N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	14	7	10	9	12	9	13	14	14	0	0	0	0	0	0	0	0	0
1:00 AM	4	5	8	2	9	5	9	9	9	0	0	0	0	0	0	0	0	0
2:00 AM	7	5	12	9	5	9	5	9	7	0	0	0	0	0	0	0	0	0
3:00 AM	20	8	24	21	13	18	13	6	10	0	0	0	0	0	0	0	0	0
4:00 AM	35	19	47	47	55	38	20	12	16	0	0	0	0	0	0	0	0	0
5:00 AM	92	49	78	77	68	68	23	13	18	0	0	0	0	0	0	0	0	0
6:00 AM	70	72	41	65	67	59	27	14	21	0	0	0	0	0	0	0	0	0
7:00 AM	55	67	62	45	59	58	30	15	23	0	0	0	0	0	0	0	0	0
8:00 AM	54	57	36	49	57	47	42	33	38	0	0	0	0	0	0	0	0	0
9:00 AM	57	73	68	41	69	61	47	46	47	0	0	0	0	0	0	0	0	0
10:00 AM	44	66	68	24	72	53	51	51	51	0	0	0	0	0	0	0	0	0
11:00 AM	61	65	67	16	65	49	48	50	49	0	0	0	0	0	0	0	0	0
12:00 PM	75	63	73	17	79	51	47	64	56	0	0	0	0	0	0	0	0	0
1:00 PM	88	61	54	26	76	47	62	56	59	0	0	0	0	0	0	0	0	0
2:00 PM	77	83	75	22	78	60	67	57	62	0	0	0	0	0	0	0	0	0
3:00 PM	69	65	55	29	92	50	81	74	78	0	0	0	0	0	0	0	0	0
4:00 PM	67	62	70	24	97	52	52	66	59	0	0	0	0	0	0	0	0	0
5:00 PM	13	65	52	31	66	49	62	48	55	0	0	0	0	0	0	0	0	0
6:00 PM	17	53	32	14	57	33	68	20	44	0	0	0	0	0	0	0	0	0
7:00 PM	14	35	23	22	37	27	43	6	25	0	0	0	0	0	0	0	0	0
8:00 PM	18	29	24	29	44	27	33	18	26	0	0	0	0	0	0	0	0	0
9:00 PM	10	18	15	10	21	14	26	23	25	0	0	0	0	0	0	0	0	0
10:00 PM	11	20	20	17	24	19	22	30	26	0	0	0	0	0	0	0	0	0
11:00 PM	0	14	10	13	6	12	11	19	15	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	36	1	5	2	11	24	86	288	651	1,288	1,560	1,184	585	179	5,900
Percent	IND	1%	0%	0%	0%	0%	0%	1%	5%	11%	22%	26%	20%	10%	3%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	11%	13%	10%	5%	2%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	33	2,690	1,283	124	475	74	1	193	996	16	17	5	4	46	5,957
Percent		1%	45%	22%	2%	8%	1%	0%	3%	17%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	23%	11%	1%	4%	1%	0%	2%	8%	0%	0%	0%	0%	0%	



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

4591

4776

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694221 I-95 SB Exit Ramp to I-26 SB - SB Speed N/A

Start Date: Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	71	33	34	47	63	34	61	31	46
1:00 AM	0	0	0	0	0	0	0	0	0	32	49	36	34	42	43	40	39	40
2:00 AM	0	0	0	0	0	0	0	0	0	45	38	40	53	54	39	37	13	25
3:00 AM	0	0	0	0	0	0	0	0	0	38	72	81	60	61	77	43	17	30
4:00 AM	0	0	0	0	0	0	0	0	0	62	146	152	171	123	149	66	40	53
5:00 AM	0	0	0	0	0	0	0	0	0	125	266	229	243	231	248	95	54	75
6:00 AM	0	0	0	0	0	0	0	0	0	230	277	288	292	290	283	108	66	87
7:00 AM	0	0	0	0	0	0	0	0	0	320	237	245	231	235	241	132	66	99
8:00 AM	0	0	0	0	0	0	0	0	0	273	246	294	279	273	270	183	123	153
9:00 AM	0	0	0	0	0	0	0	0	0	271	281	292	244	266	287	262	169	216
10:00 AM	0	0	0	0	0	0	0	0	0	337	245	281	232	319	263	290	208	249
11:00 AM	0	0	0	0	0	0	0	0	0	341	252	264	107	327	258	340	269	305
12:00 PM	0	0	0	0	0	0	0	0	0	329	302	264	101	325	283	328	329	329
1:00 PM	0	0	0	0	0	0	0	0	0	276	275	291	143	350	283	347	355	351
2:00 PM	0	0	0	0	0	0	0	0	0	315	229	294	69	462	262	371	420	396
3:00 PM	0	0	0	0	0	0	0	0	0	326	269	288	214	460	279	392	472	432
4:00 PM	0	0	0	0	0	0	0	0	0	321	318	268	332	464	293	386	437	412
5:00 PM	0	0	0	0	0	0	0	0	0	315	258	265	296	386	262	333	434	384
6:00 PM	0	0	0	0	0	0	0	0	0	264	223	230	225	373	227	269	338	304
7:00 PM	0	0	0	0	0	0	0	0	0	223	140	172	194	343	156	212	280	246
8:00 PM	0	0	0	0	0	0	0	0	0	152	99	140	203	261	120	155	269	212
9:00 PM	0	0	0	0	0	0	0	0	0	116	109	100	143	236	105	115	173	144
10:00 PM	0	0	0	0	0	0	0	0	0	92	78	81	107	148	80	111	123	117
11:00 PM	0	0	0	0	0	0	0	0	0	65	53	57	70	98	55	80	71	76

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	2,141	25	142	1,247	4,437	10,539	9,510	1,730	73	1	0	0	0	0	29,845
Percent	<b>ЭВ</b>	7%	0%	0%	4%	15%	35%	32%	6%	0%	0%	0%	0%	0%	0%	
Average Percent		4%	0%	0%	2%	7%	18%	16%	3%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	368	15,645	5,585	563	3,258	108	1	1,890	534	7	41	13	11	1,821	29,845
Percent	36	1%	52%	19%	2%	11%	0%	0%	6%	2%	0%	0%	0%	0%	6%	
Average Percent		1%	26%	9%	1%	5%	0%	0%	3%	1%	0%	0%	0%	0%	3%	



Speed Limit:

N/A

Division:	N/A			_	Speed Lim	it·	N	/ <b>A</b>			Contractor			DAD N ASSO	CIATES LLC				
County:	Dorcheste N/A	r		<del>-</del> -	Advisory S			/A	-		Count Num			15694222 I-95 NB Exit R		NB		<del>-</del> -	
On Road:	I-95 NB Ex	it Ramp		_	WEEKD	AY ADT:		84	142		RR Crossir	ng No:		N/A	•			_	
Milepost:	N/A			_	WEEKE	ND ADT:		11	304									=	
											Start Date: Start Time	(24-hour clo	ock):		3/1/22 0:00			<del>-</del> -	
					NB										SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak		Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Averag Weeke Direction Hourly P
12:00 AM	1 102	177	116	113	123	135	106	83	95		0	0	0	0	0	0	0	0	0
1:00 AN		122	109	110	124	114	115	77	96		0	0	0	0	0	0	0	0	0
2:00 AN		113	112	133 140	139	119 139	109	82	96		0	0	0	0	0	0	0	0	0
3:00 AM 4:00 AM		118 153	158 187	201	143 220	139	134 150	93 90	114 120		0	0	0	0	0	0	0	0	0
5:00 AN		166	239	256	264	220	236	150	193		0	0	0	0	0	0	0	0	0
6:00 AN		265	345	331	362	314	351	257	304		0	0	0	0	0	0	0	0	0
7:00 AM		321	433	422	503	392	477	433	455		0	0	0	0	0	0	0	0	0
8:00 AM		473	426	508	567	469	634	635	635		0	0	0	0	0	0	0	0	0
9:00 AM 10:00 AM	-	567 659	528 601	470 445	711 723	522 568	713 862	863 1,134	788 998		0	0	0	0	0	0	0	0	0
11:00 AN		659	600	357	742	539	776	1,179	978		0	0	0	0	0	0	0	0	0
12:00 PM	1,023	649	610	357	844	539	784	1,137	961		0	0	0	0	0	0	0	0	0
1:00 PM		721	627	340	819	563	775	998	887		0	0	0	0	0	0	0	0	0
2:00 PN	936	681	607	339	769	542	842	1,110	976		0	0	0	0	0	0	0	0	0
3:00 PM 4:00 PM	1 806 1 705	655 620	548 488	448 553	691 698	550 554	715 629	1,069 625	892 627		0	0	0	0	0	0	0	0	0
5:00 PM		532	446	417	633	465	518	486	502		0	0	0	0	0	0	0	0	0
6:00 PM		447	331	360	547	379	445	403	424		0	0	0	0	0	0	0	0	0
7:00 PM		291	289	318	403	299	336	278	307		0	0	0	0	0	0	0	0	0
8:00 PM		305	259	282	334	282	253	351	302		0	0	0	0	0	0	0	0	0
9:00 PM 10:00 PM	1 282	240 203	196 141	249	251 206	228 182	246 142	317 198	282 170		0	0	0	0	0	0	0	0	0
11:00 PM		157	118	165	154	147	87	124	106		0	0	0	0	0	0	0	0	0
	•	•		•	•	•		•				•	•	•	1			•	-
		DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	SPEED 35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL	
Tota!			164	393	2,489			18,748		214									4
Total Percent		NB	0%	393 1%	2,489 4%	13,584 22%	21,767 35%	30%	4,725 8%	0%	5 0%	0	0	0	0	0 0%	0 0%	62,089	ď
Total			0	0	0	0	0	0	0	0	0	0	0	0	0	0	070	0	
Percent		SB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Average I	Percent		0%	0%	2%	11%	18%	15%	4%	0%	0%	0%	0%	0%	0%	0%			
									CLASS										7
		DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		Total	
Total			185	31,492	8,447	1,247	2,231	578	14	3,277	10,562	754	691	379	660	1,572		62,089	1
Percent		NB	0%	51%	14%	2%	4%	1%	0%	5%	17%	1%	1%	1%	1%	3%		02,000	Í
Total		SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	]
Percent		30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Average I	ercent		0%	25%	7%	1%	2%	0%	0%	3%	9%	1%	1%	0%	1%	1%			

Contractor:

DAD N ASSOCIATES LLC



Division: N/A Milepost: N/A

N/A Advisory Speed: N/A 4834 WEEKDAY ADT: WEEKEND ADT: 5026

Speed Limit:

Contractor: DAD N ASSOCIATES LLC 15694223 15694223 - I-26 NB Exit Ramp to I-95 NB Count Number: Location:

N/A

Start Date:

RR Crossing No:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	31	36	22	32	20	30	25	26	26	0	0	0	0	0	0	0	0	0
1:00 AM	35	30	29	25	23	28	34	19	27	0	0	0	0	0	0	0	0	0
2:00 AM	37	28	42	27	37	32	30	27	29	0	0	0	0	0	0	0	0	0
3:00 AM	73	27	58	65	61	50	36	27	32	0	0	0	0	0	0	0	0	0
4:00 AM	109	63	96	94	107	84	97	52	75	0	0	0	0	0	0	0	0	0
5:00 AM	218	99	169	196	196	155	157	127	142	0	0	0	0	0	0	0	0	0
6:00 AM	278	180	258	228	238	222	220	167	194	0	0	0	0	0	0	0	0	0
7:00 AM	309	258	268	242	297	256	277	261	269	0	0	0	0	0	0	0	0	0
8:00 AM	359	254	267	296	338	272	335	314	325	0	0	0	0	0	0	0	0	0
9:00 AM	349	310	283	319	394	304	334	473	404	0	0	0	0	0	0	0	0	0
10:00 AM	312	268	267	359	383	298	343	408	376	0	0	0	0	0	0	0	0	0
11:00 AM	291	296	305	474	390	358	303	450	377	0	0	0	0	0	0	0	0	0
12:00 PM	283	280	299	434	406	338	268	392	330	0	0	0	0	0	0	0	0	0
1:00 PM	310	282	317	553	452	384	256	444	350	0	0	0	0	0	0	0	0	0
2:00 PM	345	320	376	531	505	409	258	381	320	0	0	0	0	0	0	0	0	0
3:00 PM	355	306	375	501	476	394	238	414	326	0	0	0	0	0	0	0	0	0
4:00 PM	315	364	316	452	446	377	262	642	452	0	0	0	0	0	0	0	0	0
5:00 PM	284	300	228	272	340	267	202	318	260	0	0	0	0	0	0	0	0	0
6:00 PM	262	231	159	191	255	194	152	308	230	0	0	0	0	0	0	0	0	0
7:00 PM	151	147	105	142	164	131	151	284	218	0	0	0	0	0	0	0	0	0
8:00 PM	84	102	74	96	114	91	109	109	109	0	0	0	0	0	0	0	0	0
9:00 PM	53	63	57	50	90	57	87	74	81	0	0	0	0	0	0	0	0	0
10:00 PM	41	76	67	50	89	64	60	32	46	0	0	0	0	0	0	0	0	0
11:00 PM	0	53	31	31	55	38	41	27	34	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	164	1	2	6	27	64	339	1,126	2,842	5,633	8,122	6,944	3,164	983	29,690
Percent	] IND	1%	0%	0%	0%	0%	0%	1%	4%	10%	19%	27%	23%	11%	3%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	1%	2%	5%	9%	14%	12%	5%	2%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	55	17,683	5,417	448	2,047	277	7	716	2,734	79	33	34	9	151	29,690
Percent	ND	0%	60%	18%	2%	7%	1%	0%	2%	9%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭБ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	30%	9%	1%	3%	0%	0%	1%	5%	0%	0%	0%	0%	0%	



 Speed Limit:
 N/A

 Advisory Speed:
 N/A

 WEEKDAY ADT:
 1047

 WEEKEND ADT:
 1002

 Contractor:
 DAD N ASSOCIATES LLC

 Count Number:
 15694223

 Location:
 I-26 NB Exit Ramp to I-95 NB

 RR Crossing No:
 N/A

3/1/22 0:00

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	8	7	12	11	9	10	11	11	0	0	0	0	0	0	0	0	0
1:00 AM	14	8	9	7	13	8	6	9	8	0	0	0	0	0	0	0	0	0
2:00 AM	9	11	7	9	11	9	16	9	13	0	0	0	0	0	0	0	0	0
3:00 AM	23	14	13	17	21	15	16	9	13	0	0	0	0	0	0	0	0	0
4:00 AM	25	14	19	20	20	18	22	10	16	0	0	0	0	0	0	0	0	0
5:00 AM	49	16	36	34	33	29	29	32	31	0	0	0	0	0	0	0	0	0
6:00 AM	72	36	50	56	69	47	55	31	43	0	0	0	0	0	0	0	0	0
7:00 AM	74	57	59	60	81	59	55	50	53	0	0	0	0	0	0	0	0	0
8:00 AM	104	69	67	73	91	70	67	69	68	0	0	0	0	0	0	0	0	0
9:00 AM	87	50	67	55	104	57	76	69	73	0	0	0	0	0	0	0	0	0
10:00 AM	63	66	65	64	106	65	93	65	79	0	0	0	0	0	0	0	0	0
11:00 AM	76	55	52	84	96	64	100	75	88	0	0	0	0	0	0	0	0	0
12:00 PM	93	48	65	55	99	56	51	70	61	0	0	0	0	0	0	0	0	0
1:00 PM	55	69	65	79	100	71	50	69	60	0	0	0	0	0	0	0	0	0
2:00 PM	60	58	64	136	90	86	61	100	81	0	0	0	0	0	0	0	0	0
3:00 PM	75	67	66	97	100	77	42	81	62	0	0	0	0	0	0	0	0	0
4:00 PM	63	70	84	112	96	89	53	59	56	0	0	0	0	0	0	0	0	0
5:00 PM	59	79	67	60	82	69	50	47	49	0	0	0	0	0	0	0	0	0
6:00 PM	42	55	40	48	58	48	40	33	37	0	0	0	0	0	0	0	0	0
7:00 PM	31	30	30	20	41	27	31	36	34	0	0	0	0	0	0	0	0	0
8:00 PM	17	30	22	36	34	29	28	23	26	0	0	0	0	0	0	0	0	0
9:00 PM	18	16	16	36	32	23	21	18	20	0	0	0	0	0	0	0	0	0
10:00 PM	10	13	7	23	15	14	24	13	19	0	0	0	0	0	0	0	0	0
11:00 PM	0	11	11	10	5	11	13	7	10	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	24	13	181	1,120	2,633	2,290	220	5	0	0	0	0	0	0	6,486
Percent	IND	0%	0%	3%	17%	41%	35%	3%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	1%	9%	20%	18%	2%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	23	3,740	1,193	115	281	95	3	184	775	19	18	7	13	20	6,486
Percent	l IND	0%	58%	18%	2%	4%	1%	0%	3%	12%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	29%	9%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%	



Division:
County:
City:
On Road:
Milepost:
N/A
N/A
N/A
N/A

Speed Limit: N/A Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC 15694225 I-26 SB Exit Ramp to I-95 NB N/A

WEEKDAY ADT: 235 WEEKEND ADT: 307

3/1/22

	Start Time (24-hour clock):	0:00	_

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	1	2	3	1	3	2	3	8	6
1:00 AM	0	0	0	0	0	0	0	0	0	2	4	2	1	3	2	3	7	5
2:00 AM	0	0	0	0	0	0	0	0	0	5	1	0	5	2	2	3	3	3
3:00 AM	0	0	0	0	0	0	0	0	0	3	4	2	3	5	3	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	4	3	1	2	6	2	5	3	4
5:00 AM	0	0	0	0	0	0	0	0	0	3	3	3	5	6	4	6	5	6
6:00 AM	0	0	0	0	0	0	0	0	0	5	5	7	7	2	6	6	10	8
7:00 AM	0	0	0	0	0	0	0	0	0	8	8	6	12	11	9	11	9	10
8:00 AM	0	0	0	0	0	0	0	0	0	17	9	8	22	11	13	15	14	15
9:00 AM	0	0	0	0	0	0	0	0	0	15	17	17	19	25	18	24	24	24
10:00 AM	0	0	0	0	0	0	0	0	0	20	16	13	11	31	13	25	19	22
11:00 AM	0	0	0	0	0	0	0	0	0	21	13	14	17	32	15	33	20	27
12:00 PM	0	0	0	0	0	0	0	0	0	25	13	14	18	26	15	38	21	30
1:00 PM	0	0	0	0	0	0	0	0	0	23	15	12	16	25	14	12	27	20
2:00 PM	0	0	0	0	0	0	0	0	0	22	10	19	19	37	16	18	27	23
3:00 PM	0	0	0	0	0	0	0	0	0	17	23	20	10	27	18	16	21	19
4:00 PM	0	0	0	0	0	0	0	0	0	20	12	11	13	21	12	13	12	13
5:00 PM	0	0	0	0	0	0	0	0	0	16	19	20	22	18	20	16	20	18
6:00 PM	0	0	0	0	0	0	0	0	0	8	13	13	12	19	13	8	24	16
7:00 PM	0	0	0	0	0	0	0	0	0	12	6	11	16	16	11	11	13	12
8:00 PM	0	0	0	0	0	0	0	0	0	14	2	10	10	10	7	7	9	8
9:00 PM	0	0	0	0	0	0	0	0	0	11	2	9	12	8	8	10	6	8
10:00 PM	0	0	0	0	0	0	0	0	0	3	3	2	18	14	8	5	6	6
11:00 PM	0	0	0	0	0	0	0	0	0	7	2	2	11	4	5	5	1	3

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	l IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	15	1	27	242	666	816	185	10	1	0	0	0	0	0	1,963
Percent	<b>ЭВ</b>	1%	0%	1%	12%	34%	42%	9%	1%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	1%	6%	17%	21%	5%	0%	0%	0%	0%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	-	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	6	1,249	352	29	68	17	1	58	162	3	1	0	2	15	•	1,963
Percent	36	0%	64%	18%	1%	3%	1%	0%	3%	8%	0%	0%	0%	0%	1%		
Average Percent		0%	32%	9%	1%	2%	0%	0%	1%	4%	0%	0%	0%	0%	0%		



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

560

479

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC 15694225 I-26 SB Exit Ramp to I-95 NB

N/A

Start Date:

Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	3	9	3	4	3	5	3	3	3
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	4	6	4	4	4	4	4
2:00 AM	0	0	0	0	0	0	0	0	0	2	4	3	3	5	3	5	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	4	9	4	9	6	7	6	5	6
4:00 AM	0	0	0	0	0	0	0	0	0	7	7	9	15	5	10	5	0	3
5:00 AM	0	0	0	0	0	0	0	0	0	10	18	21	20	15	20	15	5	10
6:00 AM	0	0	0	0	0	0	0	0	0	16	20	27	23	18	23	18	4	11
7:00 AM	0	0	0	0	0	0	0	0	0	24	34	26	37	31	32	31	4	18
8:00 AM	0	0	0	0	0	0	0	0	0	33	29	26	29	38	28	38	12	25
9:00 AM	0	0	0	0	0	0	0	0	0	32	27	39	30	31	32	31	19	25
10:00 AM	0	0	0	0	0	0	0	0	0	34	35	37	42	21	38	21	28	25
11:00 AM	0	0	0	0	0	0	0	0	0	48	38	32	61	40	44	40	33	37
12:00 PM	0	0	0	0	0	0	0	0	0	42	41	34	63	35	46	35	34	35
1:00 PM	0	0	0	0	0	0	0	0	0	36	31	29	41	41	34	41	31	36
2:00 PM	0	0	0	0	0	0	0	0	0	39	35	38	46	40	40	40	24	32
3:00 PM	0	0	0	0	0	0	0	0	0	41	36	37	41	47	38	47	31	39
4:00 PM	0	0	0	0	0	0	0	0	0	23	24	25	54	26	34	26	37	32
5:00 PM	0	0	0	0	0	0	0	0	0	38	38	39	34	51	37	51	25	38
6:00 PM	0	0	0	0	0	0	0	0	0	42	18	24	12	34	18	34	23	29
7:00 PM	0	0	0	0	0	0	0	0	0	17	23	17	12	18	17	18	23	21
8:00 PM	0	0	0	0	0	0	0	0	0	19	22	9	21	18	17	18	15	17
9:00 PM	0	0	0	0	0	0	0	0	0	12	11	8	16	28	12	28	7	18
10:00 PM	0	0	0	0	0	0	0	0	0	14	13	13	6	9	11	9	9	9
11:00 PM	0	0	0	0	0	0	0	0	0	8	16	6	5	3	9	13	3	8

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	78	14	17	33	115	377	676	843	643	263	60	8	1	0	3,128
Percent	] <sup>36</sup> [	2%	0%	1%	1%	4%	12%	22%	27%	21%	8%	2%	0%	0%	0%	
Average Percent		1%	0%	0%	1%	2%	6%	11%	13%	10%	4%	1%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	17	1,455	452	48	93	35	14	69	742	25	4	1	3	64	3,022
Percent	36	1%	48%	15%	2%	3%	1%	0%	2%	25%	1%	0%	0%	0%	2%	
Average Percent		0%	24%	7%	1%	2%	1%	0%	1%	12%	0%	0%	0%	0%	1%	



N/A Speed Limit: Advisory Speed: N/A

WEEKDAY ADT:

WEEKEND ADT:

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC 15694228 I-26 SB Exit Ramp to US 15 NB

N/A

Start Date: Start Time (24-hour clock): 3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	2	2	8	4	4	5	8	7	8
1:00 AM	0	0	0	0	0	0	0	0	0	5	2	2	5	2	3	6	5	6
2:00 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	1	1	4	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	1	3	5	3	3	4	2	2	2
4:00 AM	0	0	0	0	0	0	0	0	0	5	3	3	0	3	2	2	2	2
5:00 AM	0	0	0	0	0	0	0	0	0	4	6	8	11	7	8	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	2	10	11	11	14	11	2	7	5
7:00 AM	0	0	0	0	0	0	0	0	0	10	24	19	15	7	19	2	6	4
8:00 AM	0	0	0	0	0	0	0	0	0	20	10	16	17	11	14	8	6	7
9:00 AM	0	0	0	0	0	0	0	0	0	23	16	14	10	12	13	12	19	16
10:00 AM	0	0	0	0	0	0	0	0	0	18	19	26	20	16	22	13	18	16
11:00 AM	0	0	0	0	0	0	0	0	0	20	15	14	11	20	13	14	18	16
12:00 PM	0	0	0	0	0	0	0	0	0	10	18	18	10	19	15	17	18	18
1:00 PM	0	0	0	0	0	0	0	0	0	20	17	14	6	20	12	12	15	14
2:00 PM	0	0	0	0	0	0	0	0	0	29	18	17	10	24	15	25	17	21
3:00 PM	0	0	0	0	0	0	0	0	0	16	18	21	14	20	18	18	15	17
4:00 PM	0	0	0	0	0	0	0	0	0	16	15	18	13	20	15	13	18	16
5:00 PM	0	0	0	0	0	0	0	0	0	18	21	20	13	23	18	23	13	18
6:00 PM	0	0	0	0	0	0	0	0	0	20	9	15	15	24	13	13	8	11
7:00 PM	0	0	0	0	0	0	0	0	0	11	8	9	8	13	8	17	9	13
8:00 PM	0	0	0	0	0	0	0	0	0	8	10	12	5	14	9	17	11	14
9:00 PM	0	0	0	0	0	0	0	0	0	5	5	9	13	13	9	13	3	8
10:00 PM	0	0	0	0	0	0	0	0	0	8	4	7	6	11	6	8	7	8
11:00 PM	0	0	0	0	0	0	0	0	0	5	3	4	7	6	5	10	2	6

259

246

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	28	14	54	348	899	474	41	0	0	0	0	0	0	0	1,858
Percent	36	2%	1%	3%	19%	48%	26%	2%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	1%	9%	24%	13%	1%	0%	0%	0%	0%	0%	0%	0%	

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Т	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Percent	NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	SB	5	1,064	373	42	117	11	4	57	155	1	0	1	0	28	1	1,858
Percent	36	0%	57%	20%	2%	6%	1%	0%	3%	8%	0%	0%	0%	0%	2%		
Average Percent		0%	29%	10%	1%	3%	0%	0%	2%	4%	0%	0%	0%	0%	1%		



Division: N/A Milepost: N/A

N/A Advisory Speed: N/A 659 WEEKDAY ADT: WEEKEND ADT: 424

Speed Limit:

Contractor: DAD N ASSOCIATES LLC Count Number: 15694229 Location: I-26 NB Exit Ramp to US 15 SB N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	6	3	7	1	5	6	9	8	0	0	0	0	0	0	0	0	0
1:00 AM	5	2	4	3	4	3	1	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	5	6	9	7	4	7	1	2	2	0	0	0	0	0	0	0	0	0
3:00 AM	9	7	7	6	8	7	3	3	3	0	0	0	0	0	0	0	0	0
4:00 AM	12	7	15	8	7	10	2	2	2	0	0	0	0	0	0	0	0	0
5:00 AM	20	15	18	16	17	16	9	1	5	0	0	0	0	0	0	0	0	0
6:00 AM	22	13	27	25	19	22	15	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	23	20	29	24	21	24	25	8	17	0	0	0	0	0	0	0	0	0
8:00 AM	28	26	27	27	27	27	17	23	20	0	0	0	0	0	0	0	0	0
9:00 AM	21	30	16	27	32	24	26	18	22	0	0	0	0	0	0	0	0	0
10:00 AM	33	37	39	41	35	39	25	23	24	0	0	0	0	0	0	0	0	0
11:00 AM	38	37	35	34	36	35	24	31	28	0	0	0	0	0	0	0	0	0
12:00 PM	38	38	39	46	48	41	31	35	33	0	0	0	0	0	0	0	0	0
1:00 PM	41	33	40	48	35	40	27	39	33	0	0	0	0	0	0	0	0	0
2:00 PM	49	50	57	57	56	55	34	26	30	0	0	0	0	0	0	0	0	0
3:00 PM	77	50	63	72	65	62	34	36	35	0	0	0	0	0	0	0	0	0
4:00 PM	67	68	61	75	69	68	27	45	36	0	0	0	0	0	0	0	0	0
5:00 PM	47	76	47	41	44	55	19	30	25	0	0	0	0	0	0	0	0	0
6:00 PM	26	52	32	33	33	39	27	26	27	0	0	0	0	0	0	0	0	0
7:00 PM	26	37	16	36	22	30	25	13	19	0	0	0	0	0	0	0	0	0
8:00 PM	15	23	15	9	25	16	20	12	16	0	0	0	0	0	0	0	0	0
9:00 PM	11	13	13	14	16	13	18	11	15	0	0	0	0	0	0	0	0	0
10:00 PM	10	11	9	7	11	9	13	9	11	0	0	0	0	0	0	0	0	0
11:00 PM	0	16	7	13	7	12	4	4	4	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	20	30	308	1,143	2,000	555	44	4	0	0	0	0	0	0	4,104
Percent	IND	0%	1%	8%	28%	49%	14%	1%	0%	0%	0%	0%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	4%	14%	24%	7%	1%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	8	2,260	869	44	168	88	0	58	546	29	2	2	8	22	4,104
Percent	l IND	0%	55%	21%	1%	4%	2%	0%	1%	13%	1%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	7%	0%	0%	0%	0%	0%	



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 236 WEEKDAY ADT: WEEKEND ADT: 238

Contractor: DAD N ASSOCIATES LLC Count Number: 15694230 Location: I-26 NB Exit Ramp to US 15 NB N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	2	3	2	2	1	2	3	1	2	0	0	0	0	0	0	0	0	0
1:00 AM	1	2	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	2	1	0	1	1	3	2	3	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	6	4	6	3	3	2	3	0	0	0	0	0	0	0	0	0
6:00 AM	7	3	8	6	8	6	5	3	4	0	0	0	0	0	0	0	0	0
7:00 AM	8	7	8	7	11	7	15	1	8	0	0	0	0	0	0	0	0	0
8:00 AM	18	9	13	11	8	11	15	14	15	0	0	0	0	0	0	0	0	0
9:00 AM	15	5	17	5	22	9	16	13	15	0	0	0	0	0	0	0	0	0
10:00 AM	16	13	10	16	17	13	17	9	13	0	0	0	0	0	0	0	0	0
11:00 AM	13	17	10	18	16	15	15	22	19	0	0	0	0	0	0	0	0	0
12:00 PM	12	12	17	25	33	18	26	20	23	0	0	0	0	0	0	0	0	0
1:00 PM	14	14	13	23	21	17	13	29	21	0	0	0	0	0	0	0	0	0
2:00 PM	21	22	24	16	20	21	15	16	16	0	0	0	0	0	0	0	0	0
3:00 PM	16	14	26	18	28	19	26	22	24	0	0	0	0	0	0	0	0	0
4:00 PM	30	35	25	35	30	32	18	24	21	0	0	0	0	0	0	0	0	0
5:00 PM	18	27	17	16	13	20	16	12	14	0	0	0	0	0	0	0	0	0
6:00 PM	10	14	15	11	10	13	17	6	12	0	0	0	0	0	0	0	0	0
7:00 PM	7	16	10	9	8	12	13	5	9	0	0	0	0	0	0	0	0	0
8:00 PM	6	3	6	5	6	5	9	5	7	0	0	0	0	0	0	0	0	0
9:00 PM	1	2	1	3	5	2	8	8	8	0	0	0	0	0	0	0	0	0
10:00 PM	7	6	4	2	3	4	3	0	2	0	0	0	0	0	0	0	0	0
11:00 PM	0	7	1	2	2	3	2	1	2	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	14	8	11	9	21	63	151	379	524	364	112	21	4	0	1,681
Percent	IND	1%	0%	1%	1%	1%	4%	9%	23%	31%	22%	7%	1%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	1%	2%	4%	11%	16%	11%	3%	1%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	9	1,081	389	10	106	10	3	18	43	3	0	0	0	9	1,681
Percent	l IND	1%	64%	23%	1%	6%	1%	0%	1%	3%	0%	0%	0%	0%	1%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	ЭВ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	32%	12%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	



Division: N/A Milepost: N/A

Speed Limit: N/A Advisory Speed: N/A 1452 WEEKDAY ADT: WEEKEND ADT: 523

Contractor: DAD N ASSOCIATES LLC Count Number: 15694232 Location: US 15 NB Exit Ramp to I-26 SB N/A RR Crossing No:

Start Date:

3/1/22 0:00 Start Time (24-hour clock):

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	6	3	4	2	9	2	3	3	0	0	0	0	0	0	0	0	0
1:00 AM	4	2	2	5	4	4	3	4	4	0	0	0	0	0	0	0	0	0
2:00 AM	15	1	6	10	7	7	1	3	2	0	0	0	0	0	0	0	0	0
3:00 AM	21	7	26	34	26	33	10	2	6	0	0	0	0	0	0	0	0	0
4:00 AM	42	36	57	63	47	93	19	10	15	0	0	0	0	0	0	0	0	0
5:00 AM	78	44	79	75	74	123	21	7	14	0	0	0	0	0	0	0	0	0
6:00 AM	57	74	76	56	58	150	16	6	11	0	0	0	0	0	0	0	0	0
7:00 AM	49	59	49	43	49	108	34	11	23	0	0	0	0	0	0	0	0	0
8:00 AM	42	38	53	44	46	91	39	20	30	0	0	0	0	0	0	0	0	0
9:00 AM	40	40	36	44	35	76	36	33	35	0	0	0	0	0	0	0	0	0
10:00 AM	36	41	44	48	26	85	36	38	37	0	0	0	0	0	0	0	0	0
11:00 AM	49	41	42	75	51	83	42	42	42	0	0	0	0	0	0	0	0	0
12:00 PM	42	58	28	95	47	86	30	34	32	0	0	0	0	0	0	0	0	0
1:00 PM	37	38	29	116	45	67	38	27	33	0	0	0	0	0	0	0	0	0
2:00 PM	26	36	33	235	56	69	36	37	37	0	0	0	0	0	0	0	0	0
3:00 PM	29	33	35	60	39	68	35	46	41	0	0	0	0	0	0	0	0	0
4:00 PM	40	35	41	46	41	76	32	40	36	0	0	0	0	0	0	0	0	0
5:00 PM	41	32	30	23	31	62	30	37	34	0	0	0	0	0	0	0	0	0
6:00 PM	25	32	19	22	28	51	25	36	31	0	0	0	0	0	0	0	0	0
7:00 PM	26	22	6	18	17	28	8	41	25	0	0	0	0	0	0	0	0	0
8:00 PM	7	11	13	14	16	24	10	23	17	0	0	0	0	0	0	0	0	0
9:00 PM	13	15	12	8	10	27	10	9	10	0	0	0	0	0	0	0	0	0
10:00 PM	8	4	9	6	11	13	4	5	5	0	0	0	0	0	0	0	0	0
11:00 PM	0	13	6	5	4	19	10	4	7	0	0	0	0	0	0	0	0	0

								SPEED								
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	15	10	3	17	111	373	728	1,260	1,063	350	58	9	1	0	3,998
Percent	IND	0%	0%	0%	0%	3%	9%	18%	32%	27%	9%	1%	0%	0%	0%	
	DIRECTION	0.0-9.99	10-14.99	20-24.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	7 36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	1%	5%	9%	16%	13%	4%	1%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	12	2,259	898	51	173	59	0	59	455	16	4	0	1	11	3,998
Percent	NB	0%	57%	22%	1%	4%	1%	0%	1%	11%	0%	0%	0%	0%	0%	
Total	SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	28%	11%	1%	2%	1%	0%	1%	6%	0%	0%	0%	0%	0%	



| Division: N/A | County: Dorchester | City: N/A | Con Road: US 15 SB Exit Ramp | Milepost: N/A | Control | Milepost: N/A

Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694233

US 15 SB Exit Ramp to I-26 SB

N/A

WEEKDAY ADT: WEEKEND ADT:

168

136

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	3	4	2	3	4	1	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	2	5	4	2	3	5	1	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	11	12	11	9	12	2	3	3
6:00 AM	0	0	0	0	0	0	0	0	0	13	18	25	22	22	22	8	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	18	18	16	15	10	17	7	3	5
8:00 AM	0	0	0	0	0	0	0	0	0	15	13	10	16	9	12	6	5	6
9:00 AM	0	0	0	0	0	0	0	0	0	10	12	14	8	11	13	10	10	10
10:00 AM	0	0	0	0	0	0	0	0	0	8	8	7	7	9	8	12	3	8
11:00 AM	0	0	0	0	0	0	0	0	0	9	3	7	95	8	5	7	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	4	5	8	178	9	7	11	12	12
1:00 PM	0	0	0	0	0	0	0	0	0	8	12	9	258	10	11	10	6	8
2:00 PM	0	0	0	0	0	0	0	0	0	6	11	8	245	11	10	9	8	9
3:00 PM	0	0	0	0	0	0	0	0	0	7	10	12	282	9	11	7	8	8
4:00 PM	0	0	0	0	0	0	0	0	0	8	6	7	81	8	7	14	10	12
5:00 PM	0	0	0	0	0	0	0	0	0	5	5	7	7	4	6	8	9	9
6:00 PM	0	0	0	0	0	0	0	0	0	4	4	8	6	11	6	9	12	11
7:00 PM	0	0	0	0	0	0	0	0	0	4	1	10	5	5	6	5	5	5
8:00 PM	0	0	0	0	0	0	0	0	0	1	5	2	4	6	4	4	8	6
9:00 PM	0	0	0	0	0	0	0	0	0	4	2	2	2	6	2	7	4	6
10:00 PM	0	0	0	0	0	0	0	0	0	1	2	1	3	3	2	4	4	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	2	4	0	0	3	7	0	4

								SPEED								
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	0.0-9.99	10.0-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	SB	38	1	5	57	365	371	60	6	0	0	0	0	0	0	903
Percent	] <sup>36</sup> [	4%	0%	1%	6%	40%	41%	7%	1%	0%	0%	0%	0%	0%	0%	
Average Percent		2%	0%	0%	3%	20%	21%	3%	0%	0%	0%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	IND	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	2	572	194	4	59	7	0	11	16	0	0	0	0	38	903
Percent	36	0%	63%	21%	0%	7%	1%	0%	1%	2%	0%	0%	0%	0%	4%	
Average Percent		0%	32%	11%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	



County: N/A
Con Road: I-26 N of I-95
Milepost: N/A

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

45496

57378

Contractor: Count Number: Location:

RR Crossing No:

DAD N ASSOCIATES LLC

15694235 I-26 N of I-95 Interchange N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	183	305	205	208	224	239	215	205	210	379	245	291	306	372	268	413	336	375
1:00 AM	210	216	202	195	209	204	209	150	180	262	206	199	303	333	203	349	264	307
2:00 AM	203	206	248	250	294	235	178	131	155	232	195	217	280	293	206	274	202	238
3:00 AM	328	239	330	333	326	301	210	147	179	230	306	300	331	390	303	316	149	233
4:00 AM	486	340	441	433	506	405	328	196	262	261	404	430	446	510	417	317	172	245
5:00 AM	818	461	692	728	696	627	545	284	415	427	606	594	618	666	600	476	208	342
6:00 AM	1,095	726	1,053	1,056	1,077	945	911	526	719	685	965	975	1,061	962	970	623	335	479
7:00 AM	1,392	1,113	1,319	1,320	1,397	1251	1,332	963	1148	1,109	1,033	1,044	1,111	1,177	1039	850	542	696
8:00 AM	1,586	1,386	1,296	1,421	1,565	1368	1,821	1,486	1654	1,150	1,183	1,228	1,237	1,422	1206	1,307	846	1077
9:00 AM	1,797	1,390	1,480	1,094	1,905	1321	2,039	2,174	2107	1,352	1,401	1,389	1,586	1,790	1395	1,787	1,382	1585
10:00 AM	1,551	1,610	1,554	1,165	2,091	1443	2,127	2,642	2385	1,695	1,503	1,419	1,242	1,888	1461	2,338	1,822	2080
11:00 AM	1,573	1,674	1,589	1,429	2,128	1564	1,951	2,706	2329	1,748	1,517	1,416	1,162	2,239	1467	2,499	2,277	2388
12:00 PM	1,857	1,667	1,592	1,651	2,368	1637	1,913	2,726	2320	2,048	1,472	1,565	1,370	2,276	1519	2,485	2,346	2416
1:00 PM	1,942	1,697	1,659	1,676	2,575	1677	1,718	2,603	2161	1,892	1,486	1,522	1,049	2,619	1504	2,372	2,602	2487
2:00 PM	1,981	1,717	1,697	1,720	2,504	1711	1,866	2,469	2168	1,808	1,498	1,677	1,626	2,595	1588	2,238	2,679	2459
3:00 PM	1,720	1,746	1,633	1,697	2,472	1692	1,760	2,758	2259	1,705	1,563	1,494	1,691	2,876	1529	2,024	2,476	2250
4:00 PM	1,616	1,706	1,466	1,607	2,424	1593	1,658	1,902	1780	1,599	1,531	1,655	2,029	2,700	1593	1,917	2,297	2107
5:00 PM	1,200	1,487	1,145	1,458	1,969	1363	1,049	1,254	1152	1,412	1,303	1,501	1,689	2,595	1402	1,654	1,791	1723
6:00 PM	991	1,189	870	1,073	1,447	1044	1,156	1,383	1270	1,363	944	1,086	1,314	2,206	1015	1,054	2,054	1554
7:00 PM	841	776	623	838	1,015	746	982	1,110	1046	982	739	841	1,108	1,837	790	1,213	1,464	1339
8:00 PM	650	727	581	628	734	645	742	809	776	770	272	684	975	1,615	478	988	1,306	1147
9:00 PM	494	549	402	435	558	462	569	585	577	639	598	709	899	1,167	654	778	1,004	891
10:00 PM	365	396	308	379	435	361	393	414	404	507	434	451	821	922	443	678	596	637
11:00 PM	0	311	236	301	311	283	245	266	256	392	303	365	554	693	334	470	379	425

								SPEED								
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	3	3	3	5	7	17	85	441	2,112	9,038	27,466	40,683	47,715	53,946	181,524
Percent	IND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent	36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	8%	11%	13%	15%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	0	132,491	0	0	9,243	0	0	0	36,152	0	0	0	3,638	0	181,524
Percent	] NB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	SB	6	5	23	44	90	213	634	1,529	3,836	10,971	28,062	33,213	36,105	49,703	164,434
Percent	36	0%	0%	0%	0%	0%	0%	0%	1%	2%	7%	17%	20%	22%	30%	
Average Percent		0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	9%	10%	11%	15%	



| Division: N/A | | Dorchester | City: N/A | | On Road: Vance Rd W of I-26 SB Ramps | Milepost: N/A | |

 Speed Limit:
 N/A

 Advisory Speed:
 N/A

WEEKDAY ADT:

WEEKEND ADT:

Contractor:
Count Number:
Location:
RR Crossing No:

:

DAD N ASSOCIATES LLC 15694239 Vance Rd W of I-26 SB Ramps

N/A

Start Date: Start Time (24-hour clock): 3/1/22 0:00

					ЕВ									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	1	1	2	2	3	2	6	10	8	3	5	2	13	8	4	11	8	10
1:00 AM	4	3	4	5	1	4	9	2	6	5	3	4	6	2	4	7	11	9
2:00 AM	8	5	10	9	8	8	6	3	5	6	9	6	7	5	8	8	3	6
3:00 AM	35	9	26	24	21	20	5	7	6	1	6	13	3	3	10	7	1	4
4:00 AM	44	21	47	41	44	36	17	16	17	6	5	5	7	8	5	3	5	4
5:00 AM	71	41	64	84	62	63	20	8	14	15	13	11	12	14	12	7	8	8
6:00 AM	75	77	78	90	73	82	26	11	19	13	29	21	32	18	25	19	9	14
7:00 AM	58	60	56	74	65	63	38	25	32	30	35	46	60	39	41	28	10	19
8:00 AM	56	54	49	59	66	54	54	45	50	41	48	33	60	56	41	46	23	35
9:00 AM	48	52	44	65	54	54	55	52	54	46	41	43	54	59	42	95	42	69
10:00 AM	56	63	60	74	85	66	63	44	54	47	51	43	53	61	47	77	45	61
11:00 AM	64	54	49	118	66	74	72	75	74	54	43	56	158	82	50	77	55	66
12:00 PM	69	45	55	346	69	149	103	74	89	68	43	55	121	69	49	68	78	73
1:00 PM	55	53	63	268	73	128	103	75	89	62	55	64	118	62	60	72	72	72
2:00 PM	65	52	68	139	80	86	69	98	84	72	62	88	255	96	75	65	78	72
3:00 PM	51	47	56	87	112	63	67	84	76	62	73	71	399	91	72	80	68	74
4:00 PM	68	68	71	75	88	71	78	117	98	68	95	97	108	131	96	64	92	78
5:00 PM	36	58	42	46	62	49	70	70	70	71	81	101	85	92	91	57	262	160
6:00 PM	20	44	23	41	38	36	36	57	47	80	72	53	65	61	63	60	137	99
7:00 PM	14	16	19	25	25	20	24	22	23	53	33	30	49	38	32	40	44	42
8:00 PM	14	14	14	27	27	18	28	34	31	32	25	21	28	28	23	25	27	26
9:00 PM	9	13	6	14	21	11	18	13	16	24	11	18	38	34	15	18	27	23
10:00 PM	6	8	7	6	10	7	6	11	9	10	14	10	10	20	12	24	12	18
11:00 PM	0	7	7	4	11	6	5	6	6	9	5	9	8	15	7	11	3	7

2048

2013

								SPEED								
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	93	20	48	233	610	698	940	1,256	1,101	605	157	41	7	3	5,812
Percent	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	WB	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		1%	0%	0%	2%	5%	6%	8%	11%	9%	5%	1%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	90	3,955	1,860	56	548	105	7	185	525	27	0	1	3	170	7,532
Percent	] [	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	WB	98	15	71	174	623	1,043	1,346	1,358	784	252	50	5	3	1	5,823
Percent	VVD	2%	0%	1%	3%	11%	18%	23%	23%	13%	4%	1%	0%	0%	0%	
Average Percent		1%	0%	1%	1%	5%	9%	12%	12%	7%	2%	0%	0%	0%	0%	



Speed Limit:
Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

1629

1709

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC 15694240

Vance Rd E of I-26 NB Ramps N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	1	2	3	5	2	4	2	3	5	3	2	6	6	3	9	11	10
1:00 AM	0	5	0	4	0	3	4	5	5	7	4	4	5	5	4	4	5	5
2:00 AM	6	0	5	3	9	3	2	2	2	2	3	5	3	1	4	6	1	4
3:00 AM	11	4	6	10	7	7	5	6	6	0	4	4	5	13	4	6	6	6
4:00 AM	18	11	26	23	13	20	12	7	10	4	12	5	2	6	9	4	7	6
5:00 AM	38	16	36	51	31	34	20	9	15	19	18	13	23	14	16	13	6	10
6:00 AM	62	39	68	72	70	60	32	14	23	13	42	44	41	37	43	25	6	16
7:00 AM	58	75	47	63	49	62	34	30	32	39	45	45	52	52	45	32	13	23
8:00 AM	48	41	49	68	64	53	44	47	46	52	46	49	65	49	48	37	23	30
9:00 AM	42	57	49	57	62	54	50	58	54	57	51	45	62	62	48	59	41	50
10:00 AM	68	56	45	107	64	69	63	58	61	54	51	49	54	57	50	55	52	54
11:00 AM	67	56	55	75	50	62	76	88	82	54	68	48	83	58	58	48	55	52
12:00 PM	53	44	51	71	60	55	76	65	71	63	44	55	202	51	50	61	81	71
1:00 PM	59	61	56	108	69	75	54	66	60	66	53	47	361	59	50	58	77	68
2:00 PM	59	56	61	98	82	72	48	71	60	43	63	60	338	63	62	52	61	57
3:00 PM	56	58	56	64	81	59	50	152	101	74	67	62	170	89	65	55	67	61
4:00 PM	69	64	51	56	67	57	44	316	180	54	55	66	70	88	61	43	70	57
5:00 PM	34	52	47	42	44	47	49	59	54	57	57	56	62	59	57	51	60	56
6:00 PM	18	27	15	24	27	22	25	38	32	46	29	27	40	39	28	40	45	43
7:00 PM	19	30	16	22	27	23	29	17	23	39	27	17	25	29	22	30	43	37
8:00 PM	8	12	7	16	14	12	18	11	15	18	12	19	22	26	16	17	17	17
9:00 PM	8	9	8	9	7	9	5	13	9	15	5	10	17	22	8	17	11	14
10:00 PM	8	5	10	8	10	8	8	7	8	8	3	5	11	8	4	7	6	7
11:00 PM	0	5	7	2	9	5	10	6	8	7	6	11	5	7	9	10	5	8

								SPEED									
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Т	TOTAL
Total	EB	82	35	230	824	1,020	952	1,225	703	122	5	0	1	0	0		5,199
Percent	EB	2%	1%	4%	16%	20%	18%	24%	14%	2%	0%	0%	0%	0%	0%		
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Total	WB	153	81	301	809	800	651	853	710	271	74	15	4	0	0	4	4,722
Percent	WB	3%	2%	6%	17%	17%	14%	18%	15%	6%	2%	0%	0%	0%	0%		
Average Percent		2%	1%	5%	16%	18%	16%	21%	14%	4%	1%	0%	0%	0%	0%		

								CLASS									
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Tot	otal
Total	EB	36	3,095	1,135	15	218	176	9	104	327	10	0	1	2	71	5,1	199
Percent	EB	1%	60%	22%	0%	4%	3%	0%	2%	6%	0%	0%	0%	0%	1%		
Total	WB	61	2,621	1,036	22	261	136	6	90	336	9	0	0	2	142	4,7	722
Percent	WB	1%	56%	22%	0%	6%	3%	0%	2%	7%	0%	0%	0%	0%	3%		
Average Percent		1%	58%	22%	0%	5%	3%	0%	2%	7%	0%	0%	0%	0%	2%		



 Speed Limit: N/A
Advisory Speed: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
15694241
Old State Rd W of I-95 SB Ramps
N/A

 WEEKDAY ADT:
 3297

 WEEKEND ADT:
 3057

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	6	4	6	9	5	8	7	8	14	7	4	5	10	6	16	13	15
1:00 AM	5	4	4	8	8	5	3	7	5	5	6	5	10	5	6	7	8	8
2:00 AM	6	2	4	12	6	6	3	0	2	12	10	7	11	4	9	5	7	6
3:00 AM	15	5	21	22	22	16	6	3	5	7	8	14	12	16	11	9	4	7
4:00 AM	43	22	34	46	35	34	21	9	15	7	28	31	23	17	30	7	5	6
5:00 AM	73	47	83	90	89	73	15	10	13	32	46	38	42	49	42	6	6	6
6:00 AM	118	83	135	137	151	118	38	20	29	44	62	71	77	61	67	36	17	27
7:00 AM	88	132	76	92	78	100	61	40	51	66	117	117	100	107	117	42	27	35
8:00 AM	88	90	79	79	76	83	83	106	95	132	110	89	101	111	100	79	43	61
9:00 AM	91	72	76	86	98	78	106	69	88	120	95	84	99	90	90	101	69	85
10:00 AM	85	84	77	114	95	92	101	106	104	95	95	75	88	112	85	97	65	81
11:00 AM	87	78	78	187	108	114	90	93	92	91	78	91	116	110	85	101	86	94
12:00 PM	93	101	81	219	114	134	96	77	87	83	92	88	148	121	90	74	125	100
1:00 PM	106	87	97	341	132	175	109	84	97	88	93	91	277	114	92	110	127	119
2:00 PM	109	97	97	243	138	146	94	106	100	100	110	109	219	130	110	107	122	115
3:00 PM	109	82	125	146	150	118	83	107	95	92	118	118	202	156	118	98	103	101
4:00 PM	109	117	140	146	139	134	96	232	164	127	123	136	162	177	130	91	132	112
5:00 PM	93	132	104	96	96	111	84	91	88	130	162	142	142	148	152	116	636	376
6:00 PM	52	88	53	65	58	69	58	72	65	151	103	86	96	102	95	77	336	207
7:00 PM	32	64	35	44	40	48	33	32	33	91	62	49	64	61	56	60	68	64
8:00 PM	27	35	19	36	38	30	39	29	34	72	36	39	38	42	38	37	41	39
9:00 PM	33	21	13	21	28	18	26	16	21	38	13	25	28	29	19	40	35	38
10:00 PM	30	16	13	19	35	16	27	19	23	20	17	12	17	29	15	37	14	26
11:00 PM	0	12	8	8	13	9	20	4	12	0	9	8	4	23	9	19	14	17

								SPEED									
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	то	OTAL
Total	EB	342	27	47	102	216	329	607	1,294	2,050	1,909	1,226	484	149	42	8	8,824
Percent	EB	4%	0%	1%	1%	2%	4%	7%	15%	23%	22%	14%	5%	2%	0%		
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Total	WB	196	26	65	132	346	403	808	1,811	2,707	2,094	970	351	86	29	10	0,031
Percent	WD	2%	0%	1%	1%	3%	4%	8%	18%	27%	21%	10%	3%	1%	0%		
Average Percent		3%	0%	1%	1%	3%	4%	7%	16%	25%	21%	12%	4%	1%	0%		

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	105	4,508	2,135	80	1,015	94	20	257	271	7	2	0	0	343	8,837
Percent	] [	1%	51%	24%	1%	11%	1%	0%	3%	3%	0%	0%	0%	0%	4%	
Total	WB	86	5,374	2,433	100	1,005	68	6	219	511	17	1	2	7	202	10,031
Percent	WB	1%	54%	24%	1%	10%	1%	0%	2%	5%	0%	0%	0%	0%	2%	
Average Percent		1%	52%	24%	1%	11%	1%	0%	3%	4%	0%	0%	0%	0%	3%	



Division: N/A
County: Dorchester
City: N/A
On Road: Old State Rd
Milepost: N/A

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

3458

2452

Contractor:

Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694242 Old State Rd E of I-95 NB Ramps

N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	4	7	4	5	11	5	8	12	10	13	4	2	2	10	3	13	9	11
1:00 AM	3	6	2	6	9	5	3	8	6	5	7	4	4	7	6	6	9	8
2:00 AM	5	3	2	6	4	4	4	1	3	8	10	9	11	6	10	3	9	6
3:00 AM	10	3	9	10	19	7	3	3	3	8	10	10	13	16	10	9	3	6
4:00 AM	25	9	25	36	26	23	17	7	12	11	26	33	26	15	30	5	2	4
5:00 AM	63	36	72	71	67	60	18	10	14	36	54	47	43	56	51	11	9	10
6:00 AM	117	64	117	126	133	102	40	18	29	54	72	88	84	60	80	36	13	25
7:00 AM	77	118	81	88	72	96	53	37	45	77	123	128	122	111	126	37	27	32
8:00 AM	90	89	81	81	70	84	77	102	90	135	106	86	102	121	96	76	40	58
9:00 AM	90	68	74	84	94	75	121	63	92	130	94	81	108	90	88	87	68	78
10:00 AM	98	93	76	147	96	105	101	96	99	86	87	81	97	106	84	92	63	78
11:00 AM	88	75	78	397	93	183	86	90	88	82	76	82	93	104	79	90	67	79
12:00 PM	100	100	86	391	118	192	92	61	77	76	97	77	107	114	87	76	111	94
1:00 PM	114	83	90	581	127	251	118	73	96	85	83	80	91	109	82	91	114	103
2:00 PM	113	98	101	405	139	201	96	116	106	99	115	89	99	105	102	100	119	110
3:00 PM	110	94	126	183	154	134	75	95	85	89	107	113	126	143	110	83	91	87
4:00 PM	127	119	141	147	153	136	90	114	102	123	113	121	146	164	117	85	115	100
5:00 PM	91	144	95	97	101	112	86	73	80	123	148	132	139	110	140	97	97	97
6:00 PM	39	84	52	59	58	65	64	62	63	129	81	78	92	86	80	73	88	81
7:00 PM	24	62	33	42	40	46	34	31	33	83	44	54	61	56	49	67	58	63
8:00 PM	20	37	15	33	42	28	34	25	30	55	32	29	35	28	31	35	43	39
9:00 PM	19	24	16	29	38	23	33	15	24	30	13	19	25	25	16	37	28	33
10:00 PM	18	15	11	21	38	16	29	19	24	16	15	15	13	27	15	35	12	24
11:00 PM	0	15	11	9	13	12	20	3	12	15	7	2	5	15	5	16	13	15

								SPEED								
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	EB	298	8	42	94	189	434	904	1,779	2,389	1,535	591	145	29	10	8,447
Percent	E	4%	0%	0%	1%	2%	5%	11%	21%	28%	18%	7%	2%	0%	0%	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	WB	181	21	33	34	100	246	765	1,871	2,455	1,727	816	325	97	25	8,702
Percent	WB	2%	0%	0%	0%	1%	3%	9%	22%	28%	20%	9%	4%	1%	0%	
Average Percent		3%	0%	0%	1%	2%	4%	10%	21%	28%	19%	8%	3%	1%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	150	5,076	1,910	55	372	151	28	164	239	5	0	0	2	296	8,448
Percent	] [	2%	60%	23%	1%	4%	2%	0%	2%	3%	0%	0%	0%	0%	4%	
Total	WB	84	4,871	2,248	80	494	61	9	170	484	12	0	0	4	185	8,702
Percent	WD	1%	56%	26%	1%	6%	1%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	58%	24%	1%	5%	1%	0%	2%	4%	0%	0%	0%	0%	3%	



Speed Limit: N/A
Advisory Speed: N/A

Contractor: Count Number: Location: RR Crossing No: DAD N ASSOCIATES LLC

15694243

US 15 N of I-26 NB Ramps

N/A

 WEEKDAY ADT:
 2319

 WEEKEND ADT:
 1814

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

					NB									SB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	5	9	3	10	3	7	11	9	10	4	6	3	8	5	5	13	11	12
1:00 AM	4	5	2	7	3	5	6	4	5	5	1	4	1	2	3	7	9	8
2:00 AM	4	3	8	5	5	5	5	4	5	3	3	4	3	5	4	2	5	4
3:00 AM	6	5	7	4	7	5	9	8	9	5	7	6	3	12	7	6	5	6
4:00 AM	12	7	21	15	13	14	9	5	7	3	15	17	15	9	16	8	5	7
5:00 AM	38	14	47	40	46	34	8	5	7	11	35	38	37	27	37	8	5	7
6:00 AM	96	33	102	84	72	73	17	13	15	44	60	63	65	60	62	20	11	16
7:00 AM	71	99	55	66	60	73	36	26	31	64	94	95	97	99	95	35	15	25
8:00 AM	49	54	54	44	62	51	44	50	47	94	76	64	75	73	70	41	23	32
9:00 AM	73	47	74	75	78	65	60	36	48	69	59	71	73	62	65	51	48	50
10:00 AM	54	65	52	84	84	67	93	72	83	60	55	54	75	69	55	65	54	60
11:00 AM	65	66	67	93	79	75	66	82	74	49	69	52	323	81	61	67	50	59
12:00 PM	81	69	83	119	100	90	83	70	77	63	51	65	563	90	58	62	85	74
1:00 PM	85	73	79	138	101	97	68	70	69	66	68	71	583	78	70	64	68	66
2:00 PM	94	89	115	130	129	111	59	79	69	59	90	83	697	79	87	67	75	71
3:00 PM	95	106	102	117	110	108	77	96	87	79	80	89	658	91	85	51	81	66
4:00 PM	105	111	101	138	110	117	73	68	71	81	79	76	195	79	78	66	81	74
5:00 PM	78	88	72	73	93	78	57	48	53	68	77	85	85	83	81	71	62	67
6:00 PM	62	77	56	58	49	64	52	38	45	83	40	64	61	62	52	46	58	52
7:00 PM	26	37	32	39	49	36	43	55	49	39	25	37	42	45	31	47	37	42
8:00 PM	27	28	21	29	33	26	33	29	31	39	25	28	15	42	27	44	35	40
9:00 PM	19	24	13	11	31	16	27	15	21	33	11	19	24	30	15	30	21	26
10:00 PM	15	14	14	17	18	15	12	6	9	16	6	11	10	26	9	19	10	15
11:00 PM	0	10	7	8	14	8	13	8	11	12	10	14	7	9	12	22	4	13

								SPEED								
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	TOTAL
Total	NB	324	6	6	30	70	126	366	897	1,658	1,623	1,059	371	117	49	6,702
Percent	IND	5%	0%	0%	0%	1%	2%	5%	13%	25%	24%	16%	6%	2%	1%	
	DIRECTION	1.00-14.99	15.00-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Total	SB	125	7	13	17	29	111	473	1,188	1,751	1,469	685	230	66	30	6,194
Percent	36	2%	0%	0%	0%	0%	2%	8%	19%	28%	24%	11%	4%	1%	0%	
Average Percent		3%	0%	0%	0%	1%	2%	7%	16%	27%	24%	13%	5%	1%	1%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	NB	67	2,898	1,614	99	1,113	49	8	348	177	5	0	0	2	322	6,702
Percent	] NB	1%	43%	24%	1%	17%	1%	0%	5%	3%	0%	0%	0%	0%	5%	
Total	SB	74	3,072	1,467	72	771	38	8	200	369	4	2	0	0	117	6,194
Percent	36	1%	50%	24%	1%	12%	1%	0%	3%	6%	0%	0%	0%	0%	2%	
Average Percent		1%	46%	24%	1%	15%	1%	0%	4%	4%	0%	0%	0%	0%	3%	



Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

3842

3190

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC 15694245

Charleston Hwy W of I-95 SB Ramps N/A

sing No:

3/1/22 0:00

Start Date: Start Time (24-hour clock):

					EB									WB				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	6	13	9	7	11	10	9	13	11	18	13	14	23	23	14	24	20	22
1:00 AM	9	5	9	9	12	8	9	6	8	10	8	15	7	9	12	14	17	16
2:00 AM	15	4	11	21	16	12	12	8	10	7	10	5	9	11	8	13	13	13
3:00 AM	31	14	27	33	32	25	16	8	12	4	7	10	18	9	9	14	11	13
4:00 AM	46	27	61	62	54	50	26	9	18	4	9	12	11	10	11	12	4	8
5:00 AM	88	52	98	94	95	81	45	20	33	10	22	12	24	23	17	17	6	12
6:00 AM	118	100	103	151	146	118	76	38	57	16	34	34	31	33	34	21	13	17
7:00 AM	86	109	90	107	87	102	78	42	60	27	88	75	84	92	82	39	25	32
8:00 AM	93	99	97	103	106	100	111	54	83	79	71	80	110	78	76	81	60	71
9:00 AM	98	82	76	102	77	87	109	93	101	70	78	57	91	95	68	89	63	76
10:00 AM	95	80	81	185	104	115	107	119	113	91	67	79	107	99	73	103	70	87
11:00 AM	88	80	105	520	105	235	116	90	103	84	99	81	258	97	90	94	94	94
12:00 PM	118	108	99	501	113	236	98	104	101	96	118	107	271	119	113	103	100	102
1:00 PM	91	99	94	618	110	270	108	85	97	105	95	90	217	110	93	100	96	98
2:00 PM	96	110	100	766	112	325	119	107	113	107	111	96	206	101	104	125	93	109
3:00 PM	102	91	103	171	134	122	117	100	109	104	147	131	264	140	139	95	92	94
4:00 PM	101	108	103	119	114	110	106	193	150	144	140	135	195	148	138	104	120	112
5:00 PM	73	106	66	106	96	93	97	97	97	118	142	129	220	148	136	110	313	212
6:00 PM	71	60	70	68	76	66	75	74	75	122	106	111	109	131	109	98	219	159
7:00 PM	33	52	41	58	65	50	49	60	55	162	67	70	73	91	69	80	141	111
8:00 PM	33	40	36	28	43	35	35	51	43	110	50	42	61	64	46	65	102	84
9:00 PM	14	29	27	47	32	34	45	29	37	64	32	36	42	65	34	56	62	59
10:00 PM	18	21	16	19	44	19	30	20	25	46	29	29	46	47	29	41	24	33
11:00 PM	0	16	19	23	13	19	25	23	24	24	23	25	22	39	24	44	18	31

								SPEED								
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	151	19	42	220	547	827	1,318	2,087	2,399	1,254	444	103	21	9	9,441
Percent	EB	2%	0%	0%	2%	6%	9%	14%	22%	25%	13%	5%	1%	0%	0%	
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	WB	166	25	77	238	676	1,204	1,623	2,236	2,102	1,027	293	68	22	1	9,761
Percent	WD	2%	0%	1%	2%	7%	12%	17%	23%	22%	11%	3%	1%	0%	0%	
Average Percent		2%	0%	1%	2%	6%	11%	15%	23%	23%	12%	4%	1%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	115	5,475	2,158	59	420	82	231	154	570	22	1	1	3	151	9,442
Percent		1%	58%	23%	1%	4%	1%	2%	2%	6%	0%	0%	0%	0%	2%	
Total	WB	174	5,816	2,105	81	424	243	20	149	564	14	1	4	1	165	9,761
Percent	I WE	2%	60%	22%	1%	4%	2%	0%	2%	6%	0%	0%	0%	0%	2%	
Average Percent		2%	59%	22%	1%	4%	2%	1%	2%	6%	0%	0%	0%	0%	2%	



Division: N/A
County: Dorchester
City: N/A
On Road: Charleston Hwy
Milepost: N/A

Speed Limit: Advisory Speed:

WEEKDAY ADT:

WEEKEND ADT:

N/A N/A

4854

3700

Contractor: Count Number: Location: RR Crossing No:

DAD N ASSOCIATES LLC 15694246

Charleston Hwy E of I-95 NB Ramps N/A

Start Date:

Start Time (24-hour clock):

3/1/22 0:00

					ЕВ									WB				_
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	19	31	31	28	42	30	24	15	20	17	27	29	38	41	28	37	16	27
1:00 AM	11	28	22	23	34	24	29	14	22	19	25	22	20	37	24	23	22	23
2:00 AM	18	20	31	40	27	30	19	20	20	14	20	19	19	35	20	18	9	14
3:00 AM	40	36	51	40	51	42	21	13	17	8	20	24	36	29	22	21	16	19
4:00 AM	65	46	87	92	73	75	31	15	23	10	40	36	37	37	38	24	13	19
5:00 AM	96	60	100	101	99	87	57	32	45	21	58	57	53	53	58	29	19	24
6:00 AM	122	111	152	174	132	146	73	24	49	50	80	73	73	66	77	41	32	37
7:00 AM	99	122	107	95	95	108	90	47	69	74	124	150	114	120	137	87	35	61
8:00 AM	94	96	107	131	103	111	102	60	81	119	97	107	112	107	102	99	57	78
9:00 AM	107	97	100	152	95	116	95	103	99	100	106	92	116	103	99	122	73	98
10:00 AM	127	119	111	274	120	168	108	127	118	82	98	113	154	96	106	109	75	92
11:00 AM	120	141	142	378	155	220	128	113	121	94	129	121	252	130	125	101	123	112
12:00 PM	169	156	170	299	140	208	122	119	121	121	135	131	326	153	133	114	139	127
1:00 PM	146	149	147	367	157	221	144	117	131	134	117	130	319	136	124	105	111	108
2:00 PM	128	158	146	386	140	230	128	127	128	138	169	143	342	125	156	115	103	109
3:00 PM	144	121	162	281	165	188	123	128	126	148	159	163	294	164	161	97	119	108
4:00 PM	162	163	139	310	136	204	110	136	123	164	152	159	209	152	156	115	126	121
5:00 PM	262	152	116	145	108	138	110	181	146	129	154	145	142	181	150	115	136	126
6:00 PM	183	122	121	90	79	111	100	258	179	148	123	117	132	116	120	90	113	102
7:00 PM	110	106	73	84	91	88	88	238	163	132	86	92	95	102	89	79	94	87
8:00 PM	90	82	62	76	80	73	66	112	89	83	59	55	70	72	57	77	65	71
9:00 PM	65	53	60	55	49	56	63	53	58	72	39	52	62	59	46	63	57	60
10:00 PM	29	36	45	46	52	42	44	31	38	59	31	34	48	53	33	45	39	42
11:00 PM	0	47	41	40	39	43	26	34	30	49	37	37	26	36	37	46	17	32

								SPEED								
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	1,100	1,457	3,304	2,126	1,381	1,206	1,075	902	506	160	63	12	2	1	13,295
Percent	- EB	8%	11%	25%	16%	10%	9%	8%	7%	4%	1%	0%	0%	0%	0%	
	DIRECTION	1.00-10.99	11.00-15.99	16-20.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	WB	709	1,224	3,077	2,019	1,115	866	1,100	967	500	158	38	10	3	0	11,787
Percent	VVD	6%	10%	26%	17%	9%	7%	9%	8%	4%	1%	0%	0%	0%	0%	
Average Percent		7%	11%	25%	17%	10%	8%	9%	7%	4%	1%	0%	0%	0%	0%	

								CLASS								
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total	EB	1,380	5,228	1,933	170	494	1,249	159	256	1,404	36	70	25	4	887	13,295
Percent		10%	39%	15%	1%	4%	9%	1%	2%	11%	0%	1%	0%	0%	7%	
Total	WB	175	5,108	1,813	223	341	371	31	352	2,612	66	90	19	17	569	11,787
Percent	VVD	1%	43%	15%	2%	3%	3%	0%	3%	22%	1%	1%	0%	0%	5%	
Average Percent		6%	41%	15%	2%	3%	6%	1%	2%	16%	0%	1%	0%	0%	6%	

# Appendix B 2022 EXISTING COLLECTED TRAVEL SPEEDS



## Speed Data - 168 Hours (hour increments)

Division:	N/A
County:	Dorchester
City:	N/A
On Road:	I-26 N of I-95
Milepost:	N/A

Speed Limit:	N/A
Advisory Speed:	N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 15694235

Location: I-26 N of I-95 Interchange
RR Crossing No: N/A

 Start Date:
 3/1/22

 Start Time (24-hour clock):
 0:00

## SUMMARY

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	72	71	72
Mean Speed:	71	70	71
Pace Speed:	66-75	66-75	66-75
High Speed:	75+	75+	75+
Low Speed:	55	55	55
85th Percentile Speed:	78	78	78
% Vehicles above Speed Limit:	N/A	N/A	N/A

	٠								NB							
Date	Start Time	1.00- 14.99	15.00- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/1/22	0:00	0	0	0	0	0	0	0	0	12	27	87	63	55	61	305
3/1/22	1:00	1	1	0	1	1	0	0	8	8	22	67	39	44	24	216
3/1/22	2:00	0	0	0	0	0	0	0	1	6	13	42	57	46	41	206
3/1/22	3:00	0	0	0	0	0	0	0	1	2	7	52	60	66	51	239
3/1/22	4:00	0	0	0	0	0	0	0	2	10	34	66	94	74	60	340
3/1/22	5:00	0	0	0	0	0	0	0	1	11	35	82	124	110	98	461
3/1/22	6:00	0	0	0	1	0	0	0	2	14	38	95	171	195	210	726
3/1/22	7:00	0	0	0	0	0	0	0	1	15	40	143	219	284	411	1,113
3/1/22	8:00	0	0	0	0	0	0	0	1	12	67	181	324	356	445	1,386
3/1/22	9:00	0	0	0	0	0	0	0	1	17	80	215	389	368	320	1,390
3/1/22	10:00	0	0	0	0	0	0	0	4	14	77	285	456	462	312	1,610
3/1/22	11:00	0	0	0	0	0	0	1	4	24	127	395	447	459	217	1,674
3/1/22	12:00	0	0	0	1	0	0	0	9	27	124	311	444	447	304	1,667
3/1/22	13:00	0	0	0	0	0	2	1	2	25	112	364	461	439	291	1,697
3/1/22	14:00	0	0	0	0	1	0	0	3	28	103	325	512	448	297	1,717
3/1/22	15:00	0	0	0	0	0	0	9	23	38	147	349	454	415	311	1,746
3/1/22	16:00	0	0	0	0	0	0	1	0	15	90	292	451	467	390	1,706
3/1/22	17:00	0	0	1	0	0	0	0	5	13	91	300	369	349	359	1,487
3/1/22	18:00	0	0	0	0	0	0	0	1	9	71	218	301	268	321	1,189
3/1/22	19:00	0	0	0	0	0	0	0	1	17	57	141	188	184	188	776
3/1/22	20:00	0	0	0	0	0	0	7	1	10	24	83	100	121	381	727
3/1/22	21:00	0	0	0	0	0	0	0	4	6	49	117	147	112	114	549
3/1/22	22:00	0	0	0	0	0	0	0	2	7	38	78	101	83	87	396
3/1/22	23:00	0	0	0	0	0	0	0	0	6	28	80	77	67	53	311
3/2/22	0:00	0	0	0	0	0	2	2	4	7	28	65	60	53	38	259
3/2/22	1:00	0	0	0	0	0	0	0	1	3	16	49	58	47	31	205
3/2/22	2:00	0	0	0	0	0	0	0	1	5	19	49	58	43	27	202
3/2/22	3:00	0	0	0	0	0	0	0	2	7	18	55	65	64	37	248
3/2/22	4:00	0	0	0	0	0	0	0	3	7	23	68	87	84	58	330
3/2/22	5:00	0	0	0	0	0	0	1	2	9	35	82	127	110	75	441
3/2/22	6:00	0	0	0	1	0	0	0	1	12	41	122	157	181	177	692
3/2/22	7:00	0	0	0	0	0	0	0	1	13	37	143	197	295	367	1,053
3/2/22	8:00	0	0	0	0	0	0	0	2	20	70	202	288	320	417	1,319
3/2/22	9:00	0	0	0	0	0	0	1	2	7	57	182	292	381	374	1,296
3/2/22	10:00	0	0	0	0	0	0	0	3	8	66	277	403	417	306	1,480
3/2/22	11:00	0	0	0	0	0	0	0	2	12	89	288	428	398	337	1,554
3/2/22	12:00	0	0	0	0	0	1	0	1	11	121	294	434	424	303	1,589
3/2/22	13:00	0	0	0	0	1	0	0	1	26	104	330	461	400	269	1,592
3/2/22	14:00	0	0	0	0	0	0	0	0	22	99	332	420	445	341	1,659
3/2/22	15:00	0	0	0	0	0	0	1	9	12	79	263	413	508	412	1,697
3/2/22	16:00	0	0	0	0	0	0	1	5	15	74	263	413	446	416	1,633
3/2/22	17:00	2	0	0	0	0	2	12	52	118	155	321	323	285	196	1,466
3/2/22	18:00	0	0	1	0	0	0	0	3	15	100	295	338	256	137	1,145
3/2/22	19:00	0	0	0	0	0	0	4	3	13	54	146	212	202	236	870
			•													



## Speed Data - 168 Hours (15-min increments)

Division:	N/A	Speed Limit:	70	Contractor:	DAD N ASSOCIATES LLC
County:	Orangeburg	Advisory Speed:	N/A	Count Number:	15694236
City:	Harleyville			Location:	I-26 S of I-95 Interchange
On Road:	I-26				_
Milepost:	N/A			RR Crossing No:	N/A
				Start Date:	3/23/22

## SUMMARY

Start Time (24-hour clock):

0:00

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	69	70	70
Mean Speed:	69	70	69
Pace Speed:	66-75	66-75	66-75
High Speed:	n/a (radar)	n/a (radar)	n/a (radar)
Low Speed:	n/a (radar)	n/a (radar)	n/a (radar)
85th Percentile Speed:	73	73	73
% Vehicles above Speed Limit:	72.5	74.8	73.6

	0.1		NB													
Date	Start Time	0-14.99	15- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/23/22	0:00	0	0	0	0	0	0	0	0	1	1	5	13	7	25	52
3/23/22	0:15	0	0	0	0	0	0	0	0	0	1	5	9	10	20	45
3/23/22	0:30	0	0	0	0	0	0	0	0	2	2	3	11	10	21	49
3/23/22	0:45	0	0	0	0	0	0	0	0	1	1	2	3	11	6	24
3/23/22	1:00	0	0	0	0	0	0	0	0	0	1	4	11	10	4	30
3/23/22	1:15	0	0	0	0	0	0	0	0	1	1	7	9	10	9	37
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	8	5	13	29
3/23/22	1:45	0	0	0	0	0	0	0	0	0	1	6	10	3	7	27
3/23/22	2:00	0	0	0	0	0	0	0	0	0	1	3	10	6	9	29
3/23/22	2:15	0	0	0	0	0	0	0	0	0	2	5	12	11	8	38
3/23/22	2:30	0	0	0	0	0	0	1	0	0	1	8	12	9	6	37
3/23/22	2:45	0	0	0	0	0	0	0	0	0	0	4	9	8	7	28
3/23/22	3:00	0	0	0	0	0	0	0	0	0	2	11	9	13	11	46
3/23/22	3:15	0	0	0	0	0	0	0	0	0	1	4	9	15	6	35
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	5	12	12	14	43
3/23/22	3:45	0	0	0	0	0	0	0	0	2	0	3	14	13	6	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	0	6	11	17	10	44



## Speed Data - 168 Hours (15-min increments)

Division:N/ASpeed Limit:70Contractor:DAD N ASSOCIATES LLCCounty:OrangeburgAdvisory Speed:N/ACount Number:15694237

City: Bowman Location: I-95 N of I-26 Interchange
On Road: I-95 N of I-26 Interchange

 Milepost:
 N/A
 RR Crossing No:
 N/A

 Start Date:
 3/23/22

Start Time (24-hour clock):

0:00

### SUMMARY

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	69	70	69
Mean Speed:	69	69	69
Pace Speed:	66-75	66-75	66-75
High Speed:	n/a (radar)	n/a (radar)	n/a (radar)
Low Speed:	n/a (radar)	n/a (radar)	n/a (radar)
85th Percentile Speed:	73	73	73
% Vehicles above Speed Limit:	75.4	77.5	76.4

									N	IB						
Date	Start Time	0-14.99	15- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/23/22	0:00	0	0	0	0	0	0	1	0	1	4	5	12	9	18	50
3/23/22	0:15	0	0	0	0	0	0	0	0	0	0	1	12	10	23	46
3/23/22	0:30	0	0	0	0	0	0	0	0	0	1	5	20	13	17	56
3/23/22	0:45	0	0	0	0	0	0	0	0	0	0	6	18	11	22	57
3/23/22	1:00	0	0	0	0	0	0	0	0	0	0	10	12	14	8	44
3/23/22	1:15	0	0	0	0	0	0	0	0	0	1	5	12	9	13	40
3/23/22	1:30	0	0	0	0	0	0	0	1	0	1	3	15	6	12	38
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	3	15	10	12	41
3/23/22	2:00	0	0	0	0	0	0	0	0	1	1	6	10	5	9	32
3/23/22	2:15	0	0	0	0	0	0	0	0	1	0	4	2	5	14	26
3/23/22	2:30	0	0	0	0	0	0	0	0	1	3	5	11	17	21	58
3/23/22	2:45	0	0	0	0	0	0	1	0	0	4	6	8	7	7	33
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	10	6	13	13	43
3/23/22	3:15	0	0	0	0	0	0	0	0	0	0	1	6	7	16	30
3/23/22	3:30	0	0	0	0	0	0	0	0	0	0	3	10	16	8	37
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	4	13	11	9	38
3/23/22	4:00	0	0	0	0	0	0	0	0	0	1	9	13	12	9	44
3/23/22	4:15	0	0	0	0	0	0	0	0	0	0	8	14	15	18	55
3/23/22	4:30	0	0	0	0	0	0	0	2	1	0	7	11	12	12	45



## Speed Data - 168 Hours (15-min increments)

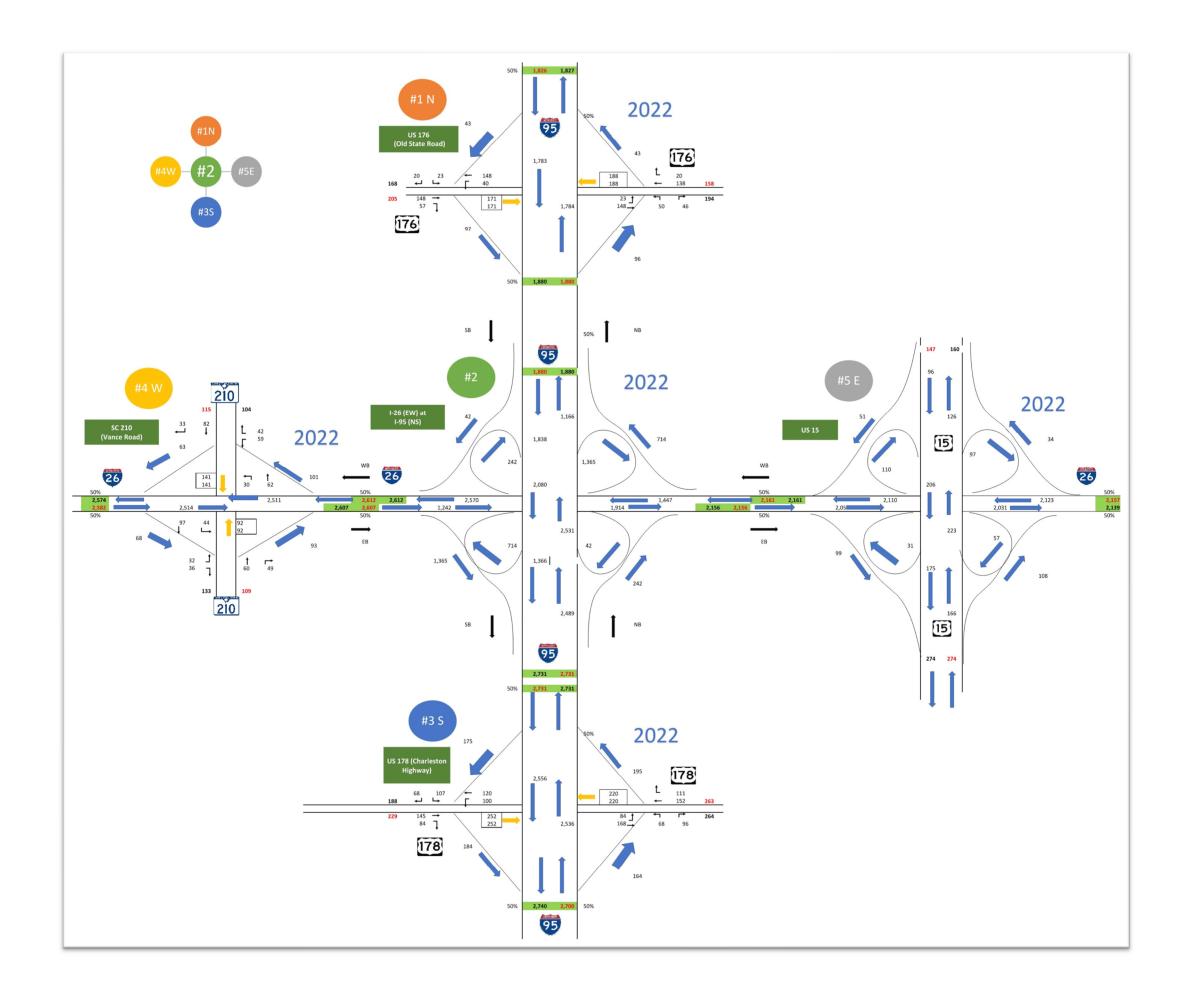
Speed Limit: Contractor: Division: N/A 70 DAD N ASSOCIATES LLC County: Orangeburg Advisory Speed: N/A Count Number: 15694238 I-95 S of I-26 Interchange City: Bowman Location: On Road: I-95 N/A Milepost: N/A RR Crossing No: Start Date: 3/23/22 0:00

### SUMMARY

Start Time (24-hour clock):

	<u>NB</u>	<u>SB</u>	All Lanes
Median Speed:	70	70	70
Mean Speed:	68	70	69
Pace Speed:	66-75	66-75	66-75
High Speed:	n/a (radar)	n/a (radar)	n/a (radar)
Low Speed:	n/a (radar)	n/a (radar)	n/a (radar)
85th Percentile Speed:	73	73	73
% Vehicles above Speed Limit:	72.8	72.8	72.8

									N	IB						
Date	Start Time	0-14.99	15- 19.99	20- 24.99	25- 29.99	30- 34.99	35- 39.99	40- 44.99	45- 49.99	50- 54.99	55- 59.99	60- 64.99	65- 69.99	70- 74.99	75+	Total
3/23/22	0:00	0	0	0	0	0	0	0	0	0	1	4	14	24	28	71
3/23/22	0:15	0	0	0	0	0	0	0	0	2	2	3	12	17	14	50
3/23/22	0:30	0	0	0	0	0	0	0	1	1	0	1	15	18	40	76
3/23/22	0:45	0	0	0	0	0	0	0	0	1	3	9	17	21	20	71
3/23/22	1:00	0	0	0	0	2	1	1	0	4	4	9	15	24	8	68
3/23/22	1:15	0	0	0	0	0	0	0	1	0	1	1	9	24	24	60
3/23/22	1:30	0	0	0	0	0	0	0	0	0	1	2	11	22	28	64
3/23/22	1:45	0	0	0	0	0	0	0	0	1	0	9	16	24	23	73
3/23/22	2:00	0	0	0	0	1	0	0	0	0	1	3	13	27	19	64
3/23/22	2:15	0	0	0	0	0	0	0	1	3	3	4	22	25	22	80
3/23/22	2:30	0	0	0	0	0	0	0	0	0	0	4	15	32	24	75
3/23/22	2:45	0	0	0	0	0	0	0	0	1	0	1	13	25	29	69
3/23/22	3:00	0	0	0	0	0	0	0	0	0	1	4	12	29	28	74
3/23/22	3:15	0	0	0	0	0	0	0	0	0	2	3	21	28	40	94
3/23/22	3:30	0	0	0	0	0	0	0	0	0	2	11	22	36	39	110
3/23/22	3:45	0	0	0	0	0	0	0	0	0	1	6	14	41	46	108
3/23/22	4:00	0	0	0	0	0	0	0	0	1	4	4	24	41	46	120



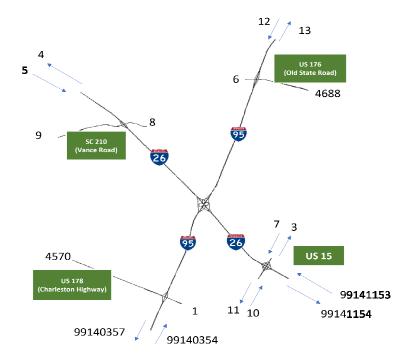
I-26 at I-95 Interchange

**Traffic Forecast** 

2022 Existing

## Appendix D 2022 EXISTING OD MATRIX

	1	3	4	5	6	7	8	9	10	11	12	13	4570	4688	99140354	99140357	99141153	99141154	
1	0	0	0	0	1	0	0	0	0	0	0	66	84	0	0	104	0	0	255
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	38	0	0	0	0	29	34	0	78	0	29	15	0	0	1324	0	1054	2601
6	0	0	0	0	0	0	0	0	0	0	0	33	3	142	0	0	0	17	195
7	0	0	36	0	0	0	0	0	0	74	0	0	2	0	0	2	0	26	140
8	0	0	52	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	111
9	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	5	0	59	120
10	0	92	69	0	0	0	0	3	0	0	0	2	0	0	0	2	0	107	275
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	11	0	40	0	0	0	0	5	0	0	0	0	0	1085	0	671	1812
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4570	107	0	42	0	1	0	0	0	0	0	0	0	0	0	0	73	0	50	273
4688	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	102
99140354	143	1	1276	0	0	0	0	13	0	2	0	1055	0	34	0	0	0	169	2693
99140357	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99141153	0	32	1085	0	80	0	0	55	0	104	0	626	134	0	0	57	0	0	2173
99141154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	250	163	2592	0	122	0	85	164	0	263	0	1811	238	176	0	2733	0	2153	10750
																			10750



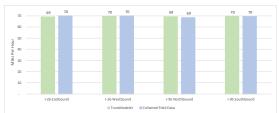
## Appendix E 2022 EXISTING RAW TRANSMODELER OUTPUT

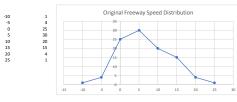
Segment AB Dir 78126 NE	BA Dir	Street NamAl	B Flow 1 2691.867				AB Std Dev 5.802744		AB Density 25.12233	BA Density
78128 N 78124 NW		I-95 Northt 1 I-26 Westb	1912.817		67.66397 67.95304		6.452265 4.692631		16.35697 25.89408	
78130 NW		I-26 Westb	2174.55		70.82942		4.852351		14.13539	
78119 SW 78117 E		US 15 Sout 1 US 15 NB to			43.55073 46.96953		5.449544		2.693406 2.970946	
78111 NW 78074 SE		I-26 Westb	2131.8		60.71336 69.79454		14.17628 4.111376		17.0568 19.75252	
78075 NW		I-26 Eastbo 2 I-26 Westb	2161.25		68.86454		8.430952		11.77317	
76157 SW 76159 NE		I-95 Southt 2 I-95 Northt 2	2602 602		68.58772 67.44381		4.481861 9.476216		25.29189 17.04147	
70276 E	NW	US 178 (Ch 2	271.8833	233.8	45.8082	46.24154	4.828113	5.152139	7.762967	
76309 S 76152 NE		I-95 Southt 2 I-95 Northt 2	2555.433		66.42781 70.1513		8.905796 4.812909		19.14399 24.21371	
76153 NE 76154 S		I-95 NB to I I-95 Southt 2	140.1		30.39352		21.49009		5.835816	
78096 SE	NW		188	190.9667	30.12712	46.50358	16.78321	5.27443	5.934013	4.886342
76158 SW 76308 N		I-95 SB to U 1	145.0833 2690.017		42.77423 69.60318		6.857617 4.413365		4.645052 24.54533	
76156 S 76160 N		US 178 to 1			40.53328		13.10425		6.891098	
77356 SW		US 178 to 1 1 US 15 Sout 1			37.39787 50.05848		14.82104 5.55884		4.747952 4.820686	
77363 NE 77364 N		US 15 Nort I-26 WB to 3			42.56708 44.10551				2.178471 0.618935	
77370 E		US 15 NB to	114.65						0	
78118 SW 77372 SE		US 15 Sout 2 I-26 Eastbo 2			49.08973 65.45874		6.35463 6.795586		6.781378 20.43226	
78079 S 77355 SW		I-95 Southt US 15 Sout 2	1804.2		71.44929 48.85637		4.407376		16.29295 5.526357	
77357 NW		I-26 Westb	2094.8		70.13819		6.765451		18.50672	
77358 W 77359 SW		US 15 SB tc 3 US 15 Sout 9			46.99555 45.5195		7.755673		0.841769 1.504039	
77361 S 77366 NE		I-26 WB to 1 US 15 Nort 1	100.6333		35.19114 47.78113		6.813408		3.082889 1.575578	
77374 SE		I-26 Eastbo 2	2067.967		70.81231		6.289737 4.64452		15.67165	
77375 SW 77376 S		US 15 Sout I-26 EB to U			47.88652 44.14035		5.784129 5.639213		2.072525 2.09402	
77379 E		US 15 SB tc 2	26.03333		35.92983				1.096952	
77360 NW 77367 NW		I-26 Westb 2 US 15 NB ti	76.9		67.30925 38.34937		10.05304 9.273154		14.24432 2.485692	
77373 NE 77377 SE		I-26 EB to U 3	39.33333		32.8201 68.31562		6.34147		2.043002 10.58842	
68251 NE		US 15 Nort 2	208.8833		43.75404		4.571421		3.475631	
77354 SW 77369 SE		US 15 Sout 2 I-26 Eastbo 2	201.0167 2154.883		44.47906 65.79021		6.878535 9.137736		3.253735 15.95775	
78073 SE		I-26 Eastbo	2139.5		66.43493		8.826096		14.4872	
76318 SW 76315 N		I-95 Southt 1 I-95 Northt 1	1919.133		69.54179 69.78418		4.006233 4.29089		17.50471 17.37892	
76166 SW 76172 NW		I-95 Southt I-26 Westb 1	1872.75		68.32645 65.1502		5.090299 11.7006		16.50077 13.88036	
78102 NE		I-95 Northt 1	1741.033		69.95398		4.117029		16.54229	
78103 S 78101 N		I-95 Southt 1 I-95 Northt 1	1901.233 1901.667		70.26474 67.35003		4.714817 7.754589		18.04712 17.60882	
76174 NE	141	I-95 Northt 1 I-26 WB to 7	706.0667	107.000	41.82593	41 1000	7.754589 5.864255	10 42	21 75303	2 200000
78112 NW	W	SC 210 (Vai I-26 Westb I-26 Westb	88.75 2572	107.8667	44.5/429 69.02255	41.16167	11.15384 3.873079 4.444785	18.43112	24.22683	3.ZUU8Z5
77403 NW 77404 NW		I-26 Westb I-26 WB to	2517.2		68.7469 31.35173		4.444785 18.7408		22.07311 3.107823	
77405 SE		I-26 Eastbo 2	2530.367		67.97268		4.191933		23.37036	
77407 SE 76161 SE		SC 210 to I- I-26 Eastbo	2625.15		37.40691 66.63412		5.649259 6.49633		1.162025 15.97845	
76163 NW 76313 NE		I-26 Westb 2 I-95 Northt 2			66.93645 67.37118		8.00632 5.621757		17.03971 25.37101	
76314 SW		I-95 Southt	2701.1		61.03044		10.11624		16.9298	
76311 SW 76310 NE		I-95 Southt 2 I-95 Northt			69.46813 68.06426		4.551698 3.575445		26.25048 25.19989	
76178 NE		I-95 Northt	2454.1		61.94999		9.891719		25.77527	
76179 SE 76183 N			30.45		66.70777 33.21359		7.939091 7.402582		19.51882 1.073853	
76185 SW 76186 SW		I-95 Southt I-26 EB to I 1			67.65802 40.03424		8.464987 5.535724		14.8082 42.84676	
76180 SE		1-95 NR to I	215.1		48.32547		9.795939		5.711447	
76162 NW 64742 SW		I-26 Westb 2	2062.783		45.02697 55.61333		11.80944 15.92398		26.12318 16.09511	
64745 SE 75978 NE		I-26 Eastbo 1	1909.883		60.02199 46.22865		13.78263		16.5792 24.37984	
76168 NW		I-95 SB to I-3	39.56667		50.5824		18.48615 5.51704		0.729915	
76169 SW 76170 NW		I-95 Southt 1 I-26 Westb 2			66.52994 58.7563		9.024729 10.23991		17.64944 28.50477	
76171 S		I-26 WB to 1	195.3667		34.6846		12.57426		7.909911	
76176 NE 76187 SE		I-95 Northt 1 I-26 Eastbo	1226.05		68.38469 67.02831		8.982997 8.460887		11.08288 12.13035	
76189 SE 78084 SE	w	I-95 SB to I-7 US 178 (Ch 2	709.2167		30.3528		10.1408		28.70333	10 61701
78083 E	NW	US 178 (Ch	256.1	237.3833	33.35948	37.95106	6.860056		7.706742	5.203908
76177 NW 77406 NE	SW	I-95 NB to I 1 SC 210 (Vai	1344 383		27 22604		7 997856		62 14554	
77411 NW		SC 210 to I-	52.4		43.05747				1.553952	
78106 SE 78108 SE		I-26 Eastbo 2 I-26 Eastbo 2	2164.083		68.77984 69.19844		5.974426 4.661075		19.51974 20.2936	
77409 SE 78072 NW		I-26 EB to 5 6			24.05696 66.81774		16.55985 6.757511		1.818032 19.27252	
78115 NE		US 15 Nort	155.65		52.20584		6.84438		4.675809	
78113 NW 76320 S		I-26 Westb 2 I-95 Southt 1			68.67995 69.83333		3.924408 7.468943		24.08521 10.57199	
76319 N 78090 E	w	I-95 Northt	1898.6		68.61418				17.81169	0.510.77
76192 NE	w	I-95 NB to 1 1	118.1667		34.24954	35.10657	16.12192	5.86133	4.310352	9.516471
76193 S 76191 N		I-95 Southt 1 I-95 Northt			71.10947 69.68402		4.255578 4.617054		15.74023 16.37359	
76195 S		US 176 to I	129.85		41.57473		12.51937		3.444489	
76197 SW 70329 W	E	I-95 SB to L 3 US 176 (Ok			34.42314 48.80167		14.19849 7.27134		1.449559 2.507921	4.431014
76199 N 76198 NE		US 176 to I	32.85		41.94975				0.803748	,
78092 W	E	I-95 Northt US 176 (Ok 1	107.4667	165.0333		39.52454				4.051838
78105 SE 77362 NW		I-26 Eastbo I-26 Westb	2631.45 2190.05		70.96748		5.690346 4.93125		24.70762 19.40644	
78110 NW		I-26 Westb 2	2170.217		70.07784		4.295668		19.68668	
77410 NW 78076 SE		I-26 Westb I-26 Eastbo 2	2599.417		70.07877 69.86783		5.449951 4.291469		15.8563 24.02876	
78078 NE 78095 SE	NW	US 15 Nort 2	287.3667		49.55357		7.148156		8.457184	5.802457
78091 E	w	4	172 0833	187 6667	40 20176	36 75332	11 72236	10 1576	3 67993	9 205926
78088 W 78097 SE	E W	US 176 (Ok US 178 (Ch	105.25 247.5	182.3833 251.0167	40.97271 46.23368	40.2948 49.06608	7.605334	14.779 6.68201	3.720718 7.243465	5.726496 6.439991
78099 N	NW	I-95 Northt 1	1915.617		57.84376		14.29097		15.39217	
78107 SE	NW	I-26 Eastbo 2 SC 210 (Vai 1	163.1667 2155.067	195.35	44.35735 68.80612	22.22664	4.894194 6.725548	16.5094	6.46144 13.44611	5.U36778
78077 NE 78093 W	W E	SC 210 (Vai 1 US 176 (Ok 1	120.8667	163.5	48.8585 46.34982	47.18817 50.63350	6.728595	6.371178 8.182349	3.188469	4.337884
78089 E	W		167.5	182.6333	47.85634	21.99948		14.14339	4.264061	4.356219
78080 NE 78104 SE		I-95 Northt I-26 Eastbo	2691.65 2593.7		68.64168 65.7298		4.276243 5.418235		25.10577 17.72295	
78098 S 78100 SW		I-95 Southt 2	2723.817		68.382 62.05398		4.88386 9.528053		25.44213 17.04604	
78121 NE		US 15 Nort 2	287.5333		48.61656				4.435727	
78123 NW		I-26 Westb 2	2144.767		68.96586 70.68893		7.175833 5.042243		19.18452 16.3917	
78127 S		I-95 Snuthi								
78127 S 78131 SE		I-95 Southt	2550.083		53.09691		13.09385		29.86833	
78127 S			2550.083 2722.683						29.86833 26.15522 2.153138	

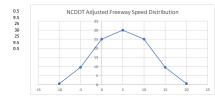
Mainline	Location	TM Segment ID AB	Avg Speed
1-26	I-26 EB West of SC 210	78076	70
I-26	I-26 EB West of I-26/I-95 Interchange	78105	67
I-26	I-26 EB East of I-26/I-95 Interchange	78074	70
1-26	I-26 EB East of US 15	78108	69
1-26	I-26 WB East of US 15	77362	71
1-26	I-26 WB East of I-26/I-95 Interchange	78110	70
I-26	I-26 WB West of I-26/I-95 Interchange	78112	69
1-26	I-26 WB West of SC 210	78113	69
1-95	I-95 NB South of US 178	76308	70
1-95	I-95 NB South of I-26/I-95 Interchange	76310	68
1-95	I-95 NB North of I-26/I-95 Interchange	76315	70
1-95	I-95 NB North of US 176	78102	70
1-95	I-95 SB North of US 176	78079	71
1-95	I-95 SB North of I-26/I-95 Interchange	76318	70
1-95	I-95 SB South of I-26/I-95 Interchange	76311	69
1-95	I-95 SB South of US 178	78098	68
1-26/1-95	I-26 EB Off-Ramp to I-95 SB	76186	40
1-26/1-95	I-26 EB Loop On-Ramp from I-95 SB	76189	30
1-26/1-95	I-26 EB Loop Off-Ramp to I-95 NB	76183	33
1-26/1-95	I-26 EB On-Ramp from I-95 NB	76180	48
1-26/1-95	I-26 WB Off-Ramp to I-95 NB	76174	42
1-26/1-95	I-26 WB Loop On-Ramp from I-95 NB	76177	27
1-26/1-95	I-26 WB Loop Off-Ramp to I-95 SB	76171	35
1.76/1.05	L-26 WR On-Pamp from L-95 SR	76168	51

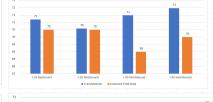


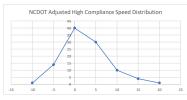
	Collected Field Da	ta
Location	I-95 Northbound	I-95 Southbound
N of I-26	69	69
S of I-26	68	70
Location	I-26 Westbound (NB)	I-26 Eastbound (SB)
W of I-95 (N)	71	70
E of I-95 (S)	69	70

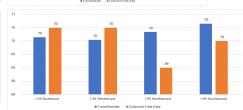








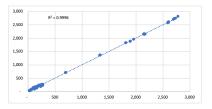




flux Seri		n Pasition 1	Sum Verhales	Aug Plow	Ang O	magarity A	ng Speed A	ug/Headway 2,669079	
		1 lieb wide 5 lieb wide 8 lieb wide		8 190 6 16 9 12	1.5			2.656117 2.676175 2.656338	
- 1	i	3 lieb wide 2 lieb wide	20	1 107 9 180	5.5 6.5	8.796483 10.812318	70-027824 68-093667	2.60669 2.70545	
- 1	,	6 lieb wide 7 lieb wide	200	1 107	1.5	8.710969 10.654756	70.274172 69.364363	2.758318 2.758309	
1	12	11 lieb wide 12 lieb wide 13 lieb wide	22	4 2	35 126 109	0.665309 3.003305 10.818396	90.263486 64.253307 60.202803	3.309271 3.296231 3.302818	
1	14 15 16	16 lieb wide 15 lieb wide 16 lieb wide	10	1 19 7 1	102 107 17	25.653002 3.662356 0.629335	X1.080401 X2.165502 48.581199	3.303308 3.30865 2.76607	
1	18	17 Lieb-wide 18 Lieb-wide 29 Lieb-wide	271 280	8 11 1 90	139	11.100907 7.771803	50.581068 68.760161 68.760067	3.799627 3.779236 3.758669	
1	20 21 22	20 liek-wide 21 liek-wide 22 liek-wide	363 363	1 90	109 5.5 7.5	7.36192 7.275325 7.708768	70.803213 73.876463 69.802353	3.770965 3.310875 3.339645	
- 1	24 25 26	26 link wide 25 link wide 26 link wide	279	1 190	8.5 85 112	11.082965	69.204995 66.901824 10.2312	3.560123 3.552279 2.769913	
1	27 28 29	27 link-wide 28 link-wide 29 link-wide	12	0 1 7 1	130 167 78	1.553008 2.004468 0.982365	48.505618 48.505618 65.505173	2.76%13 2.76%42 2.75%68	
1	10 11	30 liefs wide 31 liefs wide 32 liefs wide		4 2	66 66 12	0.798978 0.663427	99.407545 65.908796 66.172535	3.76866 3.366539 3.303036	
1	34 35	31 lieb wide 31 lieb wide 33 lieb wide	10		38 306 338	1.783967 1.886717	26.552066 68.683747 90.787380	1.13566 1.135618 1.13564	
1	37 38 39	37 Liefs wide 38 Liefs wide 39 Liefs wide	3	1 7 6 1	35 77 806	0.323463 1.552989 1.654126	68.130696 83.551782 51.578264	3.552336 3.532336 3.532633	
1	60	60 liefs wide 61 liefs wide 62 liefs wide		0 6 6	60 86 26	0.968664 1.069672 0.183092	26.993156 46.579753 26.796575	3.704295 3.704295 3.704875	
- 1	64 65	65 link wide 65 link wide	26 13		165 176 100	1.259902 1.96903 1.162577	69.400868 69.073403 69.002	2.753655 2.758647 5.009822	
1	44	67 liek-wide 68 liek-wide 69 liek-wide	4	8 1 0	40 83	1.866267 0.33738 0.463965	40.100125 40.428766 61.457635	5.11777 5.206757 5.004068	
1	50 53 53	50 liek-wide 51 liek-wide 52 liek-wide	12 18	8 1 6 1	128 195 120	1.872458 2.177985 1.69444	38.402792 50.88672 48.290183	5.118387 93.816189 78.293861	
1	54 55	55 lieb wide 55 lieb wide 55 lieb wide	27 28	1 2	142 178 185	1.83062 1.93268 1.098827	61.503567 66.503567 66.603327	93.126368 303.756868 303.872863	
- 1	57 58	ST Link water SE Link water	10	0 1	190	1 NG11 2 111361	67.496951 68.905195 69.905297	25.57052 25.868625 25.868625	
1 1	60 63 62	ED link-wide ET link-wide EZ link-wide	29 285 277	4 2 3 6 3 924,3333	154 155	1.229688 6.158261 10.923289	49.528971 63.272599 49.466963	15.668502 5.003972 5.003695	
2	1	1 lieb wide 1 lieb wide 5 lieb wide	260	8 13 2 13 3 108	158 100 7.5	20.39958 8.900864	37 908223 30.603023 73.385673	1.000E26 1.000E26	
1	1	I lieb wide I lieb wide I lieb wide	200	1 129	0.5 0.5 100	8.740809 10.779779	30.287703 68.669603	2.67906 2.67906 2.790115	
1	, ,	6 lieb wide 7 lieb wide 20 lieb wide	200	1 123 7 110	6.5 6.5	9.008622 30.79886 36.292906	70-081147 69-30481 21-202114	2.679713 17.690215 26.7909	
2 2	12	11 liek-wide 12 liek-wide 13 liek-wide	22 70	5 0 2 8 7	35 120 108	0.687981 3.240989 10.810965	90.806729 66.673693 60.200757	17.240675 16.860865 17.172472	
2 2	16 16	15 lieb wide 25 lieb wide 26 lieb wide	20	2 19 6 2 1	112 104 11	25.506166 3.686362 0.351302	32.753842 65.360427	69.755662 80.822377 70.177798	
1	18	17 Link-wide 18 Link-wide 29 Link-wide 70 Link-wide	275 289	6 100 8 23 8 90	7.5 159 6.5	13.272777 7.837223 7.897223	50.703113 68.603103 69.608167	81.50879 84.608265 2.669429	
2 2 2	21 22 23	21 lieb wide 22 lieb wide 23 lieb wide	363 369 270	1 90 0 9	7.5 145 0.3	7.158892 7.503805 10.869096	71.600365 69.87174 69.277298	2.665672 2.666666 2.663178	
2 2	26 26 26	26 lieb wide 25 lieb wide 26 lieb wide	272 8 16	8 13 3 9 3	83 83	11.005965 1.122956 1.292962	69 125202 66 202566 50 959625	2.640568 2.643667 2.664072	
2	27 28 29	27 Unit valde 28 Unit valde 29 Unit valde	10	4 1	118 166 72	2.018333 0.962729	41.839078 48.493221 45.361739	2.653356 2.668968 3.795295	
1	10	31 liek-wide 32 liek-wide	-		65	0.86ETE 0.797622	61.366199 66.28181	1.814089 1.753890	
2	34 35 36	35 lieb wide 35 lieb wide 36 lieb wide	10		139	1.00368 1.077365 1.03658	29.494198 90.087906 90.264293	1.905218 1.900117 1.904448	
2 2	37 38 39	37 liek-wide 38 liek-wide 39 liek-wide	2	1 7 7 1	31 77 107	0.387307 1.696231 1.296622	49.537963 33.02126 52.009655	3.863675 3.850634 3.85365	
2	6	60 link-wide 61 link-wide 62 link-wide	-		39 86 25	0.958404 0.995729	26.82184 66.64712 29.033354	1.062581 1.062581	
1	44	65 link wide 65 link wide	26		176	3.801801 1.800879	69.466797 48.90723	3.850547 3.782894	
2	a a	67 link-wide 68 link-wide 69 link-wide	4	5 1 0	40 12	1.879611 0.667082 0.469009	28-001176 61-004851 28-551299	3.783347 3.778923 2.653626	
2 2	50 53 53	50 lieb wide 51 lieb wide 52 lieb wide	13 18 13	1 1	122 195 128	1.613M2 2.061309 1.691298	98.875228 96.261752 67.805872	2.648377 2.627929 2.658636	
2	54 55	55 lieb wide 55 lieb wide 55 lieb wide	27 28	2 2	172 178	1.808888 4.080813 2.807223	46.128399 46.659611	2.62033 2.62033 2.628629	
2	17 18	ST Link wide ST Link wide SE Link wide	10	, ,	177 152 158	3.785434 1.815182 2.691864	61 NICHES 61 NICHES 61 DICESSO	2.627794 2.627794 2.632575	
2 2	60 61 62	ED Liefs wide E1 Liefs wide E2 Liefs wide	25 250 270	7 655,6666	155 167 128	8.06307 6.163369 13.803797	68.563278 68.622337 68.662053	56.279176 57.791869 66.186175	
1	1 5	9 liet wide 1 liet wide 5 liet wide	203 203 203	7 19 1 199 4 16	0.5 0.5	21.822182 10.481726 8.822786	37.403403 30.579090 71.390587	34.243065 29.903176 29.271763	
1	1 2	X link-wide X link-wide Z link-wide	218 218 218	7 129 8 16 9 19	8.5 969 805	8.179188 10.482675	20.394943 68.90147	30.137966 30.608279 32.238986	
1	6 7	6 Link-wide 6 Link-wide 7 Link-wide	20.5 20.6 20.0	1 108 9 103 2 13	6.5 6.5	8.909181 10.909181	70.505311 89.310053	27.349374 30.069324 26.353467	
- 1	11	11 liefs wide 12 liefs wide	22		33	0.314921 3.092314	30.870667 64.364185	27.8762 20.214892	
:	16	14 lies wide 15 lies wide 25 lies wide	20	1 1	131 100 31	25.863765 4.001306 0.362754	31 001895 33 195322 61 766686	20.903321 20.340324 25.96436	
1	17 18 19	17 Liefs wide 18 Liefs wide 29 Liefs wide	200 200 200	2 11 6 11 0 9	166 153 165	10.825115 13.127902 7.69083	70-853605 68-905608 69-905234	66.132333 65.533221 66.662976	
1 1	20 21 22	20 Link-wide 21 Link-wide 22 Link-wide	565 566	8 10 8 10	63 63	7.293875 7.149900 7.62646	70.679304 71.887958 68.993789	67.1236E8 66.929606 54.156062	
1	24	25 lieb wide 25 lieb wide	274	117	1.5	11,27979	69.308182 65.708874	48.923615 48.482395	
1	27 28 29	27 link-wide 28 link-wide 29 link-wide	11		119 165 72	1.681297 2.866727 1.009687	61.290694 67.656269 63.20237	50.19514 54.108897 45.424292	
1	30 31 32	30 Liefs wide 31 Liefs wide 32 Liefs wide	:	8 8 2	65 65 12	0.951721 1.067688 0.668758	60.181792 61.592851 64.085535	46.06215 49.263395 66.152956	
1	35 36 35	33 lieb wide 34 lieb wide 35 lieb wide	10	0 8 3 0 3	43 105 143	0.575457 2.003451 1.884486	50.769899 29.356424 50.254985	67.765 64.6098 62.907675	
1	27	35 Link-wide 37 Link-wide 38 Link-wide	3		33 77	0.455665 0.455665 1.655236	61.509223 33.35368	81.316796 81.006726 86.006726	
1	6	60 Link-wide 61 Link-wide 62 Link-wide		8 5 7	38 85 27	0.885252 1.102858 0.670056	27.075454 61.00063 28.896556	48.538779 83.456065 33.606082	
1	61 64	65 link-wide 65 link-wide 65 link-wide	27 26 17	5 2 2 2 7 3	175 162 177	3.78066 3.186623 3.956328	50-063598 48-723004 48-572623	33.579982 33.084082 33.453877	
1	66 67 68	65 liefs wide 67 liefs wide 68 liefs wide	10	8 1 8 1	00 116 43	1.003300 1.710667 0.620736	50.755615 40.601264 38.260403	33.395487 25.068336 23.652878	
1 1	50 53	69 Link-wide 50 Link-wide 51 Link-wide	12 18	2 8 2 8 2	32 128 195	0.0117 1.161299 2.013112	39.473642 39.337514 50.674132	28.829129 28.829129 24.183689	
1	53 54	SS lies wide SS lies wide	16		143	1.072902	46.364233 46.356923	21.179368 20.795813	
1	56 57 58	SS link-wide S7 link-wide SS link-wide	13 16	8 3	176 155 160	2.53942 1.994145 2.545394	41.353069 47.564183 48.4179	20.075822 207.895124 91.078709	
1	59 60 63	50 lieb wide 60 lieb wide 61 lieb wide	29 29 280	0 2 6 2 1 656,3338	190 196 183	1.620902 3.171961 6.058063	67.855392 68.671125 63.6568	93.297388 309.8549 97.121788	
4		62 liefs wide 9 liefs wide 1 liefs wide	277 186 260	8 13 8 13 1 188	126 148 0.3	21.45299 21.452925 10.557385	88.708147 38.021893 70.673666	64.170894 64.180824 63.187263	
1	1	X lieb wide X lieb wide Z lieb wide	260	2 19 5 107 7 129	100 2.5 8.5	10.829900 8.829089 10.693878	69.309303 69.803383 68.609063	65.31.6951 52.228767 52.627785	
4	4 6 7	6 lieb wide 6 lieb wide 7 lieb wide	255 255 256	5 107 0 10 9 129	7.5 175 8.5	8.910088 8.893896 10.752887	69.94261 30.112197 69.253688	31.620689 32.632988 31.08887	
4	11	10 liek-wide 11 liek-wide 12 liek-wide	1 2		33 122	0.32689 0.32689 3.066424	25.198296 30.61719 46.726545	74.610086 90.137886 83.594527	
1	18 16 15	15 lieb wide 15 lieb wide 25 lieb wide	100	1 1	133	26.179706 3.679903	80.801100 30.801300 30.203343	75.485115 88.676162 35.892912	
- 1	17 18 19	17 liefs wide 18 liefs wide 29 liefs wide	200 270 280	6 11 8 11 7 90	168 154 8.5	10.888908 11.215762 7.777792	70-606763 68-608269 69-528263	39.840107 37.009429 43.394927	
4	20 21 22	20 liek-wide 21 liek-wide 22 liek-wide	585 585	6 9 3 90 0 9	6.5 6.5	7.889421 7.812308 7.753387	70.609821 71.907009 69.721477	117.850982 123.295908 129.885328	
4	25 26 25	25 lieb wide 25 lieb wide 25 lieb wide	279	1 196 5 196	2.5 25	11.12489 1.1368	69.201798 69.166838 67.129797	120.964295 123.543341	
1	27 28 29	27 lies wide 28 lies wide 29 lies wide	12	1	132 166 73	1.643079 2.214793 1.088238	48.004187 48.393361 61.390661	13.598722 13.508723 13.518763 12.876777	
4 4	30 31 32	30 Liefs wide 31 Liefs wide 32 Liefs wide	:	6 8 2	66 63 12	1.078627 0.797921 0.797214	29.494166 46.300113 46.272815	13.149665 15.02833 13.139603	
1	33 34 35	33 lieb wide 34 lieb wide 35 lieb wide	10		45 108 145	0.570309 1.804289 1.809794	51.65379 29.58416 50.603425	13.155626 12.908368 19.762362	
	2	37 link-side 38 link-side	3		12 75	0.445297 1.835362	67.603879 33.28088	18.175309 18.55294	
4 4	60	60 lieb wide 61 lieb wide 62 lieb wide			39 88 25	0.8525 1.08822 0.726664	27 263424 67 609463 28 338963	33.458325 32.135968 34.299905	
4 4	61 66 65	65 lieb wide 65 lieb wide 65 lieb wide	27 26 13	1 1	176 163 177	3,713754 3,171306 1,801489	69.504629 69.568277 69.671302	33.353235 33.324369 27.32422	
4 4	47 48 48	us virk wide 67 Link wide 68 Link wide 69 Link wide	11	7 1 0 4	117 40 34	1.791369 1.791363 0.587321 0.416****	40.600317 40.507903 40.507903	24.008309 28.008673 26.00968 26.003474	
4	50 53 53	50 lieb wide 51 lieb wide 52 lieb wide	13 18 13		128 182 128	1.889588 2.009213 1.606625	29 663464 50 765663 68 108127	80.727315 76.882725 80.115487	
4 4	53 54 55	53 liek-wide 54 liek-wide 55 liek-wide	14 27 28	8 2 7 2	148 178 187	1.809397 4.001778 2.90914	46.502986 46.668062 49.038649	90.984427 94.676367 94.678363	
4	56 57 58	SS Lieb valde ST Lieb valde SS Lieb valde	18 18	3 3 0 3	155 155 160	2.866871 1.888877 2.251353	45.8753 47.855345 47.765423	#3.518617 #3.101305 #7.816362	
4	60 61 62	ED liefs while EI liefs while EI liefs while	25 26 26 27	5 2 1 653.6666 2 927.53**	155 167 153	1.679004 6.333014 11.17908P	01.000005 62.627665 63.666607	97.008 26.879366 27.485218 27.70847	
- 1	1	9 Lieb wide 1 Lieb wide 5 Lieb wide	200 200 207	6 13 1 189 2 16	0.5 0.5	21.482968 10.921367 8.62600	37 704366 70-893068 73-803293	27.55579 26.513686 17.992478	
1	1	It liefs wide It liefs wide It liefs wide	26 26 26	6 10 6 10 6 13	107 175 197 5.5	20.83888 8.793329 10.695990 g.marron	20.072489 20.401129 68.758369 69.767	17.85582 17.55206 18.12983 18.047	
1	6 7 10	6 Unit water 7 Unit water 30 Unit water	200	8 107 6 13	7.5	8.767678 10.424889 16.112787	70.22794 68.375215 23.53774	28.284305 28.474088 27.227****	
1	13 13 13	11 liek wide 12 liek wide 11 liek wide	3 22 70	1 2	31 125 106	0.660125 3.367260 10.866126	30.486764 44.393903 40.672215	27.867863 25.861775 25.229625	
1	16 16	16 lieb wide 15 lieb wide 16 lieb wide	10	. 13 6 1	199 36	26,709611 3,345467 0,449689	33.356625 33.253953 64.099872	26.687967 26.628779 26.136262	
	27 18 19 20	ar sink-wide 18 link-wide 19 link-wide 20 link-wide	201 201 201	1 199 0 90	1.5 1.5	13.127568 7.863605 7.663605	ALREADS SERVICES SERVICES TO JOHNS	24.605292 13.114692 13.696661 13.144947	
1	21 22 23	21 lieb wide 22 lieb wide 23 lieb wide	361 361 270	1 10	5.5 167 152	7.827983 7.88662 20.78688	73.700832 69.93363 69.363233	11.659805 11.65683 14.65982	
1	26 26 26	26 lieb wide 25 lieb wide 26 lieb wide	272 8 13	6 13 6 1 1	86 86	1290NF9 13290F6 1320908	68.363089 67.387903 50.860809	14.79118 14.89898 14.799881	
1	27 28 29	27 Link water 28 Link water 29 Link water	12	1	130 165 75	1.677806 1.854299 0.960006	68.293065 68.183514 63.365878	14.300833 18.489087 29.87879	
	11	no sink while 11 link while 12 link while 11 link while		2 2 1	62 12 63	0.827095 0.827995 0.665296 0.044704	61.203058 61.203058 51.203058	18 141167 18 141167 18 898162 21 1 West	
1	34 35 36	35 Gels wide 35 Gels wide 35 Gels wide	10		105 142 143	2.051365 1.865695 1.20862	26 269056 51 726116 50 367907	22.789679 22.789679 22.789679	
1	37 38 39	37 Gels valde 38 Gels valde 39 Gels valde	2		33 79 08	0.88804 1.6068 1.81289	47.769127 32.967356 52.400148	21.85582 21.25788 21.01182	
1	8	40 lieb wide 41 lieb wide 42 lieb wide			25 26	0.886702 1.120088 0.681713	26.871305 66.202313 26.655273	21.090285 20.727368 21.666268	
1	41 41 45	As sink water 65 link water 65 link water 65 link water	27 26 17		165 178	1307968 2,077306 1,099807	m-077221 dk-506958 dk-680866 Sp-27444*	14.075136 14.181400 13.815489	
í	67 68 69	67 Link-walde 68 Link-walde 69 Link-walde	12	0 1	130 40 33	1,00000 0,710071 0,418111	39 790129 40 308004 40 261708	14.168366 13.175867 13.483388	
1	50 53 52 57	50 lies wide 51 lies wide 52 lies wide 53 lies wide	13 18 13		196 196 125	1.02500 2.186177 1.78635 7.69***	28.305166 50.174725 67.265781 68.765	13.839873 13.619002 13.801299 1.807777	
1	54 55 56	55 Link water 55 Link water 55 Link water	27 26	0 2 0 2 8 -	179 160 176	4.01134 3.018702 2.400***	6.7333 6.6329 6.6329	5.60725 5.510878 5.66777	
					198 165 168	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1   1   1   1   1   1   1   1   1   1		
1	60 63 62	60 link-wide 61 link-wide 62 link-wide	25 26 270	6 2 6 8 8 922.6666	154 152 167	3,275176 6,27015 10,668768	50.281272 63.056359 68.766753	1.877883 1.875533 1.875606	

1.50	Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	Difference	% Difference	GEH Value	Individual Link Flow	Calibration Criteria 2?	Calibration Criteria 2	Calibration Criteria 3?	Calibration Criteria 3	Calibration Criteria 4?	Calibration Criteria 4	Calibration Criteria 5
28	-26	I-26 EB West of SC 210	1				(20)	-1%	0.4	1.0	yes	0.0					0.4
28			2								yes						0.1
25			61								yes						0.0
2.5   2.5 Well Earl of July 15   5   7750   2.217   2.157   1.55   1.5			3														0.3
2.50   2.50 M South of 3.51 / 2.50 M South of 3.50 M South of			4					-1%	0.4		yes						0.4
25	-26 I	I-26 WB East of US 15	5				(16)	-1%	0.4		yes						0.4
25   1.50 We were of 2-20/10 of Interchange   7											yes	0.0					0.2
286			62														0.6
156   158			7														0.1
195   195 Nat South of 1 26/19 5 Interchange   19			8								yes	0.0					0.3
55   59 St Nature of 18,76 St Interchange																	0.1
95   95 NB North of US 176   20   75102   1.816   1.827   111   150   0.2   1.0   yes   0.0																	0.4
95   95 St North of U 3 P   95 St North of																	0.4
595 SB North of 12A/95 Interchange																	0.2
\$25   \$5   \$5   \$5   \$6   \$1   \$1   \$2   \$1   \$2   \$2   \$2   \$2								1%	0.3		yes						0.3
Post											yes	0.0					0.3
1280.695   26 EG OFF Ramp for 19-55 8																	0.4
128/16-95   246 El Boop On Rempt ton 195 NB																	0.1
\$28,00   \$26   \$10.00   \$15   \$16   \$10.00   \$15   \$10   \$			_														0.6
128/1959   326 KB On Hamp From 195 NB											yes	0.0					0.7
128/1959   326 WB Off-Rampt to 195 NB   13   76174   706   714   8   3%   0.3   1.0   yes   0.0																	1.5
126,699   26 WB Loop OF-Ramp from 195 NB													yes	19.6			1.3
126,679.5  2-8 Well Loop Off-Ramp to 195 S8																	0.3
126,679.5   26 WB On-Ramp from 1-95 SB   16   76168   33   42   9   275   1.5   0.8   yes   9											yes	0.0					0.9
SC 210   SC 210 NB North of 1-26   25   77-402   85   104   19   238   2.0   0.8   yes   19.4													yes	41.4			2.8
\$2.210 \$2.20.8 North of 1-26									1.5				yes	,			1.5
SC 210   SC 210 NS South of 1-26   27   78077   120   109   (11)   .9%   1.0   1.1		SC 210 NB North of I-26				104	19	23%	2.0	0.8			yes	19.4			2.0
\$2.210 \$2.25 08 South of 1-26	C 210	SC 210 SB North of I-26						4%	0.4	1.0			yes				0.4
Second   1-26 EB 0ff-Ramp to SC 210   31   77407   64   68   5   88   0.6   0.9   9   9   5													yes				1.0
\$\frac{22.10}   \( \) \( \) 26 EB (0 \) -Ramp from \$\frac{22.10} \)   29 (80 \)   64 (93)   29   45% (33)   0.7   yes   29   29   20   20   20   20   20   20								-19%	2.6				yes	32			2.6
Second   1.50													yes				0.6
Second   1-26 WR On-Ramp from SC 210   32   77411   52   63   11   21%   1.5   0.8   yes   11   1.5													yes				3.3
US 15 US 15 SR North of 1-26 36 7355 77356 140 147 7 556 0.6 1.0 Yes 7 US 15 U													yes				3.1
US 15   US 15 NR North of 1-26   36   78115   162   160   (2)   -15   0.2   1.0   yes   2.4													yes				1.5
US 15 126 WB Off-Ramp to US 15 NB 37 77364 32 34 2 66 0.3 0.9 Wes 2 12.2 1515 126 WB Loop Off-Ramp from US 15 NB 38 77367 76 97 21 285 23 0.8 Wes 21.2 1515 126 WB Loop Off-Ramp from US 15 NB 38 77361 104 110 6 66 0.6 0.6 0.9 Wes 6.2 1515 126 WB Loop Off-Ramp to US 15 SB 34 77361 104 110 6 66 0.6 0.6 0.9 Wes 6.2 1515 126 WB Loop Off-Ramp to US 15 SB 33 77358 40 1515 126 WB Charapp from US 15 NB 39 78117 107 108 11 256 15 0.8 Wes 10.6 10.5 15 126 EB Off-Ramp to US 15 NB 39 78117 107 108 11 256 15 0.8 Wes 10.6 10.5 15 126 EB Off-Ramp to US 15 NB 39 78117 107 108 11 256 0.0 C 0.0								5%	0.6				yes				0.6
15.55   12.66 WB Loop On-Ramp from US 15 NB   38   77367   76   97   21   285   2.3   0.8   yes   2.1   2.55   2.56 WB Loop On-Ramp from US 15 SB   34   77361   104   110   6   65   0.5   0.5   0.9   yes   6.2   1.55   1.26 WB Loop Off-Ramp to US 15 SB   33   77358   40   51   11   2.65   1.5   0.8   yes   10.6   1.55   1.26 KB Con-Ramp from US 15 NB   33   77358   40   51   11   2.65   1.5   0.8   yes   10.6   1.55   1.26 KB Con-Ramp from US 15 NB   33   77373   37   107   10.8   1   15   1.5   1.26 KB Con-Ramp from US 15 NB   40   77373   39   57   18   465   2.5   0.7   yes   1.8   1.5   1.5   1.26 KB Con-Ramp from US 15 NB   40   77373   39   57   18   465   2.5   0.7   yes   1.8   1.5   1.5   1.26 KB Con-Ramp from US 15 NB   41   77376   85   99   14   1.65   1.4   0.9   yes   1.3   1.5   1.26 KB Con-Ramp from US 15 NB   42   77379   2.6   31   5   205   1.0   0.8   yes   5.2   1.5   0.8   yes   1.5   0.5   1.5   0.		US 15 NB North of I-26						-1%	0.2	1.0			yes	2.4			0.2
US 15   1-26 WR Loop OFF Ramp to US 15 SR   34   77361   104   110   6   68   0.6   0.9													yes				0.3
10.5   1.26 WB On-Ramp from US 15 SB   33   7735B   40   51   11   265   1.6   0.8   yes   10.6																	2.3
US 15 126 EB On-Ramp from US 15 NB 39 78117 107 108 1 1 15 0.1 1.0 Yes 1.4 US 15 126 EB On-Parm from US 15 NB 40 77373 39 57 18 4696 2.6 0.7 Yes 18 18 US 15 126 EB One Diff-Ramp to US 15 NB 5 WHILE A STATE OF THE OFFICE OF THE									0.6				yes				0.6
195 15 12-6 EB Loop OF-Ramp to US 15 NB 40 77273 39 57 18 46% 2.6 0.7 yes 18 1515 12-6 EB Corp OF-Ramp to US 15 NB 41 77276 85 99 14 1505 14 0.9 yes 13.8 yes 5.2 yes 15 15 12-6 EB Loop OF-Ramp from US 15 SB 42 77379 26 31 5 20% 1.0 0.8 yes 5.2 yes 5.2 yes 0.5 yes 0.8 ye								26%					yes				1.6
US 15   1-26 EB GH-Ramp to US 15 SB									0.1				yes				0.1
195 15   26 EB Loop On-Ramp from US 15 58   42   77379   26   31   5   20%   1.0   0.8   yes   5.2   195 15   US 15 NB South of 1-26   43   78078   2.75   2.74   (1)   0.6   0.0   1.0   yes   0.8   195 15   US 15 NB South of 1-26   44   78118   263   2.74   11   44   0.7   1.0   yes   11.2   195 170   US 176 EB East of 1-95   45   70329   177   194   17   109   1.3   0.9   yes   17.2   195 170   US 176 EB East of 1-95   46   70329   177   194   17   109   1.3   0.9   yes   17.2   195 170   US 176 WB East of 1-95   46   70329   177   194   17   109   1.3   0.9   yes   17.2   195 170   US 176 WB East of 1-95   46   70329   177   196   (21)   1.85   2.1   1.2   yes   2.1   195 170   US 176 WB East of 1-95   46   70329   177   96   (21)   1.85   2.1   1.2   yes   2.1   195 170   US 176 WB East of 1-95   47   76192   117   96   (21)   1.85   2.1   1.2   yes   2.1   195 170   195 180 On-Ramp from US 176   48   76197   40   43   3   85   0.5   0.9   yes   3   195 170   195 180 On-Ramp from US 176   49   76199   33   43   10   315   1.7   0.8   yes   10.2   195 170   US 176 EB West of 1-95   50   76195   125   97   (28)   2.25   2.5   1.3   yes   10.2   195 170   US 176 EB West of 1-95   51   78093   194   205   11   65   0.8   0.9   yes   10.8   195 178   195 NB Off-Ramp to US 178   53   76153   143   164   21   155   1.7   0.9   yes   2.1   195 178   195 NB Off-Ramp to US 178   55   70276   237   128   449   -215   3.3   1.3   yes   44.2   195 178   195 NB Off-Ramp to US 178   55   70276   237   128   449   -215   3.3   1.3   yes   44.2   195 178   195 NB Off-Ramp to US 178   57   76158   153   177   184   7   45   0.5   1.0   yes   6.6   195 178   195 NB Off-Ramp to US 178   57   76158   153   177   184   7   45   0.5   1.0   yes   6.6   195 178   195 NB Off-Ramp to US 178   57   76158   153   177   184   7   45   0.5   1.0   yes   6.6   195 178   195 NB Off-Ramp to US 178   57   76158   153   155   177   184   7   45   0.5   1.0   yes   6.6																	2.6
US 15 US 15 NB South of 1-26 44 7818 263 274 (1) 0% 0.0 1.0 Yes 0.8 US 15 US 15 SB South of 1-26 44 7818 263 274 11 4% 0.7 1.0 Yes 11.2 US 176 US 176 EB East of 1-95 46 70329 177 194 17 10% 1.3 0.9 Yes 17.2 US 176 US 176 NB East of 1-95 46 70329 177 194 17 10% 1.3 0.9 Yes 17.2 US 176 US 176 NB East of 1-95 46 70329 177 194 17 10% 1.3 0.9 Yes 17.2 Yes 176 US 176 VB East of 1-95 YES 180 Off. Ramp to US 176 US 177 177 194 17 196 (2.1) 1.8 56 5.4 0.6 Yes 17.2 Ye									1.4				yes				1.4
US 15 US 15.98 South of 12.6 44 78118 263 274 11 45 0.7 1.0 yes 11.2 US 15.76 US 17.6 B East of 19.5 45 70.329 177 194 17 105 13 0.9 yes 17.2 US 17.6 US 17.6 WE East of 1.95 46 70.329 102 15.8 56 5.4% 4.9 0.6 yes 55.6 US 17.6 US 17.6 WE East of 1.95 46 70.329 102 15.8 56 5.4% 4.9 0.6 yes 55.6 US 17.6 US 17.6 WE East of 1.95 M OH-Ampto US 17.6 48 76.197 40 43 3 8% 0.5 0.9 yes 12.2 US 17.6 US 17.6 WE SO BOH-Ampto US 17.6 48 76.197 40 43 3 8% 0.5 0.9 yes 13.3 US 17.6 U																	1.0
195.176   US.176 EB East of 195   45   70329   177   194   17   106   1.3   0.9   yes   1.72																	0.0
15 176   US 176 WB East of F95   46   70329   102   158   56   546   4.9   0.6   yes   55.6																	0.7
195 176   195 NB Off-Ramp to US 176   47   76 192   117   96   (21)   -18%   2.1   1.2   yes   2.1   2.1   1.2   yes   2.1   2.1   1.2   1.2   yes   2.2   1.2   2.3   1.3																	1.3
195 176   195 58 0ff-Ramp to US 176   48   76197   40   43   3   88   0.5   0.9   yes   3																	4.9
105 176   195 NB On-Ramp from US 176   49   76 199   33   43   10   31%   1.7   0.8   yes   10.2																	2.1
US 176   195 SB On-Ramp from US 176   50   76 195   125   97   (28)   .225   2.6   1.2   yes   27.8																	0.5
105 176   US 176 E8 West of 1-95   51   78093   194   205   11   6%   0.8   0.9   9   yes   10.8																	1.7
US 176   US 176 WB West of 1-95   52   78093   122   168   46   38%   3.8   0.7   yes   46																	2.6
195 178 195 NB Off-Rampto US 178 53 76153 143 164 21 1596 17 0.9 yes 21.4 1515 178 US 178 EB West of 195 54 70276 273 229 (44) 1.695 2.8 1.2 yes 44.2 US 178 185 178 West of 195 55 70276 237 188 (49) -215 3.3 1.3 yes 48.6 US 178 US 178 West of 195 55 70276 237 188 (49) -215 3.3 1.3 yes 48.6 US 178 US 17																	0.8
US 178 EB West of I-95 54 70276 273 229 (44) 1-16% 2.8 1.2 yes 44.2 US 178 US 178 WB West of I-95 55 70276 227 188 (49) -21% 3.3 1.3 yes 48.6 US 178 WB West of I-95 55 70276 227 188 (49) -21% 3.3 1.3 yes 48.6 US 178 WB West of I-95 10 yes 48.6 US 178 WB West of I-95 10 yes 48.6 US 178 WB West of I-95 WB I-95																	3.8
US 178     US 178     US 178 WS West of 4.95     55     70276     237     188     (49)     -215     3.3     1.3     yes     48.6       US 178     1-95 S8 0F-Ramp from US 178     56     76556     177     184     7     48.     0.5     1.0     yes     6.6       US 178     1-95 S8 0F-Ramp from US 178     57     76158     153     175     22     15%     1.7     0.9     yes     22.2       US 178     1-95 N8 0F-Ramp from US 178     58     76150     160     195     35     22%     2.6     0.8     yes     35.25       US 178     US 178     US 178     157 Rel East of 1-95     59     78097     251     264     13     5%     0.8     0.9     yes     33.25																	1.7
US 178 I -95 S8 On-Ramp from US 178 56 76156 177 184 7 4% 0.5 1.0 yes 6.6 US 178 I -95 S8 Off-Ramp from US 178 57 76158 153 175 22 15% 1.7 0.9 yes 2.2.2 US 178 US																	2.8
US 178																	3.3
US 178 LP5 NB On-Ramp from US 178 58 76160 160 195 35 22% 2.6 0.8 yes 35.25 US 178 LB East of LP5 59 78097 251 264 13 5% 0.8 0.9 yes 13.25																	0.5
US 178 US 178 EB East of I-95 59 78097 251 264 13 5% 0.8 0.9 yes 13.25																	1.7
																	2.6
US 178 US 178 WB East of I-95 60 78097 255 263 8 3% 0.5 1.0 yes 8																	0.8
	JS 178	US 178 WB East of I-95	60				8	3%	0.5	1.0			yes	8			0.5
Total 51,234 51,691				Total	51,234	51,691	1			_				_	_		

FHWA Calibration Criteria	Metric	Met?
Sum of all link flows	1%	Met
Within 15%, for 700 veh/h < Flow < 2700 veh/h	100%	Met
Within 100 veh/h, for Flow < 700 veh/h	100%	Met
Within 400 veh/h, for Flow > 2700 veh/h	100%	Met
GEH Statistic < 5 for Individual Link Flows	100%	Met



# Appendix C BALANCED 2022 MID-DAY PEAK HOUR TRAFFIC VOLUMES

lainline	Location	TM Segment ID	Segment Type		LOS	
	West of SC 210	78076	Basic	23.89	С	
	Off-Ramp to SC 210	78104	Diverge	23.38	С	l
	Between SC 210 Ramps	77405	Basic	23.91	С	
	On-Ramp from SC 210	76161	Merge	23.18	С	
	West of I-26/I-95 Interchange	78105	Basic	24.63	С	
	Off-Ramp to I-95 SB	78131	Diverge	36.72	Е	
	Between Ramps	76187	Basic	12.31	В	
	System-to-System Weave	64745	Weave	11.94	В	
I-26 EB	Between Ramps	76179	Basic	18.88	С	
	On-Ramp from I-95 NB	78073	Merge	18.11	В	
	East of I-26/I-95 Interchange	78074	Basic	19.70	С	
	Off-Ramp to US 15 SB	78107	Diverge	18.84	В	
	Between Ramps	77374	Basic	16.97	В	
	Weave to/from US 15	77377	Weave	8.40	Α	
	Between Ramps	77372	Basic	20.44	С	
	On-Ramp from US 15 NB	77369	Merge	18.95	В	
	East of US 15	78108	Basic	19.78	С	
	East of US 15	77362	Basic	19.59	C	i
	Off-Ramp to US 15 NB	78130	Diverge	13.02	В	Should be d
	Between Ramps	78123	Basic	19.19	c	
	Weave to/from US 15	77360	Weave	9.38	A	
	Between Ramps	77357	Basic	19.39	Ĉ	
	On-Ramp from US 15 SB	78075	Merge	19.33	В	
	East of I-26/I-95 Interchange	78110	Basic	19.77	c	
	Off-Ramp to I-95 NB	78111	Diverge	19.89	В	
I-26 WB	Between Ramps	78111 76172	Basic	19.89	B	l
. 20 ***	System-to-System Weave	76172 76162	Weave	27.30	C	
		76170	Basic	28.99	D	
	Between Ramps	76170 76163		28.99	C	
	On-Ramp from I-95 SB West of I-26/I-95 Interchange	76163 78112	Merge Basic	24.34		
					С	
	Off-Ramp to SC 210	78124	Diverge	29.06	D	
	Between SC 210 Ramps	77403	Basic	24.45	C	
	On-Ramp from SC 210	77410	Merge	22.61	С	
	West of SC 210	78113	Basic	23.94	C	
	South of US 178	76308	Basic	24.71	С	
	I-26 NB Off-Ramp to US 178	78126	Diverge	30.11	D	
	I-26 EB Between US 178 Ramps	76152	Basic	23.39	C	l
	I-26 EB On-Ramp from US 178	76159	Merge	25.10	С	
	South of I-26/I-95 Interchange	76310	Basic	25.28	С	
	Off-Ramp to I-26 EB	76313	Diverge	26.00	С	
	Between Ramps	76178	Basic	24.94	С	
I-95 NB	System-to-System Weave	75978	Weave	27.41	С	
	Between Ramps	76176	Basic	11.40	В	l
	On-Ramp from I-26 WB	78099	Merge	17.68	В	l
	North of I-26/I-95 Interchange	76315	Basic	17.41	В	l
	Off-Ramp to US 176	78128	Diverge	19.08	В	l
	Between US 176 Ramps	76191	Basic	16.33	В	l
	On-Ramp from US 176	76198	Merge	15.59	В	l
	North of US 176	78102	Basic	16.51	В	l
	North of US 176	78079	Basic	16.18	В	1
	Off-Ramp to US 176	78127	Diverge	17.66	В	
	Between US 176 Ramps	76193	Basic	15.91	В	
	On-Ramp from US 176	76320	Merge	16.39	В	
	North of I-26/I-95 Interchange	76318	Basic	17.31	В	
	Off-Ramp to I-26 WB	76166	Diverge	16.76	В	
	Between Ramps	76169	Basic	17.31	В	
I-95 SB	System-to-System Weave	64742	Weave	16.38	В	
. 22 30			Weave	14.08	В	
	Between Ramps	76185				
	On-Ramp from I-26 EB	76314	Merge	23.66	C	
	South of I-26/I-95 Interchange	76311	Basic	25.51	C	
	Off-Ramp to US 178	76157	Diverge	25.91	C	
	Between U 178 Ramps	76154	Basic	24.63	C	
	On-Ramp from US 178 South of US 178	76309 78098	Merge #N/A	25.29 25.38	C C	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Run	Node	Num Vehicles	Total Control Delay	Avg Control Delay	LOS	Control Type	Intersection
1	. 2	423	0.547669	4.661011	Α.	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
1	. 14	600	0.369972	2.219831	Α.	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
1	. 15	399	0.467084	4.214291	Α.	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
1	99140260	612	0.841731	4.951357	Α.	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
1	99141171	268	0.926043	12.439379	В	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
1	99141174	314	0.783315	8.980685	Α	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off- Ramp & SC 210 to I-26 EB On-Ramp
2	2	420	0.491326	4.211362	Α	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
2	14	596	0.400311	2.417985	Α	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
2	15	394	0.398867	3.644472	Α	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
2	99140260	609	0.784425	4.636997	Α	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
2	99141171	267	0.989232	13.337957	' B	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
2	99141174	311	0.861401	9.971197	Α	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off- Ramp & SC 210 to I-26 EB On-Ramp
3	2	420	0.421153	3.609882	Α	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
3	14	598	0.393787	2.370622	Α	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
3	15	393	0.393909	3.608325	Α	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
3	99140260	613	0.798326	4.688373	Α	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
3	99141171	269	0.943197	12.622712	В	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
3	99141174	313	0.769454	8.84995	Α	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off- Ramp & SC 210 to I-26 EB On-Ramp
4	. 2	422	0.515106	4.394271	Α	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
4	14	600	0.38397	2.303817	Α	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
4	15	395	0.437704	3.989197	Α	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
4	99140260	621	1.004597	5.82375	A	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
4	99141171	267	0.976542	13.166852	В	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
4	99141174	316	0.835308	9.516166	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off- Ramp & SC 210 to I-26 EB On-Ramp
5	2	421	0.477713	4.084961	Α	Stop	I-95 SB to US 176 Off-Ramp, US 176 to I-95 SB On-Ramp & US 176 (Old State Road)
5	14	600	0.397097	2.382579	Α	Stop	I-95 NB to US 178 Off-Ramp, US 178 to I-95 NB On-Ramp & US 178 (Charleston Highway)
5	15	395	0.440862	4.017979	Α	Stop	I-95 NB to US 176 Off-Ramp, US 176 to I-95 NB On-Ramp & US 176 (Old State Road)
5	99140260	617	0.920958	5.373501	Α	Stop	I-95 SB to US 178 Off-Ramp, US 178 to I-95 SB On-Ramp & US 178 (Charleston Highway)
5	99141171	265	0.888708	12.073012	В	Stop	I-26 WB to SC 210 Off-Ramp, SC 210 to I-26 WB On-Ramp & SC 210 (Vance Road)
5	99141174	312	0.743848	8.582856	A	Stop	SC 210 (Vance Road), I-26 EB to SC 210 Off- Ramp & SC 210 to I-26 EB On-Ramp

Location	Node	Delay	Delay
SC 210 (Vance Road) at I-26 EB Ramps	99141174	24.0	С
SC 210 (Vance Road) at I-26 WB Ramps	99141171	21.4	С
US 176 (Old State Road) at I-95 SB Ramps	2	18.8	С
US 176 (Old State Road) at I-95 NB Ramps	15	17.6	С
US 178 (Old State Road) at I-95 SB Ramps	99140260	17.0	С
US 178 (Old State Road) at I-95 NB Ramps	14	17.6	С

Level Of Service	Unsignalized
Α	10
В	15
С	25
D	35
E	50
F	>

## Appendix F NCDOT HIGH COMPLIANCE DESIRED SPEED DISTRIBUTION

1/16	ATTACHMENT A - MODIFICATIONS TO DEFAULT TRANSIVIODELER FILES
1717	TransModeler Preferences (tsm_user.xml)
1718	The following revisions were made to the default file:
1719	>Display Options>Feature Sizes>Centroids>Radius changed to 50 ft.
1720	>Display Options>Lane Markings and Medians>Turning Movement Arrows>Setback changed to 40 ft.
1721	>Display Options>Pedestrian Crosswalks>Color>Empty changed to color #2 (white)
1722	>Display Options>Minimum Scales> Turning Movement Arrows changed to 1:4000
1723	>Display Options>Other Options>Default Background Color changed to color #75 (dark grey)
1724	>Default Project Settings>Simulation Start Time changed to 07:45
1725	>Default Project Settings>Warm-up period changed to 15 minutes
1726	>Default Project Settings>Show Optional Settings>Routing Settings for Simulation Route Choice selected
1727	>Default Project Settings>Show Optional Settings>Project and Model Parameters selected
1728	>Default Project Settings>Output Options>Report Start Time set to 08:00 and End Time set to 09:00
1729	>Default Project Settings>Options>Travel Time and Delay> Enforce Free Flow Travel Time as Minimum selected
1730	>Default Project Settings>Options>Travel Time and Delay> Enforce Global Penalties as Minimum selected
1731	>Default Project Settings>Assignment>Maximum Number of Iterations set to 50
1732	>Default Project Settings>Assignment>Convergence set to 0.0001
1733	>Road Editor>Parameters>Other>Automatically Update Segment Elevation Based Elevation selected
1734	>Road Editor>Options>Transparent Links and Segments selected
1735	>Road Editor>Options>Fade Background changed to 25%
1736	>Intersection Control Editor>Phase Design>Controller Type changed to Type 170
1737	TransModeler Parameters (NCDOT Default Parameters 09-2016 Terrain.xml)
1738	The following revisions were made to the default file:
1739	>General>Model Mechanics>Geometry>Turn Capability>Maximum Vehicle Length Allowed for U-turn changed to
1740	200 feet

Deviation	from Speed Limit	(mph)	% of Driver Population					
Level	Rolling	Mountainous	Freeway	Standard	High Compliance	Low compliance		
-10	-7.5	-5	0.5	1	1	1		
-5	-2.5	0	9.5	9	14	9		
0	2.5	5	25	20	40	15		
5	7.5	10	30	30	30	25		
10	12.5	15	25	30	10	30		
15	17.5	20	9.5	9	4	15		
20	22.5	25	0.5	1	1	5		

>General>Desired Speed>Distribution> Modified based on following Table:

DRAFT – Effective Date: October 01, 2016

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## APPENDIX G. I-26 AT I-95 TRANSMODELER CORRIDOR FREEWAY OUTPUT

2022 Existing Conditions

I-26 EB	West of SC 210 Off-Ramp to SC 210 Between SC 210 Ramps On-Ramp from SC 210 West of 1-26/I-95 Interchange Off-Ramp to 1-95 SB	78076 78104 77405 76161	Basic Diverge Basic	23.89 23.38 23.91	(
I-26 EB	Between SC 210 Ramps On-Ramp from SC 210 West of I-26/I-95 Interchange	77405 76161	Basic		
I-26 EB	On-Ramp from SC 210 West of I-26/I-95 Interchange	76161		23.91	
I-26 EB	West of I-26/I-95 Interchange				
I-26 EB			Merge	23.18	
I-26 EB	Off-Ramp to I-95 SB	78105	Basic	24.63	
I-26 EB		78131	Diverge	36.72	
I-26 EB	Between Ramps	76187	Basic	12.31	
I-26 EB	System-to-System Weave	64745	Weave	11.94	
	Between Ramps	76179	Basic	18.88	
	On-Ramp from I-95 NB	78073	Merge	18.11	
	East of I-26/I-95 Interchange	78074	Basic	19.70	
	Off-Ramp to US 15 SB	78107	Diverge	18.84	
	Between Ramps	77374	Basic	16.97	
	Weave to/from US 15	77377	Weave	8.40	
	Between Ramps	77372	Basic	20.44	
	On-Ramp from US 15 NB	77369	Merge	18.95	
	East of US 15	78108	Basic	19.78	
	East of US 15	77362	Basic	19.59	- 1
	Off-Ramp to US 15 NB	78130	Diverge	13.02	
	Between Ramps	78123	Basic	19.19	
	Weave to/from US 15	77360	Weave	9.38	
	Between Ramps	77357	Basic	19.39	
	On-Ramp from US 15 SB	78075	Merge	19.33	
	East of I-26/I-95 Interchange	78110	Basic	19.77	
	Off-Ramp to I-95 NB	78111	Diverge	19.89	
I-26 WB	Between Ramps	76172	Basic	14.14	
	System-to-System Weave	76162	Weave	27.30	
	Between Ramps	76170	Basic	28.99	
	On-Ramp from I-95 SB	76163	Merge	24.34	
	West of I-26/I-95 Interchange	78112	Basic	24.19	
	Off-Ramp to SC 210	78124	Diverge	29.06	
	Between SC 210 Ramps	77403	Basic	24.45	
	On-Ramp from SC 210	77410	Merge	22.61	
	West of SC 210	78113	Basic	23.94	
	South of US 178	76308	Basic	24.71	
	I-26 NB Off-Ramp to US 178	78126	Diverge	30.11	
	I-26 EB Between US 178 Ramps	76152	Basic	23.39	
	I-26 EB On-Ramp from US 178	76159	Merge	25.10	
	South of I-26/I-95 Interchange	76310	Basic	25.28	
	Off-Ramp to I-26 EB	76313	Diverge	26.00	
	Between Ramps	76178	Basic	24.94	
I-95 NB	System-to-System Weave	75978	Weave	27.41	
1-93 IVD	Between Ramps	76176	Basic	11.40	
	On-Ramp from I-26 WB	78099	Merge	17.68	
	North of I-26/I-95 Interchange	76315	Basic	17.41	
	Off-Ramp to US 176	78128 76191	Diverge Basic	19.08 16.33	
	Between US 176 Ramps				
	On-Ramp from US 176	76198	Merge	15.59	
	North of US 176	78102	Basic	16.51	
	North of US 176	78079	Basic	16.18	
	Off-Ramp to US 176	78127	Diverge	17.66	
	Between US 176 Ramps	76193	Basic	15.91	
	On-Ramp from US 176	76320	Merge	16.39	
	North of I-26/I-95 Interchange	76318	Basic	17.31	
	Off-Ramp to I-26 WB	76166	Diverge	16.76	
	Between Ramps	76169	Basic	17.31	
I-95 SB	System-to-System Weave	64742	Weave	16.38	
	Between Ramps	76185	Basic	14.08	
	On-Ramp from I-26 EB	76314	Merge	23.66	
	South of I-26/I-95 Interchange	76311	Basic	25.51	
	Off-Ramp to US 178	76157	Diverge	25.91	
	Between U 178 Ramps	76154	Basic	24.63	
	On-Ramp from US 178	76309	Merge	25.29	
	South of US 178	78098	Basic	25.38	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

### 2030 No Build Conditions

		2030 No Build Conditions			
ainline	Location	TM Segment ID	Segment Type	Density	LC
	West of SC 210	78076	Basic	17.96	
	Off-Ramp to SC 210	78104	Diverge	15.69	
	Between SC 210 Ramps	77405	Basic	17.81	
	On-Ramp from SC 210	76161	Merge	14.89	
	West of I-26/I-95 Interchange	78105	Basic	18.87	
	Off-Ramp to I-95 SB	78131	Diverge	26.32	
	Between Ramps	76187	Basic	8.59	
	System-to-System Weave	64745	Weave	11.76	
I-26 EB	Between Ramps	76179	Basic	13.80	
	On-Ramp from I-95 NB	78073	Merge	12.98	
	East of I-26/I-95 Interchange	78074	Basic	15.03	
	Off-Ramp to US 15 SB	78107	Diverge	11.82	
	Between Ramps	77374	Basic	14.22	
	Weave to/from US 15	77377	Weave	4.80	
	Between Ramps	77372	Basic	14.25	
	On-Ramp from US 15 NB	77369		11.85	
			Merge		
	East of US 15	78108	Basic	14.92	
	East of US 15	77362	Basic	14.97	
	Off-Ramp to US 15 NB	78130	Diverge	11.50	
	Between Ramps	78123	Basic	14.66	
	Weave to/from US 15	77360	Weave	7.17	
	Between Ramps	77357	Basic	14.82	
	On-Ramp from US 15 SB	78075	Merge	13.42	
	East of I-26/I-95 Interchange	78110	Basic	15.33	
	Off-Ramp to I-95 NB	78111	Diverge	14.19	
I-26 WB	Between Ramps	76172	Basic	11.04	
	System-to-System Weave	76162	Weave	29.28	
	Between Ramps	76170	Basic	20.55	
	On-Ramp from I-95 SB	76163	Basic	13.55	
	West of I-26/I-95 Interchange	78112	Basic	13.55	
	Off-Ramp to SC 210	78124	Basic	14.73	
	Between SC 210 Ramps	77403	Basic	18.06	
	On-Ramp from SC 210	77410	Merge	16.19	
	West of SC 210	78113	Basic	18.21	
	South of US 178	76308	Basic	29.21	
	I-26 NB Off-Ramp to US 178	78126	Diverge	35.27	
	I-26 EB Between US 178 Ramps	76152	Basic	27.41	
	I-26 EB On-Ramp from US 178	76159	Basic	22.00	
	South of I-26/I-95 Interchange	76310	Basic	22.00	
	Off-Ramp to I-26 EB	76313	Basic	22.00	
	Between Ramps	76178	Basic	52.69	
I-95 NB	System-to-System Weave	75978	Weave	45.73	
I-95 IND		76176	Basic	14.60	
	Between Ramps On-Ramp from I-26 WB	78099	Merge	21.23	
				20.57	
	North of I-26/I-95 Interchange	76315	Basic		
	Off-Ramp to US 176	78128	Diverge	21.79	
	Between US 176 Ramps	76191	Basic	19.84	
	On-Ramp from US 176	76198	Merge	18.26	
	North of US 176	78102	Basic	19.81	
	North of US 176	78079	Basic	19.18	
	Off-Ramp to US 176	78127	Diverge	20.94	
	Between US 176 Ramps	76193	Basic	18.64	
	On-Ramp from US 176	76320	Merge	19.62	
	North of I-26/I-95 Interchange	76318	Basic	20.47	
	Off-Ramp to I-26 WB	76166	Diverge	19.71	
	Between Ramps	76169	Basic	21.09	
I-95 SB	System-to-System Weave	64742	Weave	22.42	
	Between Ramps	76185	Basic	16.56	
	On-Ramp from I-26 EB	76314	Basic	19.78	
	South of I-26/I-95 Interchange	76311	Basic	19.78	
	Off-Ramp to US 178	76117	Basic	19.78	
	OII-Irailih (0 03 1/0	/615/		15.78	
	Detugen II 170 Demos	70454		20.04	
	Between U 178 Ramps On-Ramp from US 178	76154 76309	Basic Merge	28.84 31.77	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

### 2030 Build Alternative 1 Conditions

ainline	Location	TM Segment ID	Segment Type		LC
	West of SC 210	78076	Basic	18.13	
	Off-Ramp to SC 210	78104	Diverge	14.85	
	Between SC 210 Ramps	77405	Basic	17.66	
	On-Ramp from SC 210	76161	Merge	14.17	
	West of I-26/I-95 Interchange	78105	Basic	18.31	
	Off-Ramp to I-95 SB	78131	Diverge	12.24	
	Between Ramps	76187	Basic	8.34	
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.49	
I-26 EB	Between Ramps	78106	Basic	8.39	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.12	
	East of I-26/I-95 Interchange	78151	Basic	11.52	
	Off-Ramp to US 15 SB	78107	Diverge	11.31	
	Between Ramps	77374	Basic	14.50	
	Weave to/from US 15	77377	Weave	5.90	
	Between Ramps	77372	Basic	14.04	
	On-Ramp from US 15 NB	77369	Merge	13.12	
	East of US 15	78108	Basic	15.05	
	East of US 15	77362	Basic	14.97	
	Off-Ramp to US 15 NB	78130	Diverge	11.37	
	Between Ramps	78123	Basic	14.83	
	Weave to/from US 15	77360	Weave	7.04	
	Between Ramps	77357	Basic	14.47	
	On-Ramp from US 15 SB	78075	Merge	12.25	
	East of I-26/I-95 Interchange	78072	Basic	15.19	
	Off-Ramp to I-95 NB	78111	Diverge	15.34	
I-26 WB	Between Ramps	76172	Basic	10.21	
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.88	
	Between Ramps	76170	Basic	8.60	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	12.89	
	West of I-26/I-95 Interchange	78159	Basic	13.72	
				13.72	
	Off-Ramp to SC 210	78124	Basic		
	Between SC 210 Ramps	77403	Basic	17.87	
	On-Ramp from SC 210	77410	Merge	17.79	
	West of SC 210	78113	Basic	18.26	
	South of US 178	76308	Basic	29.05	
	I-26 NB Off-Ramp to US 178	78126	Diverge	35.23	
	I-26 EB Between US 178 Ramps	76152	Basic	27.55	
	I-26 EB On-Ramp from US 178	76159	Basic	19.71	
	South of I-26/I-95 Interchange	76310	Basic	19.71	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	17.11	
	Between Ramps	76178	Basic	12.45	
I-95 NB	System-to-System Weave	75978	Merge	8.88	
	Between Ramps	76176	Basic	12.86	
	On-Ramp from I-26 WB	78099	Merge	21.17	
	North of I-26/I-95 Interchange	76315	Basic	20.61	
		76315 78128		23.05	
	Off-Ramp to US 176	78128 76191	Diverge	19.34	
	Between US 176 Ramps		Basic		
	On-Ramp from US 176	76198	Merge	18.84	
	North of US 176	78102	Basic	19.72	
	North of US 176	78079	Basic	19.09	
	Off-Ramp to US 176	78127	Diverge	20.54	
	Between US 176 Ramps	76193	Basic	19.03	
	On-Ramp from US 176	76320	Merge	19.19	
	North of I-26/I-95 Interchange	76318	Basic	20.47	
	Off-Ramp to I-26 WB	78167	Diverge	19.24	
	Between Ramps	76169	Basic	12.72	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	10.43	
. 55 55	Between Ramps	76185	Basic	15.07	
		76185 78100			
	On-Ramp from I-26 EB		Merge	18.00	
	South of I-26/I-95 Interchange	76311	Basic	19.75	
	Off-Ramp to US 178	76157	Basic	19.75	
	Between U 178 Ramps	76154	Basic	29.97	
	On-Ramp from US 178	76309	Merge	32.11	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

### 2030 Build Alternative 2 Conditions

and a line of	2030 Build Alternativ		C	D 14	
1ainline	Location	TM Segment ID 78076	Segment Type		LC
	West of SC 210	78076 78104	Basic	18.10	
	Off-Ramp to SC 210	78104 77405	Diverge Basic	14.82 17.71	
	Between SC 210 Ramps				
	On-Ramp from SC 210	76161	Merge	14.00	
	West of I-26/I-95 Interchange	78105	Basic	18.42	
	Off-Ramp to I-95 SB	78131	Diverge	11.50	
	Between Ramps	76187	Basic	8.46	
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.35	
I-26 EB	Between Ramps	78106	Basic	8.60	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.23	
	East of I-26/I-95 Interchange	78151	Basic	11.05	
	Off-Ramp to US 15 SB	78107	Diverge	11.70	
	Between Ramps	77374	Basic	13.81	
	Weave to/from US 15	77377	Weave	5.14	
	Between Ramps	77372	Basic	13.85	
	On-Ramp from US 15 NB	77369	Merge	12.73	
	East of US 15	78108	Basic	15.40	
	East of US 15	77362	Basic	14.93	
	Off-Ramp to US 15 NB	78130	Diverge	10.86	
	Between Ramps	78123	Basic	14.89	
	Weave to/from US 15	77360	Weave	6.86	
	Between Ramps	77357	Basic	14.90	
	On-Ramp from US 15 SB	78075	Merge	11.90	
	East of I-26/I-95 Interchange	78072	Basic	15.12	
				15.12	
I-26 WB	Off-Ramp to I-95 NB	78111	Diverge		
1-26 WB	Between Ramps	76172	Basic	10.18	
	Loop Off-Ramp to I-95 SB	76162	Diverge	8.02	
	Between Ramps	76170	Basic	8.60	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	12.63	
	West of I-26/I-95 Interchange	78160	Basic	13.79	
	Off-Ramp to SC 210	78124	Basic	13.06	
	Between SC 210 Ramps	77403	Basic	17.93	
	On-Ramp from SC 210	77410	Merge	17.70	
	West of SC 210	78113	Basic	18.35	
	South of US 178	76308	Basic	29.08	
	I-26 NB Off-Ramp to US 178	78126	Diverge	36.58	
	I-26 EB Between US 178 Ramps	76152	Basic	27.89	
	I-26 EB On-Ramp from US 178	76159	Basic	19.67	
	South of I-26/I-95 Interchange	76310	Basic	19.67	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.92	
	Between Ramps	76178	Basic	12.90	
I-95 NB	System-to-System Weave	75978	Merge	8.80	
. 55 145	Between Ramps	76176	Basic	12.76	
	On-Ramp from I-26 WB	78099	Merge	21.21	
	North of I-26/I-95 Interchange	76315	Basic	20.65	
	Off-Ramp to US 176	78128	Diverge	22.91	
	Between US 176 Ramps	78128 76191		19.54	
			Basic		
	On-Ramp from US 176	76198	Merge	17.96	
	North of US 176	78102	Basic	19.68	
	North of US 176	78079	Basic	19.06	
	Off-Ramp to US 176	78127	Diverge	20.37	
	Between US 176 Ramps	76193	Basic	18.96	
	On-Ramp from US 176	76320	Merge	19.16	
	North of I-26/I-95 Interchange	76318	Basic	20.38	
	Off-Ramp to I-26 WB	78167	Diverge	18.87	
	Between Ramps	76169	Basic	12.52	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.53	
	Between Ramps	76185	Basic	15.48	
	On-Ramp from I-26 EB	78100	Merge	17.26	
	South of I-26/I-95 Interchange	76319	Basic	20.51	
	Off-Ramp to US 178	76157	Basic	19.84	
	Between U 178 Ramps	76154	Basic	29.75	
	On-Ramp from US 178	76154		31.81	
	On-Ramp from US 178 South of US 178	76309 78098	Merge Basic	30.38	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Segment Type	Density	LO
	West of SC 210	78076	Basic	18.16	(
	Off-Ramp to SC 210	78104	Diverge	14.92	Е
	Between SC 210 Ramps	77405	Basic	17.93	E
	On-Ramp from SC 210	76161	Merge	14.57	E
	West of I-26/I-95 Interchange	78105	Basic	18.29	(
	Off-Ramp to I-95 SB	78131	Diverge	11.57	E
I-26 EB	Between Ramps	76187	Basic	8.97	A
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.05	A
I-26 EB	Between Ramps	78106	Basic	8.55	A
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.29	- 1
	East of I-26/I-95 Interchange	78151	Basic	11.71	- 1
	Off-Ramp to US 15 SB	78107	Diverge	11.31	
	Between Ramps	77374	Basic	14.06	
	Weave to/from US 15	77377	Weave	6.35	
	Between Ramps	77372	Basic	14.45	
	On-Ramp from US 15 NB	77369	Merge	13.01	
	East of US 15	78108	Basic	14.76	
	East of US 15	77362	Basic	14.91	
	Off-Ramp to US 15 NB	78130	Diverge	11.53	
	Between Ramps	78123	Basic	14.84	
	Weave to/from US 15	77360	Weave	6.71	
	Between Ramps	77357	Basic	14.24	
	On-Ramp from US 15 SB	78075	Merge	14.14	
	East of I-26/I-95 Interchange	78072	Basic	15.21	
I-26 WB	CD Off-Ramp to I-95 NB + I-95 SB	78111	Diverge	17.00	
	Between Ramps	76170	Basic	8.68	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	12.51	
	West of I-26/I-95 Interchange	78160	Basic	13.79	
	Off-Ramp to SC 210	78124	Basic	14.65	
	Between SC 210 Ramps	77403	Basic	17.78	
	On-Ramp from SC 210	77410	Merge	17.44	
	West of SC 210	78113	Basic	18.39	
	South of US 178	76308	Basic	29.05	
	I-26 NB Off-Ramp to US 178	78126	Diverge	34.64	
	I-26 EB Between US 178 Ramps	76152	Basic	27.62	
	I-26 EB On-Ramp from US 178	76159	Basic	19.66	
	South of I-26/I-95 Interchange	76310	Basic	19.66	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	17.05	
	Between Ramps	76178	Basic	12.69	
I-95 NB	System-to-System Weave	75978	Diverge	9.02	
	Between Ramps	76176	Basic	12.94	
	On-Ramp from I-26 WB	78099	Merge	21.05	
	North of I-26/I-95 Interchange	76315	Basic	20.54	
	Off-Ramp to US 176	78128	Diverge	23.26	
	Between US 176 Ramps	76191	Basic	18.94	
	On-Ramp from US 176	76198	Merge	19.23	
	North of US 176	78102	Basic	19.42	
	North of US 176	78079	Basic	19.05	
	Off-Ramp to US 176	78127	Diverge	20.76	
	Between US 176 Ramps	76193	Basic	19.01	
	On-Ramp from US 176	76320	Merge	19.09	
	North of I-26/I-95 Interchange	76318	Basic	20.36	
	Off-Ramp to I-26 WB	78167	Diverge	18.63	
	Between Ramps	76169	Basic	12.50	
I-95 SB	On-Ramp from I-26 WB	78175	Merge	13.48	
. 55 55	Between Ramps	78176	Basic	13.48	
	On-Ramp from I-26 EB	781/6 78100	Merge	14.62	
		78139	Basic	20.65	
	South of I-26/I-95 Interchange Off-Ramp to US 178	78139 76157	Basic	19.78	
	Between U 178 Ramps	76157 76154	Basic	29.35	
		76309		31.44	
	On-Ramp from US 178		Merge		
	South of US 178	78098	Basic	30.15	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

		Build Conditions			
// Aainline	Location	TM Segment ID	Segment Type	Density	LC
	West of SC 210	78076	Basic	65.14	
	Off-Ramp to SC 210	78104	Basic	42.34	
	Between SC 210 Ramps	77405	Basic	88.33	
	On-Ramp from SC 210	76161	Merge	90.88	
	West of I-26/I-95 Interchange	78105	Basic	110.62	
I-26 EB	Off-Ramp to I-95 SB	78131 76187	Diverge	29.71 10.62	
	Between Ramps		Basic Weave	14.85	
	System-to-System Weave	64745 76179		17.24	
	Between Ramps		Basic		
	On-Ramp from I-95 NB	78073	Merge	15.55	
	East of I-26/I-95 Interchange	78074	Basic	17.78	
	Off-Ramp to US 15 SB	78107	Basic	13.65	
	Between Ramps	77374	Basic	17.20	
	Weave to/from US 15	77377	Weave	5.91	
	Between Ramps	77372	Basic	16.86	
	On-Ramp from US 15 NB	77369	Merge	14.91	
	East of US 15	78108	Basic	17.94	
	East of US 15	77362	Basic	22.81	
I-26 WB	Off-Ramp to US 15 NB	78130	Diverge	17.09	
	Between Ramps	78123	Basic	22.63	
	Weave to/from US 15	77360	Weave	10.81	
	Between Ramps	77357	Basic	21.46	
	On-Ramp from US 15 SB	78075	Merge	18.90	
	East of I-26/I-95 Interchange	78110	Basic	22.37	
	Off-Ramp to I-95 NB	78111	Basic	18.42	
	Between Ramps	76172	Basic	16.39	
	System-to-System Weave	76162	Weave	34.71	
	Between Ramps	76170	Basic	26.76	
	On-Ramp from I-95 SB	76163	Basic	16.81	
	West of I-26/I-95 Interchange	78112	Basic	16.81	
	Off-Ramp to SC 210	78124	Basic	16.83	
	Between SC 210 Ramps	77403	Basic	21.96	
	On-Ramp from SC 210	77410	Merge	20.46	
	West of SC 210	78113	Basic	22.53	
	South of US 178	76308	Basic	86.42	
	I-26 NB Off-Ramp to US 178	78126	Diverge	108.02	
	I-26 EB Between US 178 Ramps	76152	Basic	92.55	
	I-26 EB On-Ramp from US 178	76159	Basic	121.42	
	South of I-26/I-95 Interchange	78080	Basic	121.42	
	Off-Ramp to I-26 EB	76313	Basic	121.42	
	Between Ramps	76178	Basic	86.84	
I-95 NB	System-to-System Weave	75978	Weave	51.01	
	Between Ramps	76176	Basic	11.10	
	On-Ramp from I-26 WB	78099	Merge	22.41	
	North of I-26/I-95 Interchange	76315	Basic	20.57	
	Off-Ramp to US 176	78128	Diverge	22.96	
	Between US 176 Ramps	76191	Basic	19.23	
	On-Ramp from US 176	76198	Merge	19.11	
	North of US 176	78102	Basic	19.45	
	North of US 176	78079	Basic	24.00	
	Off-Ramp to US 176	78079 78127	Diverge	27.63	
	Between US 176 Ramps	76127 76193		24.10	
		76193 76320	Basic		
	On-Ramp from US 176		Merge	24.43	
	North of I-26/I-95 Interchange	76318	Basic	25.61	
	Off-Ramp to I-26 WB	76166	Diverge	26.09	
105.50	Between Ramps	76169	Basic	28.66	
I-95 SB	System-to-System Weave	64742	Weave	30.52	
	Between Ramps	76185	Basic	19.48	
	On-Ramp from I-26 EB	76314	Basic	20.60	
	South of I-26/I-95 Interchange	76311	Basic	20.60	
	Off-Ramp to US 178	76157	Basic	20.60	
	Between U 178 Ramps	76154	Basic	31.22	
	On-Ramp from US 178	76309	Merge	34.36	
	South of US 178	78098	#N/A	31.71	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	tive 1 Conditions TM Segment ID	Segment Type	Density	LC
iviaiiiiiie	West of SC 210	78076	Basic	26.10	- 10
	Off-Ramp to SC 210	78104	Diverge	21.54	
	Between SC 210 Ramps	77405	Basic	25.25	
	On-Ramp from SC 210	76161	Merge	20.87	
	West of I-26/I-95 Interchange	78105	Basic	25.51	
	Off-Ramp to I-95 SB	78131	Diverge	16.20	
	Between Ramps	76187	Basic	13.40	
I-26 EB	Loop Off-Ramp to I-95 NB	64745	Diverge	7.72	
	Between Ramps	78106	Basic	12.73	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.46	
	East of I-26/I-95 Interchange	78151	Basic	17.62	
	Off-Ramp to US 15 SB	78107	Diverge	16.26	
	Between Ramps	77374	Basic	21.02	
	Weave to/from US 15	77377	Weave	8.54	
	Between Ramps	77372	Basic	21.46	
	On-Ramp from US 15 NB	77369	Merge	19.52	
	East of US 15	78108	Basic	21.50	
	East of US 15	77362	Basic	22.77	
	Off-Ramp to US 15 NB	78130	Diverge	17.12	
	Between Ramps	78123	Basic	22.34	
	Weave to/from US 15	77360	Weave	11.01	
	Between Ramps	77357	Basic	21.82	
	On-Ramp from US 15 SB	78075	Merge	17.66	
	East of I-26/I-95 Interchange	78072	Basic	22.16	
	Off-Ramp to I-95 NB	78111	Diverge	22.12	
I-26 WB	Between Ramps	76172	Basic	14.86	
	Loop Off-Ramp to I-95 SB	76162	Diverge	11.01	
	Between Ramps	76170	Basic	12.55	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.56	
	West of I-26/I-95 Interchange	78160	Basic	20.39	
	Off-Ramp to SC 210	78124	Basic	20.39	
	Between SC 210 Ramps	77403	Basic	27.00	
	On-Ramp from SC 210	77410	Merge	25.71	
	West of SC 210	78113	Basic	27.32	
	South of US 178	76308	Basic	38.80	
	I-26 NB Off-Ramp to US 178	78126	Diverge	45.52	
	I-26 EB Between US 178 Ramps	76152	Basic	35.74	
	I-26 EB On-Ramp from US 178	76159	Basic	25.35	
	South of I-26/I-95 Interchange	76310	Basic	25.35	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.65	
	Between Ramps	76178	Basic	13.25	
I-95 NB	System-to-System Weave	75978	Merge	9.58	
	Between Ramps	76176	Basic	14.32	
	On-Ramp from I-26 WB	78099	Merge	27.35	
	North of I-26/I-95 Interchange	76315	Basic	25.31	
	Off-Ramp to US 176	76319	Diverge	25.63	
	Between US 176 Ramps	76191	Basic	24.49	
	On-Ramp from US 176	76198	Merge	23.38	
	North of US 176	78102	Basic	24.17	
	North of US 176	78079	Basic	24.08	
	Off-Ramp to US 176	78127	Diverge	26.11	
	Between US 176 Ramps	76193	Basic	23.96	
	On-Ramp from US 176	76320	Merge	24.53	
	North of I-26/I-95 Interchange	76318	Basic	25.67	
	Off-Ramp to I-26 WB	78167	Diverge	24.47	
105.55	Between Ramps	76169	Basic	14.34	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	13.93	
	Between Ramps	76185	Basic	18.41	
	On-Ramp from I-26 EB	78100	Merge	21.66	
	South of I-26/I-95 Interchange	76157	Basic	24.17	
	Off-Ramp to US 178	76157	Basic	24.17	
	Between U 178 Ramps	76154	Basic	48.30	
	On-Ramp from US 178	76309	Merge	49.91	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
E		Domand Evenade Canacity		

lainline	Location	TM Segment ID	Segment Type	Density	LOS
	West of SC 210	78076	Basic	28.81	D
	Off-Ramp to SC 210	78104	Diverge	22.29	С
	Between SC 210 Ramps	77405	Basic	25.48	С
I-26 EB	On-Ramp from SC 210	76161	Merge	20.79	С
	West of I-26/I-95 Interchange	78105	Basic	25.37	С
	Off-Ramp to I-95 SB	78131	Diverge	15.19	В
	Between Ramps	76187	Basic	13.54	В
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.45	Α
	Between Ramps	78106	Basic	13.00	В
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.33	В
	East of I-26/I-95 Interchange	78151	Basic	17.17	В
	Off-Ramp to US 15 SB	78107	Diverge	16.45	В
	Between Ramps	77374	Basic	21.13	C
	Weave to/from US 15	77377	Weave	9.41	Α
	Between Ramps	77372	Basic	20.67	C
	On-Ramp from US 15 NB	77369	Merge	19.16	В
	East of US 15	78108	Basic	21.99	C
	East of US 15	77362	Basic	22.45	С
	Off-Ramp to US 15 NB	78130	Diverge	17.26	В
	Between Ramps	78123	Basic	22.17	C
	Weave to/from US 15	77360	Weave	10.19	В
	Between Ramps	77357	Basic	21.81	c
	On-Ramp from US 15 SB	78075	Merge	17.99	В
	East of I-26/I-95 Interchange	78072	Basic	22.12	c
	Off-Ramp to I-95 NB	78111	Diverge	22.28	c
I-26 WB	Between Ramps	76172	Basic	14.61	В
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.55	В
	Between Ramps	76170	Basic	12.84	В
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.69	В
	West of I-26/I-95 Interchange	78160	Basic	20.37	c
	Off-Ramp to SC 210	78124	Basic	21.60	c
	Between SC 210 Ramps	77403	Basic	26.91	D
	On-Ramp from SC 210	77410	Merge	24.93	c
	West of SC 210	78113	Basic	27.39	D
	South of US 178	76308	Basic	38.60	Е
	Off-Ramp to US 178	78126	Diverge	43.53	Е
	Between US 178 Ramps	76152	Basic	35.01	Е
	On-Ramp from US 178	76159	Basic	25.20	С
	South of I-26/I-95 Interchange	76310	Basic	25.20	c
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	24.04	c
	Between Ramps	76178	Basic	13.54	В
I-95 NB	On-Ramp from I-26 EB	75978	Merge	9.87	A
	Between Ramps	76176	Basic	13.86	В
	On-Ramp from I-26 WB	78099	Merge	27.38	c
	North of I-26/I-95 Interchange	76315	Basic	25.32	c
	Off-Ramp to US 176	76319	Diverge	25.94	c
	Between US 176 Ramps	76191	Basic	24.45	c
	On-Ramp from US 176	76198	Merge	23.19	c
	North of US 176	78102	Basic	24.22	c
	North of US 176	78079	Basic	24.05	- 0
	Off-Ramp to US 176	78127	Diverge	25.92	c
	Between US 176 Ramps	76193	Basic	24.16	c
	On-Ramp from US 176	76320	Merge	24.23	c
	North of I-26/I-95 Interchange	76320	Basic	25.70	c
	Off-Ramp to I-26 WB	78167	Diverge	24.91	
	Between Ramps	76169	Basic	14.48	В
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	12.57	В
. 22 20		76185	Rasic	18.00	В
	Between Ramps	76185 78100			C
	On-Ramp from I-26 EB		Merge	21.06	
	South of I-26/I-95 Interchange	76319	Diverge	25.94	C
	Off-Ramp to US 178	76157	Basic	24.31	C
	Between U 178 Ramps	76154	Basic	46.65	F
	On-Ramp from US 178	76309	Merge	47.93	E
	South of US 178	78098	Basic	37.23	F

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Canacity		

ainline	Location	ive 3 Conditions TM Segment ID	Segment Type	Density	LC
ianillile	West of SC 210	78076	Segment Type Basic	26.25	LU
	Off-Ramp to SC 210	78104	Diverge	20.23	
	Between SC 210 Ramps	77405	Basic	25.55	
	On-Ramp from SC 210	76161	Merge	20.89	
	West of I-26/I-95 Interchange	78105	Basic	25.71	
	Off-Ramp to I-95 SB	78131	Diverge	15.72	
I-26 EB	Between Ramps	76187	Basic	13.41	
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.28	
	Between Ramps	78106	Basic	13.15	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.52	
	East of I-26/I-95 Interchange	78151	Basic	18.11	
	Off-Ramp to US 15 SB	78107	Diverge	16.73	
	Between Ramps	77374	Basic	21.41	
	Weave to/from US 15	77377	Weave	9.03	
	Between Ramps	77372	Basic	21.01	
	On-Ramp from US 15 NB	77369	Merge	19.90	
	East of US 15	78108	Basic	22.13	
	East of US 15	77362	Basic	22.70	
	Off-Ramp to US 15 NB	78130	Diverge	17.54	
	Between Ramps	78123	Basic	22.67	
	Weave to/from US 15	77360	Weave	10.75	
	Between Ramps	77357	Basic	21.87	
	On-Ramp from US 15 SB	78075	Merge	20.97	
	East of I-26/I-95 Interchange	78072	Basic	22.12	
I-26 WB	CD Off-Ramp to I-95 NB + I-95 SB	78111	Diverge	27.30	
	Between Ramps	76170	Basic	12.72	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.42	
	West of I-26/I-95 Interchange	78160	Basic	20.36	
	Off-Ramp to SC 210	78124	Basic	22.26	
	Between SC 210 Ramps	77403	Basic	26.68	
	On-Ramp from SC 210	77410	Merge	25.54	
	West of SC 210	78113	Basic	27.18	
	South of US 178	76308	Basic	38.71	
	I-26 NB Off-Ramp to US 178	78126	Diverge	48.19	
	I-26 EB Between US 178 Ramps	76152	Basic	35.53	
	I-26 EB On-Ramp from US 178	76159	Basic	25.19	
	South of I-26/I-95 Interchange	76310	Basic	25.19	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.59	
	Between Ramps	76178	Basic	13.82	
I-95 NB	On-Ramp from I-26 EB	75978	Merge	9.41	
	Between Ramps	76176	Basic	14.19	
	On-Ramp from I-26 WB	78099	Merge	27.33	
	North of I-26/I-95 Interchange	76315	Basic	25.21	
	Off-Ramp to US 176	78128	Diverge	27.09	
	Between US 176 Ramps	76191	Basic	24.00	
	On-Ramp from US 176	76198	Merge	23.42	
	North of US 176	78102	Basic	24.23	
	North of US 176	78079	Basic	24.01	
	Off-Ramp to US 176	78127	Diverge	26.33	
	Between US 176 Ramps	76193	Basic	23.90	
	On-Ramp from US 176	76320	Merge	24.15	
	North of I-26/I-95 Interchange	76318	Basic	25.58	
	Off-Ramp to I-26 WB	78167	Diverge	24.12	
I-95 SB	Between Ramps	76169	Basic	14.57	
1-32 2R	On-Ramp from I-26 WB	78175	Merge	15.30	
	Between Ramps	78176	Basic	15.30	
	On-Ramp from I-26 EB	78100	Merge	18.47	
	South of I-26/I-95 Interchange	78139	Basic	24.89	
	Off-Ramp to US 178	76157	Basic	24.09	
	Between US 178 Ramps	76154	Basic	42.48	
	On-Ramp from US 178	76309	Merge	47.01	
	South of US 178	78098	Basic	37.39	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# APPENDIX H. I-26 AT I-95 TRANSMODELER 2022 EXISTING CONDITIONS RAMP OUTPUT

2022 Existing Conditions

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Demand Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,342	1,365	98%
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	10	76189	694	714	97%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	35	42	82%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	222	242	92%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	706	714	99%
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,331	1,365	98%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	201	242	83%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	37	42	88%

## 2022 Existing Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	76186	43.008	Е
	I-26 EB On-Ramp from I-95 SB	76189	29.1715	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.24648	Α
	I-26 EB On-Ramp from I-95 NB	76180	6.10638	Α
1-20/1-55 Kallips	I-26 WB Off-Ramp to I-95 NB	76174	21.6344	С
	I-26 WB On-Ramp from I-95 NB	76177	62.6215	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	7.44775	Α
	I-26 WB On-Ramp from I-95 SB	76168	0.88431	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# APPENDIX I. I-26 AT I-95 TRANSMODELER 2030 AND 2050 NO BUILD CONDITIONS RAMP OUTPUT

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,516	1,570	97%
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	10	76189	782	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	49	48	101%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	264	278	95%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	791	821	96%
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,507	1,570	96%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	279	278	100%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	45	48	93%

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76186	1,378	2,192	63%
I-26/I-95	I-26 EB Loop On-Ramp from I-95 SB	10	76189	1,075	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	50	70	71%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	76180	236	375	63%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	1,100	1,154	95%
I-26/I-95	I-26 WB Loop On-Ramp from I-95 NB	14	76177	1,517	2,194	69%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	314	375	84%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	59	70	85%

Mainline	Location	TM Segment ID	Density	LOS
I-26 EB Off-Ramp to I-95 SB I-26 EB On-Ramp from I-95 SB	I-26 EB Off-Ramp to I-95 SB	76186	48.5273	F
	I-26 EB On-Ramp from I-95 SB	76189	32.9637	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	2.03355	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	76180	7.57778	Α
1-20/1-55 Natitips	I-26 WB Off-Ramp to I-95 NB	76174	24.8774	С
	I-26 WB On-Ramp from I-95 NB	76177	77.0179	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	10.7612	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.22749	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	76186	43.5265	Е
	I-26 EB On-Ramp from I-95 SB	76189	47.0169	F
-	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.97457	Α
	I-26 EB On-Ramp from I-95 NB	76180	6.50308	Α
1-26/1-95 Kamps	I-26 WB Off-Ramp to I-95 NB	76174	36.5675	Е
	I-26 WB On-Ramp from I-95 NB	76177	85.6911	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	12.9667	В
	I-26 WB On-Ramp from I-95 SB	76168	1.47153	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
1-26/1-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,516	1,570	97%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	779	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	46	48	96%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	266	278	96%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	789	821	96%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	1,529	1,570	97%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	281	278	101%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	44	48	92%

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,870	2,192	85%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	1,070	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	65	70	92%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	338	375	90%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	1,159	1,154	100%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	2,218	2,194	101%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	333	375	89%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	59	70	84%

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	20.0496	С
	I-26 EB On-Ramp from I-95 SB	78155	20.4417	С
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.28547	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	7.46771	Α
1-20/1-33 Kallips	I-26 WB Off-Ramp to I-95 NB	76174	21.6659	С
	I-26 WB On-Ramp from I-95 NB	78149	20.3686	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	8.84737	Α
	I-26 WB On-Ramp from I-95 SB	76168	0.99566	Α

Level Of Service	e Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	25.3377	С
	I-26 EB On-Ramp from I-95 SB	78155	28.8081	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.69166	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	9.06443	Α
1-20/1-55 Natitips	I-26 WB Off-Ramp to I-95 NB	76174	33.4219	D
	I-26 WB On-Ramp from I-95 NB	78149	29.9493	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	10.0183	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.48208	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# APPENDIX J. I-26 AT I-95 TRANSMODELER 2030 AND 2050 BUILD ALTERNATIVE I CONDITIONS RAMP OUTPUT

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,516	1,570	97%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	779	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	46	48	96%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	268	278	96%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	789	821	96%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	1,528	1,570	97%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	279	278	101%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	43	48	90%

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
1-26/1-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,850	2,192	84%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	1,071	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	64	70	91%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	336	375	90%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	76174	1,160	1,154	101%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	2,218	2,194	101%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	333	375	89%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	60	70	85%

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	20.4026	С
	I-26 EB On-Ramp from I-95 SB	78155	20.3428	С
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.39538	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	6.98966	Α
1-20/1-33 Kallips	I-26 WB Off-Ramp to I-95 NB	76174	21.8494	С
	I-26 WB On-Ramp from I-95 NB	78149	20.1019	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	8.09283	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.16764	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
125425	I-26 EB Off-Ramp to I-95 SB	78137	25.2135	С
	I-26 EB On-Ramp from I-95 SB	78155	28.8869	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.92582	А
	I-26 EB On-Ramp from I-95 NB	78144	10.0119	Α
I-26/I-95 Ramps	I-26 WB Off-Ramp to I-95 NB	76174	33.6845	D
	I-26 WB On-Ramp from I-95 NB	78149	29.4201	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.96033	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.45472	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# APPENDIX K. I-26 AT I-95 TRANSMODELER 2030 AND 2050 BUILD ALTERNATIVE 2 CONDITIONS RAMP OUTPUT

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,512	1,570	96%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	780	821	95%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	47	48	98%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	269	278	97%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	78173	790	821	96%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	1,531	1,570	97%
I-26/I-95	I-26 WB Flyover Off-Ramp to I-95 SB	15	76171	280	278	101%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	43	48	90%

Mainline	Location	TM Sensor ID	TM Segment ID	TransModeler Volume	Count Volume	% Volume Served
I-26/I-95	I-26 EB Off-Ramp to I-95 SB	9	76187	1,881	2,192	86%
I-26/I-95	I-26 EB On-Ramp from I-95 SB	63	78155	1,068	1,152	93%
I-26/I-95	I-26 EB Loop Off-Ramp to I-95 NB	11	76183	67	70	96%
I-26/I-95	I-26 EB On-Ramp from I-95 NB	12	78144	336	375	90%
I-26/I-95	I-26 WB Off-Ramp to I-95 NB	13	78173	1,157	1,154	100%
I-26/I-95	I-26 WB On-Ramp from I-95 NB	64	78149	2,211	2,194	101%
I-26/I-95	I-26 WB Loop Off-Ramp to I-95 SB	15	76171	328	375	87%
I-26/I-95	I-26 WB On-Ramp from I-95 SB	16	76168	59	70	84%

# APPENDIX L. I-26 AT I-95 TRANSMODELER 2030 AND 2050 BUILD ALTERNATIVE 3 CONDITIONS RAMP OUTPUT

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	20.9043	С
	I-26 EB On-Ramp from I-95 SB	78155	20.4507	С
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.44699	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	7.45683	Α
1-20/1-33 Kallips	I-26 WB Off-Ramp to I-95 NB	78173	22.5144	С
	I-26 WB On-Ramp from I-95 NB	78149	20.1372	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.35048	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.10259	Α

Level Of Service	e Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Location	TM Segment ID	Density	LOS
I-26 EB Off-Ramp to I-95 SB	78137	26.1258	С
I-26 EB On-Ramp from I-95 SB	78155	29.2633	D
I-26 EB Loop Off-Ramp to I-95 NB	76183	1.87898	Α
I-26 EB On-Ramp from I-95 NB	78144	9.33773	Α
I-26 WB Off-Ramp to I-95 NB	78173	33.7457	D
I-26 WB On-Ramp from I-95 NB	78149	29.4384	D
I-26 WB Loop Off-Ramp to I-95 SB	76171	11.143	В
I-26 WB On-Ramp from I-95 SB	76168	1.62895	Α
	Location 1-26 EB Off-Ramp to 1-95 SB 1-26 EB On-Ramp from 1-95 SB 1-26 EB Loop Off-Ramp to 1-95 NB 1-26 EB On-Ramp from 1-95 NB 1-26 WB Off-Ramp to 1-95 NB 1-26 WB Off-Ramp to 1-95 NB 1-26 WB On-Ramp from 1-95 NB 1-26 WB Loop Off-Ramp to 1-95 SB 1-26 WB On-Ramp from 1-95 SB	1-26 EB Off-Ramp to 1-95 SB     78137       1-26 EB On-Ramp from 1-95 SB     78155       1-26 EB Loop Off-Ramp to 1-95 NB     761383       1-26 EB Loop Amap from 1-95 NB     78144       1-26 WB Off-Ramp to 1-95 NB     78173       1-26 WB On-Ramp from 1-95 NB     78149       1-26 WB Loop Off-Ramp to 1-95 NB     78149       1-26 WB Loop Off-Ramp to 1-95 NB     76171	1-26 EB Off-Ramp to 1-95 SB         78137         26.1258           1-26 EB Oon-Ramp from 1-95 SB         78155         29.2633           1-26 EB Loop Off-Ramp to 1-95 NB         76183         1.87898           1-26 EB Con-Ramp from 1-95 NB         78144         9.33773           1-26 WB Ooff-Ramp to 1-95 NB         78173         33.7457           1-26 WB Oon-Ramp from 1-95 NB         78149         29.4384           1-26 WB Loop Off-Ramp to 1-95 SB         76171         11.143

Level Of Service	e Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-95 NB to I-26	78148	19.5	С
CD Roads	I-95 to I-26 EB	78154	12.9	В
CD Roads	I-95 SB to I-26	78170	10.8	Α
	I-95 to I-26 WB	78161	14.0	В

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Level Of Service	vveave	ivierge	Diverge	basic rieeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2000 Balla Paterriative 1 Conditions				
Mainline	Location	TM Segment ID	Density	LOS	
	I-95 NB to I-26	78148	30.2593	D	
CD Roads	I-95 to I-26 EB	78154	16.3338	В	
	I-95 SB to I-26	78170	13.7524	В	
	I-95 to I-26 WB	78161	20.7297	С	

Level Of Service	Weave	Merge	Diverge	sic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-95 NB to I-26	78148	21.0	С
CD Roads	I-95 to I-26 EB	78154	12.8	В
CD Roads	I-95 SB to I-26	78170	10.8	Α
	I-95 to I-26 WB	78161	13.7	В

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-95 NB to I-26	78148	30.0533	D
CD Roads	I-95 to I-26 EB	78154	17.8684	В
CD Roads	I-95 SB to I-26	78170	14.1709	В
	I-95 to I-26 WB	78161	21.3823	С

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# APPENDIX M. I-26 AT I-95 TRANSMODELER 2030 AND 2050 BUILD ALTERNATIVE CONDITIONS SHARED RAMP SECTION OUTPUT

Mainline	Location	TM Segment ID	Density	LOS
	I-95 NB to I-26	78148	20.7	С
	I-95 to I-26 EB	78154	12.7	В
CD Roads	I-95 SB to I-26	78170	10.5	Α
	I-95 to I-26 WB	78161	13.6	В
	I-26 WB to I-95	78174	43.2	Е

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-95 NB to I-26	78148	29.0394	D
	I-95 to I-26 EB	78154	17.1227	В
CD Roads	I-95 SB to I-26	78170	14.195	В
	I-95 to I-26 WB	78161	21.3524	С
	I-26 WB to I-95	78174	64.3754	F

Level Of Servic	e Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

# APPENDIX N. I-26 AT I-95 TRANSMODELER CORRIDOR TRAVEL TIME OUTPUT

2022 Existing Conditions

Mainline	T	2022 Existing Condition	ns		
	Location		Seconds		Travel Time (mm:ss)
		78076	79.78	1.33	01:20
		78104	2.08	0.03	00:02
	West of	77405	21.34	0.36	00:21
1	Sys-to-Sys	76161	2.27	0.04	00:02
		78105	169.03	2.82	02:49
		78131	2.78	0.05	00:03
		76187	17.39	0.29	00:17
	Sys-to-Sys	64745	3.74	0.06	00:04
		76179	14.42	0.24	00:14
I-26 EB		78073	2.60	0.04	00:03
		78106	11.53	0.19	00:12
		78074	111.72	1.86	
					01:52
	East of	78107	2.88	0.05	00:03
	Sys-to-Sys	77374	7.95	0.13	80:00
	1	77377	3.67	0.06	00:04
		77372	8.09	0.13	00:08
		77369	3.98	0.07	00:04
		78108	29.26	0.49	00:29
		70100		otal Time	08:15
		77262			
		77362	29.15	0.49	00:29
		78130	3.25	0.05	00:03
		78123	7.70	0.13	00:08
	East of	77360	3.92	0.07	00:04
		77357	7.67	0.13	00:08
	Sys-to-Sys	78075	1.85	0.03	00:02
	ĺ	78110	112.28	1.87	01:52
		78110	7.47	0.12	00:07
12000		78111	2.12	0.04	00:02
I-26 WB		76172	20.35	0.34	00:20
	Sys-to-Sys	76162	6.34	0.11	00:06
		76170	16.54	0.28	00:17
		76163	1.71	0.03	00:02
		78112	169.30	2.82	02:49
	West of	78124	1.38	0.02	00:01
	Sys-to-Sys	77403	21.27	0.35	00:21
	373 10 373	77410	1.83	0.03	00:02
		78113	81.05	1.35	01:21
	-			otal Time	08:15
		76308	53.65	0.89	00:54
		78126	1.00	0.02	00:01
		76152	20.16	0.34	00:20
	South of Sys-to-Sys	76159	3.11	0.05	00:03
		78080	117.73	1.96	01:58
		76310	8.16	0.14	00:08
		76313	30.33	0.51	00:30
		76178	14.96	0.25	00:15
I-95 NB	Sus to Sus				
	Sys-to-Sys	75978	6.58	0.11	00:07
		76176	20.79	0.35	00:21
		78099	1.53	0.03	00:02
	ĺ	76315	162.68	2.71	02:43
	North of Suc to Suc	78128	2.99	0.05	00:03
	North of Sys-to-Sys	76191	32.93	0.55	00:33
		76198	1.87	0.03	00:02
		78102	60.95	1.02	01:01
	+	70102		otal Time	08:59
	+	78079	59.28	0.99	00:59
		78127	2.52	0.99	00:03
			2.32	0.04	00:32
		76102	22 /1	O E 4	
	North of Cus to Cus	76193	32.41	0.54	
	North of Sys-to-Sys	76320	2.17	0.04	00:02
	North of Sys-to-Sys	76320 78103	2.17 21.60	0.04 0.36	00:02 00:22
	North of Sys-to-Sys	76320	2.17	0.04	00:02
	North of Sys-to-Sys	76320 78103	2.17 21.60	0.04 0.36	00:02 00:22
	North of Sys-to-Sys	76320 78103 76318	2.17 21.60 163.04	0.04 0.36 2.72	00:02 00:22 02:43
		76320 78103 76318 76166 76169	2.17 21.60 163.04 20.31 20.45	0.04 0.36 2.72 0.34	00:02 00:22 02:43 00:20 00:20
I-95 SR	North of Sys-to-Sys Sys-to-Sys	76320 78103 76318 76166 76169 64742	2.17 21.60 163.04 20.31 20.45 4.81	0.04 0.36 2.72 0.34 0.34 0.08	00:02 00:22 02:43 00:20 00:20 00:05
I-95 SB		76320 78103 76318 76166 76169 64742 76185	2.17 21.60 163.04 20.31 20.45 4.81 18.07	0.04 0.36 2.72 0.34 0.34 0.08 0.30	00:02 00:22 02:43 00:20 00:20 00:05 00:18
I-95 SB		76320 78103 76318 76166 76169 64742 76185	2.17 21.60 163.04 20.31 20.45 4.81 18.07	0.04 0.36 2.72 0.34 0.34 0.08 0.30	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02
I-95 SB		76320 78103 76318 76166 76169 64742 76185 76314 78100	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47	0.04 0.36 2.72 0.34 0.34 0.08 0.30 0.03	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08
I-95 SB		76320 78103 76318 76166 76169 64742 76185 76314 78100 78132	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76	0.04 0.36 2.72 0.34 0.34 0.08 0.30 0.03 0.14 0.31	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02 00:08 00:19
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 76169 64742 76185 76314 78100	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60	0.04 0.36 2.72 0.34 0.34 0.08 0.30 0.03	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08
I-95 SB		76320 78103 76318 76166 76169 64742 76185 76314 78100 78132	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76	0.04 0.36 2.72 0.34 0.34 0.08 0.30 0.03 0.14 0.31	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02 00:08 00:19
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 76169 64742 76185 76314 78100 78132 76311	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60	0.04 0.36 2.72 0.34 0.08 0.30 0.03 0.14 0.31 0.13	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60	0.04 0.36 2.72 0.34 0.08 0.30 0.03 0.14 0.31 0.13 2.01	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60 120.46 21.12 2.19	0.04 0.36 2.72 0.34 0.38 0.30 0.03 0.13 0.13 2.01 0.35 0.04	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 7.60 120.46 21.12 2.19 53.51	0.04 0.36 2.72 0.34 0.08 0.30 0.03 0.13 0.13 2.01 0.35 0.04	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54
I-95 SB	Sys-to-Sys  South of Sys-to-Sys	76320 78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60 120.46 21.12 2.19 53.51	0.04 0.36 2.72 0.34 0.08 0.03 0.03 0.14 0.31 0.13 2.01 0.035 0.04 0.89 otal Time	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	76320 78103 76318 76166 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60 120.46 21.12 2.19 53.51	0.04 0.36 2.72 0.34 0.08 0.30 0.14 0.31 0.13 2.01 0.03 0.04 0.89	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB	76320 78103 76318 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60 120.46 21.12 2.19 53.51 53.11 28.57	0.04 0.36 2.72 0.34 0.08 0.30 0.03 0.14 0.31 0.13 2.01 0.35 0.04 0.89 otal Time 0.89 0.48	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53 00:29
	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76320 78103 76318 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 7.60 120.46 21.12 2.19 53.51 T 53.11 28.57 60.52	0.04 0.36 2.72 0.34 0.08 0.30 0.14 0.31 0.13 2.01 0.35 0.04 0.89 0.41 Time 0.89 0.48 1.01	00:02 00:22 02:43 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53 00:29 01:01
I-95 SB Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB	76320 78103 76318 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60 120.46 21.12 2.19 53.51 53.11 28.57	0.04 0.36 2.72 0.34 0.08 0.30 0.03 0.14 0.31 0.13 2.01 0.35 0.04 0.89 otal Time 0.89 0.48	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53 00:29
	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76320 78103 76318 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 7.60 120.46 21.12 2.19 53.51 T 53.11 28.57 60.52	0.04 0.36 2.72 0.34 0.08 0.30 0.14 0.31 0.13 2.01 0.35 0.04 0.89 0.41 Time 0.89 0.48 1.01	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53 00:29 01:01
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76320 78103 76318 76318 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 18.76 7.60 120.46 21.12 2.19 53.51 T 53.11 28.57 60.52 38.10	0.04 0.36 2.72 0.34 0.08 0.30 0.13 0.13 2.01 0.35 0.04 0.89 0.41 Time 0.89 0.48 1.01 0.63	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53 00:29 01:01 00:38
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop)	76320 78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	2.17 21.60 163.04 20.31 20.45 4.81 18.07 1.65 8.47 7.60 120.46 21.12 2.19 53.51 T 53.11 28.57 60.52 38.10 46.11	0.04 0.36 2.72 0.34 0.08 0.30 0.03 0.13 2.01 0.35 0.04 0.89 0tal Time 0.89 0.48 1.01 0.63 0.77	00:02 00:22 02:43 00:20 00:20 00:05 00:18 00:02 00:08 00:19 00:08 02:00 00:21 00:02 00:54 09:38 00:53 00:29 01:01 00:38 00:46

Travel Ti	me Path	Total Travel Time
Start	End	Total Travel Tille
	I-26 EB	08:15
I-26 EB	I-95 NB	10:15
	I-95 SB	09:24
	I-26 WB	08:15
I-26 WB	I-95 NB	08:19
	I-95 SB	08:08
	I-26 EB	07:24
I-95 NB	I-26 WB	10:01
	I-95 NB	08:59
	I-26 EB	09:33
I-95 SB	I-26 WB	10:16
	I-95 SB	09:38

2030 No Build Conditions

Mainline		2030 No Build				
	Location	TM Segment ID		Minutes	Travel Time (mm:ss)	Average Speed
		78076	79.40	1.32	01:19	69.9482822
		78104	2.07	0.03	00:02	60.1360906
	West of	77405	20.94	0.35	00:21	68.678208
1	Sys-to-Sys	76161	2.20	0.04	00:02	64.4604274
		78105	169.86	2.83	02:50	67.2754422
		78131	2.60	0.04	00:03	51.1728618
		76187	16.42	0.27	00:16	70.1564442
	Sys-to-Sys	64745	3.57	0.06	00:04	59.8981834
		76179	13.93	0.23	00:14	67.8638224
I-26 EB						
1-20 LB		78073	2.53	0.04	00:03	64.713887
		78106	11.30	0.19	00:11	69.0241884
		78074	111.88	1.86	01:52	69.5645188
	F+ - f	78107	2.95	0.05	00:03	59.9186334
	East of	77374	7.88	0.13	00:08	66.9997678
	Sys-to-Sys	77377	3.58	0.06	00:04	66.5983408
		77372	7.84	0.13	00:08	67.3234862
		77369	3.79	0.06	00:04	52.0124138
		78108	28.75	0.48	00:29	70.5523208
			To	tal Time	08:12	64.79429551
		77362	29.11	0.49	00:29	69.4495798
		78130	3.29	0.05	00:03	66.0796734
1		78133	7.65	0.03	00:03	68.9970746
I	East of	77360	3.82	0.06	00:04	66.05366
	Sys-to-Sys	77357	7.57	0.13	00:08	69.6932486
	3y3 to-3y3	78075	1.83	0.03	00:02	66.5960794
		78110	112.31	1.87	01:52	69.8098932
		78072	7.61	0.13	00:08	63.902066
1		78111		0.13	00:02	
1.26.14/0			2.15			53.7692092
I-26 WB		76172	19.92	0.33	00:20	66.0527082
	Sys-to-Sys	76162	6.23	0.10	00:06	44.1414092
		76170	15.44	0.26	00:15	61.2857586
		76163	1.64	0.03	00:02	62.771253
		78112	165.30	2.75	02:45	70.431024
	West of	78124	1.35	0.02	00:01	60.64072
			20.91		00:01	69.3743102
	Sys-to-Sys	77403		0.35		
		77410	1.78	0.03	00:02	65.1801622
		78113	79.98	1.33	01:20	69.4417592
			To	tal Time	08:08	64.64831049
		76308	54.60	0.91	00:55	68.0690168
		78126	1.01	0.02	00:01	56.8263478
		76152	20.36	0.34	00:20	68.4756478
	Countly of Country Coun					
	South of Sys-to-Sys	76159	3.01	0.05	00:03	65.3122714
		78080	116.12	1.94	01:56	69.41282
		76310	8.67	0.14	00:09	64.237548
		76313	46.90	0.78	00:47	53.780117
		76178	26.00	0.43	00:26	39.0851386
I-95 NB	Sys-to-Sys	75978	9.05	0.15	00:09	32.234965
	373 10 373			0.38		
		76176	22.52		00:23	62.9926856
		78099	1.67	0.03	00:02	46.5488366
		76315	163.38	2.72	02:43	69.3363048
	North of Sys-to-Sys	78128	3.02	0.05	00:03	62.4181196
1	North of Sys-to-Sys	76191	33.16	0.55	00:33	69.0372812
		76198	1.89	0.03	00:02	65.4791534
		78102	61.34	1.02	01:01	69.4638748
		, 5102		tal Time	09:33	60.16938303
<b>——</b>	-	70070				
1		78079	59.66	0.99	01:00	70.5087882
1		78127	2.54	0.04	00:03	64.9513678
1	l .	76193	32.69	0.54	00:33	70.0016542
	Manth of Contraction				00.00	64.8511278
	North of Sys-to-Sys	76320	2.20	0.04	00:02	
	North of Sys-to-Sys	76320 78103	2.20	0.04 0.36	00:02	69.045911
	North of Sys-to-Sys	78103	21.83	0.36	00:22	69.045911
	North of Sys-to-Sys	78103 76318	21.83 164.48	0.36 2.74	00:22 02:44	69.045911 68.8649498
	North of Sys-to-Sys	78103 76318 76166	21.83 164.48 20.52	0.36 2.74 0.34	00:22 02:44 00:21	69.045911 68.8649498 67.526246
		78103 76318 76166 76169	21.83 164.48 20.52 21.14	0.36 2.74 0.34 0.35	00:22 02:44 00:21 00:21	69.045911 68.8649498 67.526246 63.8952238
	Sys-to-Sys	78103 76318 76166 76169 64742	21.83 164.48 20.52 21.14 5.14	0.36 2.74 0.34 0.35 0.09	00:22 02:44 00:21 00:21 00:05	69.045911 68.8649498 67.526246 63.8952238 49.134283
1-95 SB		78103 76318 76166 76169	21.83 164.48 20.52 21.14	0.36 2.74 0.34 0.35	00:22 02:44 00:21 00:21	69.045911 68.8649498 67.526246 63.8952238
1-95 SB		78103 76318 76166 76169 64742	21.83 164.48 20.52 21.14 5.14	0.36 2.74 0.34 0.35 0.09	00:22 02:44 00:21 00:21 00:05	69.045911 68.8649498 67.526246 63.8952238 49.134283
1-95 SB		78103 76318 76166 76169 64742 76185	21.83 164.48 20.52 21.14 5.14 18.62	0.36 2.74 0.34 0.35 0.09 0.31	00:22 02:44 00:21 00:21 00:05 00:19	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318
I-95 SB		78103 76318 76166 76169 64742 76185 76314 78100	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198
I-95 SB		78103 76318 76166 76169 64742 76185 76314 78100 78132	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866
I-95 SB		78103 76318 76166 76169 64742 76185 76314 78100 78132 76311	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278
I-95 SB	Sys-to-Sys	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362
1-95 SB	Sys-to-Sys	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808
I-95 SB	Sys-to-Sys	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362
I-95 SB	Sys-to-Sys	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808
1-95 SB	Sys-to-Sys	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04	00:22 02:44 00:21 00:05 00:19 00:08 00:18 00:08 02:00 00:21 00:02	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808 56.296182
1-95 SB	Sys-to-Sys South of Sys-to-Sys	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21 00:02 00:55	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808 56.296182 66.53533398 64.85165028
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21 00:02 00:55 09:43 00:53	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808 56.296182 66.53533398 64.85165028 39.4909832
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89 0.48	00:22 02:44 00:21 00:05 00:19 00:08 00:18 00:08 02:00 00:21 00:05 00:55 09:43 00:53 00:29	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808 56.296182 66.5353398 64.85165028 39.4909832 46.5760774
	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	21.83 164.48 20.52 21.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78 61.18	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89 0.48 1.02	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 00:21 00:02 00:55 09:43 00:53 00:29 01:01	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 69.0864866 69.2579278 68.6662362 65.1311808 56.296182 66.5353398 64.85165028 39.4909832 46.5760774 41.135489
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098 76186 76180 76174 76168	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78 61.18 38.17	0.36 2.74 0.34 0.09 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89 0.48 1.02 0.64	00:22 02:44 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21 00:02 00:55 09:43 00:53 00:29 01:01 00:38	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 69.8865198 69.0864866 69.2579278 68.6662362 65.1311808 66.295182 66.5353398 64.85165028 39.4909832 46.5760774 41.135489 47.3112256
	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	21.83 164.48 20.52 21.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78 61.18	0.36 2.74 0.34 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89 0.48 1.02	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 00:21 00:02 00:55 09:43 00:53 00:29 01:01	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 69.0864866 69.2579278 68.6662362 65.1311808 56.296182 66.5353398 64.85165028 39.4909832 46.5760774 41.135489
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098 76186 76180 76174 76168	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78 61.18 38.17	0.36 2.74 0.34 0.09 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89 0.48 1.02 0.64	00:22 02:44 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21 00:02 00:55 09:43 00:53 00:29 01:01 00:38	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.662362 65.1311808 56.296182 66.5353398 64.85165028 39.4909832 46.5760774 41.135489 47.3112256
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-95 SB to I-26 WB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop)	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098 76186 76186 76186 76189	21.83 164.48 20.52 21.14 5.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78 61.18 38.17 46.28	0.36 2.74 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.91 tal Time 0.89 0.48 1.02 0.64 0.77	00:22 02:44 00:21 00:21 00:05 00:19 00:02 00:08 00:18 00:08 02:00 00:21 00:02 00:55 09:43 00:53 00:29 01:01 00:38 00:46	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.1311808 62.96182 66.5353398 64.85165028 39.4909832 46.5760774 41.135489 47.3112256 29.8878412
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop) I-26 EB to I-95 NB (Loop)	78103 76318 76166 76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	21.83 164.48 20.52 21.14 18.62 1.64 8.13 17.88 7.51 120.34 21.40 2.33 54.72 To 53.20 28.78 61.18 38.17 46.28 27.88	0.36 2.74 0.35 0.09 0.31 0.03 0.14 0.30 0.13 2.01 0.36 0.04 0.91 tal Time 0.89 0.48 1.02 0.64 0.77 0.46	00:22 02:44 00:21 00:05 00:19 00:08 00:18 00:08 02:00 00:21 00:05 00:55 09:43 00:53 00:29 01:01 00:38 00:46 00:28	69.045911 68.8649498 67.526246 63.8952238 49.134283 65.0628318 54.6334486 63.8805198 69.0864866 69.2579278 68.6662362 65.13311808 56.296182 66.5353398 64.85165028 39.4909832 46.5760774 41.135489 47.3112256 29.8878412 33.2177154

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Havel Hille	Speed
	I-26 EB	08:12	65
I-26 EB	I-95 NB	10:21	60
	I-95 SB	09:24	62
	I-26 WB	08:08	65
I-26 WB	I-95 NB	08:21	64
	I-95 SB	08:09	62
	I-26 EB	07:40	63
I-95 NB	I-26 WB	10:28	58
	I-95 NB	09:33	60
	I-26 EB	09:35	63
I-95 SB	I-26 WB	10:13	66
	I-95 SB	09:43	65

	Location		Seconds	Minutes	Travel Time (mm:ss)	Average Speed
		78076 78104	79.43 2.08	1.32 0.03	01:19 00:02	69.92607 59.830093
		77405	20.95	0.35	00:02	68.6447948
	West of	76161	2.20	0.04	00:02	64.5461728
	Sys-to-Sys	78105	141.92	2.37	02:22	69.3575548
		78135	13.07	0.22	00:13	66.9426475
		78138	10.14	0.17	00:10	66.45745525
		78131	2.30	0.04	00:02	56.10979475
		76187	16.11	0.27	00:16	71.2343062
	Sys-to-Sys	64745	4.28	0.07	00:04	59.6906396
I-26 EB		78106	20.35	0.34	00:20	70.8458598
. 20 25		78150	5.56	0.09	00:06	66.0002105
		78074	4.40	0.07	00:04	65.76312
		78151	11.85	0.20	00:12	68.1681694
		78152	95.46	1.59	01:35	69.82697975
	East of	78107	2.86	0.05	00:03	61.8397726
	Sys-to-Sys	77374	7.79	0.13	00:08	67.7758868
		77377 77372	3.56 7.86	0.06 0.13	00:04 00:08	66.891373 67.1112208
		77369	3.83	0.13	00:08	51.474005
		78108	28.92	0.48	00:29	70.1436286
				otal Time	08:05	65.646655
		77362	29.07	0.48	00:29	69.5274814
		78130	3.28	0.05	00:03	66.3259582
		78123	7.64	0.13	00:08	69.09172475
	East of	77360	3.81	0.06	00:04	66.286499
	Sys-to-Sys	77357	7.56	0.13	00:08	69.8246304
		78075	1.83	0.03	00:02	66.8261402
		78072	118.70	1.98	01:59	70.2119578
		78111	2.04	0.03	00:02	56.4996352
		76172	18.71	0.31	00:19	70.3014108
I-26 WB	Sys-to-Sys	76162	5.69	0.09	00:06	56.4643296
		76170	28.57	0.48	00:29	71.0725996
		78164	12.24	0.20	00:12	67.34203525
		78159	15.60	0.26	00:16	69.58610025
	West of	78160	123.58	2.06	02:04	69.97397675
	Sys-to-Sys	78124	1.38	0.02	00:01	59.1757852
	.,,.	77403	20.96	0.35	00:21	69.1945666
		77410	1.78	0.03	00:02	65.0332602
		78113	79.90	1.33	01:20	69.5119552
		76200		otal Time	08:02	<b>66.79166924</b> 68.01544
		76308	54.64 1.01	0.91 0.02	00:55 00:01	
		78126 76152	20.44	0.02	00:20	56.5801072 68.2335534
		76152	3.02	0.34	00:03	65.0714382
	South of Sys-to-Sys	78080	116.21	1.94	01:56	69.297125
		76310	1.64	0.03	00:02	62.7116228
		76313	9.77	0.16	00:10	66.3603372
		78143	9.12	0.15	00:09	46.87420825
I-95 NB		76178	12.14	0.20	00:12	68.2850436
1 33 146	Sys-to-Sys	75978	4.92	0.08	00:05	69.6672508
	, ,	76176	20.25	0.34	00:20	70.0551274
		78099	1.56	0.03	00:02	50.0748102
		76315	163.95	2.73	02:44	69.0922172
	Neath of Control Con	78128	3.03	0.05	00:03	62.2181032
	North of Sys-to-Sys	76191	33.27	0.55	00:33	68.8222492
		76198	1.90	0.03	00:02	65.3195364
		78102	61.51	1.03	01:02	69.2712986
				otal Time	08:38	64.4676158
		78079	59.63	0.99	01:00	70.5412142
		78127	2.54	0.04	00:03	65.0175715
				0.54		
		76193	32.66	0.54	00:33	70.0757904
	North of Sys-to-Sys	76320	2.20	0.04	00:02	64.8538528
	North of Sys-to-Sys	76320 78103	2.20 21.83	0.04 0.36	00:02 00:22	64.8538528 69.0534194
	North of Sys-to-Sys	76320 78103 76318	2.20 21.83 164.34	0.04 0.36 2.74	00:02 00:22 02:44	64.8538528 69.0534194 68.8551058
	North of Sys-to-Sys	76320 78103 76318 76166	2.20 21.83 164.34 8.83	0.04 0.36 2.74 0.15	00:02 00:22 02:44 00:09	64.8538528 69.0534194 68.8551058 65.0436498
	North of Sys-to-Sys	76320 78103 76318 76166 78167	2.20 21.83 164.34 8.83 6.87	0.04 0.36 2.74 0.15 0.11	00:02 00:22 02:44 00:09 00:07	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725
		76320 78103 76318 76166 78167 76169	2.20 21.83 164.34 8.83 6.87 23.92	0.04 0.36 2.74 0.15 0.11	00:02 00:22 02:44 00:09 00:07	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966
I-95 SB	North of Sys-to-Sys  Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742	2.20 21.83 164.34 8.83 6.87 23.92 4.44	0.04 0.36 2.74 0.15 0.11 0.40 0.07	00:02 00:22 02:44 00:09 00:07 00:24 00:04	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428
I-95 SB		76320 78103 76318 76166 78167 76169 64742 76185	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737
I-95 SB		76320 78103 76318 76166 78167 76169 64742 76185 78100	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428
I-95 SB		76320 78103 76318 76166 78167 76169 64742 76185	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082
I-95 SB	Sys-to-Sys	76320 78103 76318 76366 78167 76169 64742 76185 78100 78139	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18 00:10 00:12	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082
I-95 SB		76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33	0.04 0.36 2.74 0.15 0.11 0.07 0.30 0.16 0.20 0.10 0.10 0.36 0.36	00:02 00:22 02:44 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858 56.471621
I-95 SB	Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43	0.04 0.36 2.74 0.15 0.11 0.40 0.30 0.16 0.20 0.10 0.13 2.01	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858
I-95 SB	Sys-to-Sys South of Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78	0.04 0.36 2.74 0.15 0.11 0.07 0.30 0.16 0.20 0.10 0.10 0.36 0.36	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:05 00:55 09:40	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.5077134 65.0527858 56.471621 66.383026 66.36332201
1-95 SB	Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78 T	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 otal Time 0.73	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:44	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858 56.471621 66.38302625 66.36332201 47.75527925
1-95 SB	Sys-to-Sys South of Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.66 5.80 7.55 120.62 21.43 2.33 54.78 T 43.63	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.33 2.01 0.36 0.04 0.91 otal Time 0.73 0.23	00:02 00:22 00:24 00:09 00:07 00:24 00:09 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0970902 68.02138625 68.81962 68.5077134 65.0527858 56.471621 66.3830256 66.36332201 47.75527925 26.7849344
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78 T 43.63 13.51 12.61	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0tal Time 0.73 0.23	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858 56.471621 66.383302625 47.75527925 26.7849344 36.503573
I-95 SB	Sys-to-Sys South of Sys-to-Sys	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78 T 43.63 13.51 12.61 28.73	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 otal Time 0.73 0.23 0.21	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:44 00:14 00:13 00:29	6.8.5352.8 63.0534194 68.8551058 65.0436498 65.082913725 69.529296 65.287428 67.967737 63.3718845 67.9979082 68.02138625 68.81952 66.50527858 56.471621 66.383302625 26.5052785 56.471621 47.75527925 26.7849344 35.7552925 26.7849344 35.7552925 26.7849344 35.7552925 26.7849344 35.7552925 26.7849344 35.7552925 36.7552935 36.75529 36.75529 36.75529 36.75529 3
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76154 76309 78098 78137 78172 78148 78144 78154	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78 T 43.63 13.51 12.61 28.73 9.46	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0tal Time 0.73 0.23 0.21 0.48	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:09	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.5077134 65.0527858 56.471621 66.3830262 66.36332201 47.75527925 26.7849344 36.503573 45.71788425 54.13162375
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78137 78137 78134 78144 78154 76174	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.20.62 21.43 2.33 54.78 T 43.63 13.51 12.61 28.73 9.46 54.81	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0tal Time 0.73 0.23 0.21 0.48 0.16 0.91	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:55	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858 56.471621 66.36332201 47.75527925 26.7849344 36.503573 45.71788425 54.13162375
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76397 78172 78148 78144 78154 76154 78165	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78 T 43.63 13.51 12.61 28.73 9.46 54.81 7.55	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.33 0.01 0.36 0.04 0.91 otal Time 0.73 0.23 0.21 0.48 0.16 0.91 0.13	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:05 00:05 00:05	64.8348528 69.0534194 66.8551058 65.0436498 66.085213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.83071343 66.3830202 26.7849344 36.505273 47.75527922 26.7849344 36.50573 47.7552792 26.7849344 36.71788425 47.718542792 47.718542792 47.718542792 47.718542792 47.718542792
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76154 76309 78098 78137 78172 78148 78144 78154 76315 78174	2.20 21.83 164.34 8.83 6.87 23.92 4.44 17.82 9.87 12.26 5.80 7.55 120.62 21.43 2.33 54.78 T 43.63 13.51 12.61 28.73 9.46 54.81 7.55 6.57	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.36 0.04 0.91 0.01 0.03 0.01 0.01 0.01 0.01 0.01 0.0	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:05 09:40 00:14 00:13 00:29 00:05 00:09 00:55 00:09	64.8538528 69.0534194 66.8551058 65.0436498 66.085213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.02138625 68.02138625 66.38302625 66.38302625 66.38302625 47.75527925 45.9168818 47.21303322 47.7535115
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098  78137 78112 78148 78144 78165 78170 76168	2.20 21.83 164.34 6.87 23.92 9.87 12.66 7.55 120.62 7.55 120.62 23.33 54.78 43.63 13.51 12.61 28.73 9.46 54.81 7.55	0.04 0.36 0.71 0.40 0.07 0.30 0.16 0.20 0.10 0.33 0.04 0.91 0.41 0.73 0.23 0.21 0.48 0.91 0.48 0.91 0.13 0.11 0.48	00:02 00:22 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:13 00:29 00:55 00:08	6.8.5365.28 68.055105.8 65.043649.8 65.043649.8 65.043649.8 67.967737.3 63.3718545 67.967737.3 63.3718545 67.967737.3 63.3718545 68.0213862.3 68.0213862.3 68.0213862.3 66.363220.3 47.7552792.3 45.9168818.3 47.21303323 47.7535115
	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78172 78148 78144 78154 76174 78165 78170 76168 78160	2.20 21.83 6.87 23.92 9.87 7.55 6.57 43.63 13.51 12.61 12.61 23.33 54.78 75.55 6.57 6.57 6.57 6.57 8.62 12.61 12.6	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.31 2.01 0.36 0.04 0.91 0.48 0.16 0.91 0.13 0.11 0.48 0.16 0.91 0.13 0.11 0.48 0.17	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:05 09:40 00:14 00:13 00:29 00:05 00:08 00:07	64.8348528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.977387 68.0213862 68.0213862 68.0213862 68.0213862 66.3830262 66.3830262 56.3830262 56.3810462 57.7788425 54.1316237 45.9168818 47.7353115 47.7353115 47.7353115 47.7353115
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78137 78172 78148 78144 78165 78174 78165 78170 76168 78161 78163	2.20 21.83 6.87 23.92 4.44 17.82 5.80 6.87 7.55 120.62 21.43 2.35 54.78 12.61 5.80 6.81 12.61 5.80 6.81 12.61 6.57 28.62 12.63 13.51 12.61 6.57 28.62 12.63 13.51 12.61	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0.73 0.23 0.21 0.48 0.16 0.91 0.11 0.48 0.17	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:55 00:08 00:07 00:09 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01	6.8.5385.28 69.0534194 66.8.551058 65.0436498 66.0.85213727 66.85213727 67.97737 63.3718545 67.997737 63.3718545 68.02138625 68.81962 68.5077134 66.38302622 66.36332622 67.7624 67.76
	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098  78137 78172 78148 78144 78165 78170 76168 78161 78163	2.20 21.83 6.87 23.92 4.44 17.82 6.87 12.26 5.80 7 12.26 21.43 2.33 12.61 12.61 12.61 12.61 54.81 7.55 6.82 6.82 12.82 6.82 12.82 6.82 12.82 6.82 12.82 6.82 12.82 6.82 12.82 6.82 12.82 7.55 6.82 6.82 12.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82	0.04 0.36 0.77 0.30 0.16 0.20 0.10 0.30 0.16 0.20 0.10 0.33 0.04 0.91 0.43 0.21 0.48 0.60 0.91 0.13 0.11 0.48 0.16 0.91 0.13 0.11	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:44 00:13 00:29 00:55 00:08 00:07 00:29 00:10	6.8.5365.28 68.955105.8 65.0436498 65.0436498 65.08213722 65.629296 65.287428 67.967737 63.3718545 67.977937 63.3718545 68.0213862 68.0213862 68.0213862 66.3632200 47.75527922 47.7552792 47.7552 47.7552792 47.7552792 47.7552792 47.7552792 47.7552792 47.7552
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78137 78172 78148 78144 78165 78174 78165 78170 76168 78161 78163	2.20 21.83 6.87 23.92 4.44 17.82 5.80 6.87 7.55 120.62 21.43 2.35 54.78 12.61 5.80 6.81 12.61 5.80 6.81 12.61 6.57 28.62 12.63 13.51 12.61 6.57 28.62 12.63 13.51 12.61	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0.73 0.23 0.21 0.48 0.16 0.91 0.11 0.48 0.17	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:55 00:08 00:07 00:09 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01 00:01	6.8.5365.28 68.955105.86 65.043649.86 65.043649.86 65.08213722 65.6279266 65.287428 67.967737 63.3718545 67.977937 68.0213862-6 68.0213862-6 68.0213862-6 66.36332062-6 66.36332062-6 47.75527922 47.75527922 47.75527922 47.7535115 48.9168888 47.21303324 47.535115 47.21303324 47.7535115 47.21303324 47.7535115 47.21303324
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78137 78172 78148 78144 78165 78170 76168 78161 78163 78165 78170 76168 78163	2.20 21.83 4.84 8.83 6.82 9.87 12.66 5.80 7.55 120.62 21.43 2.33 13.51 12.61 5.80 7.55 12.61 12.	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0.48 0.16 0.91 0.13 0.11 0.48 0.17 0.48 0.17 0.18	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:09 00:55 00:08 00:07 00:29 00:10 00:11 00:08	6.8.5385.28 69.0534194 66.8.551058 65.0436498 65.0436498 66.0.85213725 66.85213725 67.997902 68.97137 63.3718545 68.0213865 68.0213865 68.0213865 66.3632265 66.3632262 66.3632207 47.75527925 45.1316237 45.1316237 47.7535115 49.9013604 47.05176775 54.34345635 47.21303325 47.7535115
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB  1-95 SB to 1-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78163	2.20 21.83 6.87 7.55 6.57 7.52 0.52 0.52 0.44 10.52 10.24 10.24 10	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.36 0.04 0.91 0.21 0.48 0.16 0.91 0.18 0.11 0.48	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:05 09:40 00:14 00:13 00:29 00:09 00:55 00:08 00:07 00:29 00:10 00:11	64.8348528 69.0534194 68.8551058 65.0436498 66.085213725 69.6292966 65.287428 67.967737 63.3718545 67.9979082 68.80713852 68.85077134 65.0527858 56.471621 66.3830262 26.784934 47.7552792 26.784934 47.755402 47.7555402 47.755402 47.7555402 47.7555402 47.7555402 47.7555402 47.7555402 47.7556402 47.756640
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78137 78172 78148 78144 78165 78170 76168 78161 78163 78165 78170 76168 78163	2.20 21.83 4.84 8.83 6.82 9.87 12.66 5.80 7.55 120.62 21.43 2.33 13.51 12.61 5.80 7.55 12.61 12.	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0.48 0.16 0.91 0.13 0.11 0.48 0.17 0.48 0.17 0.18	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:09 00:55 00:08 00:07 00:29 00:10 00:11 00:08	6.8.5385.28 69.0534194 66.8.551058 65.0436498 65.0436498 66.0.85213725 66.85213725 67.997902 68.97137 63.3718545 68.0213865 68.0213865 68.0213865 66.3632265 66.3632262 66.3632207 47.75527925 45.1316237 45.1316237 47.7535115 49.9013604 47.05176775 54.34345635 47.21303325 47.7535115
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB  1-95 SB to 1-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78165 78170 78165 78170 78168	2.20 21.83 8.83 6.42 9.87 12.66 9.87 12.66 9.87 12.66 6.57 28.62 10.52 7.55 9.46 4.81 12.6	0.04 0.36 0.70 0.10 0.07 0.30 0.16 0.20 0.10 0.13 2.01 0.36 0.04 0.91 0.37 0.23 0.21 0.48 0.16 0.91 0.13 0.11 0.48 0.17 0.18 0.13 0.11 0.48 0.17 0.18 0.13 0.11 0.48 0.77 0.18	00:02 00:22 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:09 00:55 00:08 00:07 00:29 00:10 00:08 00:07 00:52 00:08 00:07 00:52 00:08 00:07 00:52 00:09	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858 56.471621 66.38332625 47.75527925 54.13162375 45.9168818 47.21303325 47.7535115 48.9013604 47.05176777 54.3435635 47.21303325 47.7535115 48.953445 54.13162375 48.553445 54.13162375
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78155 78174 78155 78175 78154	22.0 21.83 164.34 8.83 6.87 7.55 6.57 7.52.0 6.57 9.46 28.12 13.51 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.36 0.04 0.91 0.21 0.48 0.16 0.91 0.18 0.17 0.18 0.11 0.87 0.18 0.11 0.87 0.16	00:02 00:22 00:24 00:09 00:07 00:24 00:09 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:05 09:40 00:14 00:13 00:29 00:09 00:05 00:08 00:07 00:29 00:09 00:28 00:09 00:28	64.8348.28 69.0534194 68.8551058 65.0436498 66.085213723 69.6292966 65.287428 67.967737 63.3718545 67.967737 63.3718545 68.02138625 68.802138625 68.807138625 66.38302625 66.38302625 67.784934 36.503573 45.9168818 47.21303322 47.7535115 48.553445 54.3186237 47.535115 48.553445 54.3186237 47.535115 48.553445 54.3186237 47.935115 48.553445 54.3186237 47.93947952 66.7849344 36.503573
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB  1-95 SB to 1-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76154 76309 78098 78137 78172 78148 78144 78165 78170 76168 78161 78165 78170 76168 78161 78163 78165 78170 78168 78171	2.20 21.83 8.87 64.84 8.87 64.87 62.	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.33 2.01 0.34 0.91 0.73 0.23 0.21 0.48 0.16 0.91 0.13 0.11 0.48 0.16 0.91 0.13 0.11 0.48 0.16 0.91 0.13 0.11 0.48 0.16 0.91 0.13 0.11 0.48 0.17 0.18 0.19 0.18 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19	00:02 00:22 00:24 00:09 00:07 00:24 00:04 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:02 00:55 09:40 00:14 00:13 00:29 00:09 00:55 00:08 00:07 00:29 00:10 00:11 00:08	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0979082 68.02138625 68.81962 68.5077134 65.0527858 56.471621 47.75527925 66.38302625 66.36332201 47.75527925 45.9168818 47.21303325 47.7535115 48.9013604 47.05176775 54.3435635 47.21303325 47.7535115 48.553445 54.13162375 42.9947952 26.7849344 36.503573 47.7353115 48.553445 54.743635 47.74363 47.743635 47.74363 47.74363 47.74363 47.74363 47.74363 47.74363 47.74363 47.74363 47.74363 47.74363 47.7436 47.74
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 78140 76311 76157 76154 76309 78098 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78155 78174 78155 78175 78154	22.0 21.83 164.34 8.83 6.87 7.55 6.57 7.52.0 6.57 9.46 28.12 13.51 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51 12.61 13.51	0.04 0.36 2.74 0.15 0.11 0.40 0.07 0.30 0.16 0.20 0.10 0.36 0.04 0.91 0.21 0.48 0.16 0.91 0.18 0.17 0.18 0.11 0.87 0.18 0.11 0.87 0.16	00:02 00:22 00:24 00:09 00:07 00:24 00:09 00:18 00:10 00:12 00:06 00:08 02:01 00:21 00:05 09:40 00:14 00:13 00:29 00:09 00:05 00:08 00:07 00:29 00:09 00:28 00:09 00:28	64.8538528 69.0534194 68.8551058 65.0436498 60.85213725 69.6292966 65.287428 67.967737 63.3718545 67.0970902 68.02138625 68.81962 68.5077134 65.0527858 56.471621 66.3830250 47.75527925 45.9168818 47.21303325 47.7535115 48.9013604 47.05176775 54.3435635 47.71303325 47.7535115 48.9013604 47.05176775 54.3435635 47.7130325 47.7535115 48.9013604 47.05176775 54.3435635 47.7130325 47.7535115 48.9013604 47.05176775 54.13162375 47.7535115 48.9013604 47.05176775 54.13162375 47.7535115

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Havel Hille	Speed
	I-26 EB	08:05	66
I-26 EB	I-95 NB	10:11	64
	I-95 SB	09:10	64
	I-26 WB	08:02	67
I-26 WB	I-95 NB	08:14	64
	I-95 SB	08:03	65
	I-26 EB	07:32	60
I-95 NB	I-26 WB	09:32	59
	I-95 NB	08:38	64
	I-26 EB	09:07	63
I-95 SB	I-26 WB	10:18	62
	I-95 SB	09:40	66

		2030 Build Alternativ				
Mainline	Location	TM Segment ID 78076	Seconds 79.47	Minutes 1.32	Travel Time (mm:ss) 01:19	Average Speed
		78104	2.08	0.03	00:02	69.8921394 59.9606614
		77405	20.97	0.35	00:02	68.5690694
	West of	76161	2.21	0.04	00:02	64.3149462
	Sys-to-Sys	78105	142.07	2.37	02:22	69.2835378
		78135	13.07	0.22	00:13	67.06354475
		78138	10.12	0.17	00:10	66.613078
		78131	2.30	0.04	00:02	56.1184265
		76187	16.10	0.27	00:16	71.2875988
	Sys-to-Sys	64745	4.27	0.07	00:04	59.7569776
I-26 EB		78106	20.34	0.34	00:20	70.8866148
1 20 LD		78150	5.59	0.09	00:06	65.66588475
		78074	4.42	0.07	00:04	65.4679838
		78151	11.87	0.20	00:12	68.0355542
	_	78152	95.44	1.59	01:35	69.88125625
	East of	78107	2.86	0.05	00:03	61.8711158
	Sys-to-Sys	77374	7.79	0.13	80:00	67.8281168
		77377	3.56	0.06	00:04	66.8926454
		77372 77369	7.87 3.84	0.13	00:08	67.0828416
		78108	28.95	0.06 0.48	00:04 00:29	51.3723206 70.073769
		78108		tal Time	08:05	65.6151468
		77362	29.06	0.48	00:29	69.5463594
		78130	3.28	0.05	00:03	66.345499
		78123	7.64	0.13	00:08	69.1141246
	East of	77360	3.82	0.06	00:04	66.1585446
	Sys-to-Sys	77357	7.58	0.13	00:08	69.6630024
	·	78075	1.83	0.03	00:02	66.6699832
		78072	118.61	1.98	01:59	70.2648894
		78111	2.05	0.03	00:02	56.391176
		76172	18.69	0.31	00:19	70.3917422
I-26 WB	Sys-to-Sys	76162	5.68	0.09	00:06	56.6158844
		76170	28.54	0.48	00:29	71.1384862
		78164	12.25	0.20	00:12	67.35470125
		78159	15.61	0.26	00:16	69.5577215
	West of	78160	123.56	2.06	02:04	69.9987625
	Sys-to-Sys	78124 77403	1.36 20.91	0.02	00:01 00:21	60.3431164 69.3485372
-		77403	1.78	0.03	00:02	65.073356
		78113	79.87	1.33	01:20	69.5307312
		78113		tal Time	08:02	66.86147875
		76308	54.62	0.91	00:55	68.0424934
		78126	1.01	0.02	00:01	56.7925368
		76152	20.39	0.34	00:20	68.396927
		76159	3.01	0.05	00:03	65.234322
	South of Sys-to-Sys	78080	116.07	1.93	01:56	69.3621508
		76310	1.65	0.03	00:02	62.615677
		76313	9.73	0.16	00:10	66.5857278
		78143	9.11	0.15	00:09	46.95208925
I-95 NB		76178	12.17	0.20	00:12	68.1202304
	Sys-to-Sys	75978	4.93	0.08	00:05	69.5835592
		76176	20.29	0.34	00:20	69.899999
		78099	1.57	0.03	00:02	49.6490666
		76315	163.85	2.73	02:44	69.136005
	North of Sys-to-Sys	78128	3.01	0.05	00:03	62.5986788
		76191 76198	33.15 1.89	0.55	00:33 00:02	69.0592798 65.563433
		78102	61.35	1.02	01:01	69.448155
		78102		tal Time	08:38	64.66121164
		78079	59.60	0.99	01:00	70.5808666
		78127	2.53	0.04	00:03	65.073071
		76193	32.61	0.54	00:33	70.1892426
	North -f C - / C	76320	2.19	0.04	00:02	65.2761734
	North of Sys-to-Sys	78103	21.77	0.36	00:22	69.2381774
		76318	164.19	2.74	02:44	68.9184662
		76166	8.80	0.15	00:09	65.2292414
		78167	6.85	0.11	00:07	60.88433425
I-95 SB		76169	23.90	0.40	00:24	69.698988
-	Sys-to-Sys	64742	4.43	0.07	00:04	65.5268524
		76185	17.76	0.30	00:18	68.2031844
	i l				00:10	63.4799564
		78100 78130	9.85	0.16	00.13	67 0722024
		78139	12.27	0.20	00:12 02:14	67.0722934 68.4756184
	South of Sys-to-Sys	78139 76157	12.27 134.27	0.20 2.24	02:14	68.4756184
	South of Sys-to-Sys	78139 76157 76154	12.27 134.27 21.57	0.20 2.24 0.36	02:14 00:22	68.4756184 64.613767
	South of Sys-to-Sys	78139 76157 76154 76309	12.27 134.27 21.57 2.35	0.20 2.24 0.36 0.04	02:14 00:22 00:02	68.4756184 64.613767 55.9869522
	South of Sys-to-Sys	78139 76157 76154	12.27 134.27 21.57 2.35 54.82	0.20 2.24 0.36 0.04 0.91	02:14 00:22 00:02 00:55	68.4756184 64.613767
	South of Sys-to-Sys	78139 76157 76154 76309	12.27 134.27 21.57 2.35 54.82	0.20 2.24 0.36 0.04	02:14 00:22 00:02	68.4756184 64.613767 55.9869522 66.4134638
		78139 76157 76154 76309 78098	12.27 134.27 21.57 2.35 54.82	0.20 2.24 0.36 0.04 0.91 tal Time	02:14 00:22 00:02 00:55 <b>09:40</b>	68.4756184 64.613767 55.9869522 66.4134638 66.08454781
	I-26 EB to I-95 SB	78139 76157 76154 76309 78098	12.27 134.27 21.57 2.35 54.82 To	0.20 2.24 0.36 0.04 0.91 tal Time 0.73	02:14 00:22 00:02 00:55 <b>09:40</b> 00:44	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469
		78139 76157 76154 76309 78098 78137 78172	12.27 134.27 21.57 2.35 54.82 To 43.66	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23	02:14 00:22 00:02 00:55 09:40 00:44 00:14 00:13 00:29	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 26.7757998
	I-26 EB to I-95 SB I-95 NB to I-26 EB	78139 76157 76154 76309 78098 78137 78172 78148	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16	02:14 00:22 00:02 00:55 09:40 00:44 00:14 00:13	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 26.7757998 36.1964362
	I-26 EB to I-95 SB	78139 76157 76154 76309 78098 78137 78172 78148 78144 78154	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16	02:14 00:22 00:02 00:55 <b>09:40</b> 00:44 00:14 00:13 00:29 00:10	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.853834
	I-26 EB to I-95 SB I-95 NB to I-26 EB	78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89	0.20 2.24 0.36 0.04 0.91 <b>tal Time</b> 0.73 0.23 0.21 0.48 0.16 0.91	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.853834 47.29639075
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78155 78170	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16 0.91	02:14 00:22 00:02 00:55 09:40 00:14 00:14 00:13 00:29 00:10 00:55 00:09 00:08	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.853834 47.29639075 45.026812
	I-26 EB to I-95 SB I-95 NB to I-26 EB	78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168	12.27 134.27 21.57 2.35 54.82 <b>To</b> 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16 0.91 0.14 0.39	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:08 00:24	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 36.1964362 45.92334175 52.9164535 45.853834 47.29639075 45.026812 48.9187708
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168 78161	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16 0.91 0.14 0.13 0.39 0.17	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08	68.4756184 64.613767 55.9869522 66.4134638 <b>66.08454781</b> 47.755469 36.1964362 45.92334175 52.9164535 45.853834 47.29639075 45.026812 48.9187708 46.389987
Sys-to-Sys	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39 10.55	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16 0.91 0.14 0.13 0.39 0.17	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 47.29639075 47.29639075 45.026812 48.9187708 46.389987 54.2352875
Sys-to-Sys Ramps	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	78139 76157 76154 76309 78098  78137 78172 78148 78144 78155 76174 78165 78170 76168 78161 78163	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39 10.55	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16 0.91 0.14 0.13 0.39 0.17 0.18	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:11 00:09	68.4756184 64.613767 55.9869522 66.4134638 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.853834 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	78139 76157 76154 76309 78098 78137 78172 78148 78144 78155 76174 78165 78170 76168 78161 78163 78165 78170	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39 10.55 8.63 7.57	0.20 2.24 0.36 0.04 0.91 0.23 0.23 0.21 0.48 0.16 0.14 0.13 0.39 0.17 0.18	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 45.026812
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	78139 76157 76154 76309 78098  78137 78172 78148 78144 78155 78170 76168 78161 78163 78165 78170 78163	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39 10.55 8.63 7.57 69.21	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.21 0.48 0.16 0.91 0.13 0.39 0.17 0.18 0.13 0.13	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:11 00:09 00:08 00:08	68.4756184 64.613767 55.9869522 66.4134638 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.853834 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 47.29639075 48.206812 48.9187708 46.389987 47.29639075 48.206812 48.9187708 46.389987 47.29639075 48.206812 48.4642474
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover)	78139 76157 76154 76309 78098  78137 78172 78148 78144 78155 78170 76168 78161 78163 78165 78170 78165 78170 78165	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 8.63 7.57 23.67 10.39 10.55 8.63 7.57 69.21	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.46 0.91 0.14 0.13 0.39 0.17 0.18 0.14 0.13	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:09 00:08 01:09 00:09	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 47.29639075 47.29639075 48.4642474 48.4642474 52.9164535
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	78139 76157 76154 76309 78098  78137 78172 78148 78144 78156 78170 76168 78161 78163 78165 78170 78155 78154 76183	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39 10.55 8.63 7.57 69.21 9.68	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.21 0.48 0.16 0.91 0.14 0.13 0.39 0.17 0.18 0.14 0.13	02:14 00:22 00:02 00:55 09:40 00:14 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:11 00:09 00:08 01:09 00:08 01:09 00:10 00:10 00:10 00:28	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 45.026812 48.4642474 48.4642474 48.4642474 48.4642474 48.4642474 48.4642474 48.4642474 48.4642474 48.4642474
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover)	78139 76157 76154 76309 78098  78137 78172 78148 78144 78155 78170 76168 78161 78163 78165 78170 78165 78170 78165	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 8.63 7.57 23.67 10.39 10.55 8.63 7.57 69.21	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.46 0.91 0.14 0.13 0.39 0.17 0.18 0.14 0.13	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:09 00:08 01:09 00:09	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 47.29639075 45.026812 48.4842474 48.4842474 48.4842474 52.9164535
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover)	78139 76157 76154 76309 78098  78137 78172 78148 78144 78165 78170 76168 78161 78165 78170 78165 78170 78155 78154 76184	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 10.39 10.55 8.63 7.57 69.21 9.68	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.21 0.48 0.16 0.91 0.14 0.13 0.39 0.17 0.18 0.14 0.13	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:11 00:09 00:08 01:09 00:10 00:10	68.4756184 64.613767 55.9869522 66.4134638 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.823834 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 45.026812 48.42474 52.9164535 48.42474 52.9164535 42.6468238 26.7757998
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78155 78174 78155 78174 78155 78174 78155 78174 78155 78174 78155 78174 78154 76183	12.27 134.27 21.57 2.35 54.82 To 43.66 13.51 12.71 28.60 9.68 54.89 8.63 7.57 23.67 10.39 10.55 8.63 7.57 10.99 10.55 8.63 7.57 10.99 10.95 8.63 7.57 10.96 8.63 8.63 7.57 10.96 8.63 8.63 7.57 10.96 8.63 8.63 7.57 10.96 8.63 8.63 8.63 8.63 8.63 8.63 8.63 8.6	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.21 0.48 0.16 0.91 0.14 0.13 0.39 0.17 0.18 0.16 0.14 0.13	02:14 00:22 00:02 00:55 09:40 00:14 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:11 00:09 00:08 01:09 00:10 00:10 00:11 00:28 00:14 00:13	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 45.853834 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 45.026812 48.4642474 47.29639075 45.026812 48.4642474 47.29639075 45.026812 48.4642474 47.29639075 47.29639075 47.29639075 47.29646353 42.6468238 46.75757998
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	78139 76157 76154 76309 78098  78137 78172 78148 78144 78156 78170 76168 78161 78163 78165 78170 78155 78154 76183 78172 78188	12.27 134.27 21.57 2.35 54.82  To  43.66 13.51 12.71 28.60 9.68 8.63 7.57 23.67 10.39 10.55 8.63 7.57 69.21 9.68 28.35 13.51 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71 12.71	0.20 2.24 0.36 0.04 0.91 tal Time 0.73 0.23 0.21 0.48 0.16 0.91 0.14 0.13 0.17 0.18 0.14 0.13 1.15 0.16	02:14 00:22 00:02 00:55 09:40 00:44 00:13 00:29 00:10 00:55 00:09 00:08 00:24 00:10 00:11 00:09 00:08 01:00 00:08 01:00 00:11 00:09 00:10 00:11	68.4756184 64.613767 55.9869522 66.4134638 66.08454781 47.755469 26.7757998 36.1964362 45.92334175 52.9164535 47.29639075 45.026812 48.9187708 46.389987 54.2352875 47.29639075 47.29639075 45.026812 48.4642474 48.4646328 48.4646328 48.4646328 48.4646328

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Travel Time	Speed
	I-26 EB	08:05	66
I-26 EB	I-95 NB	10:11	64
	I-95 SB	09:11	64
	I-26 WB	08:02	67
I-26 WB	I-95 NB	08:14	64
	I-95 SB	08:03	64
	I-26 EB	07:32	60
I-95 NB	I-26 WB	09:48	59
	I-95 NB	08:38	65
	I-26 EB	09:26	63
I-95 SB	I-26 WB	10:15	62
	I-95 SB	09:40	66

Nest of   78076   79.40   1.32   01:19   665	Time (mm:ss) - 9521654   .0272438   .0272438   .0525234   .381105   .381105   .381105   .3811028   .7962094   .7681325   .6552341   .38105   .38106   .38107   .3811028   .391028    .391028   .391028   .391028    .391028   .391028    .391028   .391028    .3
West of   77405   20.94   0.03   0.002   66	.02724386552534
West of 776161 2.21 0.04 0.002 6.6 Sys-to-Sys 78105 141.97 2.37 02:22 0.61 78135 12.91 0.22 0.013 6.7 78138 10.10 0.17 0.013 6.7 78131 2.30 0.04 0.002 5.6 78131 2.30 0.04 0.002 5.6 78131 2.30 0.04 0.002 5.6 78131 2.30 0.04 0.002 5.6 78131 2.30 0.04 0.002 5.6 78131 2.30 0.04 0.002 5.6 78131 2.30 0.04 0.002 7.7 78106 20.40 0.34 0.020 7.7 78106 20.40 0.34 0.020 7.7 78106 20.40 0.34 0.020 7.7 78101 1.18.3 0.20 0.012 6.6 78151 11.83 0.20 0.012 6.6 78152 95.45 1.59 0.13 0.003 6.6 78151 11.83 0.20 0.012 6.6 78152 95.45 1.59 0.13 0.008 6.7 78151 11.83 0.20 0.003 6.6 78152 95.45 1.59 0.13 0.008 6.7 77377 3.56 0.06 0.004 6.6 77372 7.84 0.13 0.008 6.7 77372 7.84 0.13 0.008 6.7 77379 3.82 0.06 0.004 6.6 77372 7.84 0.13 0.008 6.7 77369 3.82 0.06 0.004 6.6 77360 3.82 0.06 0.004 6.6 Sys-to-Sys 77374 7.78 0.13 0.008 6.6 78123 7.64 0.13 0.008 6.6 78123 7.64 0.13 0.008 6.6 78123 7.64 0.13 0.008 6.6 84 00.29 7.7 84 0.13 0.008 6.6 85 0.00 0.003 6.6 86 0.00 0.004 6.6 86 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.004 6.6 87 0.00 0.005 6.6 88 0.00 0.004 6.6 88 0.00 0.005 6.6 88 0.005 6.6 88 0.005 6.6 88 0.005 6.6 88 0.005 6.6 88 0.005 6.6 88 0.005 6.6	.6525234 .381105 .381107 .3811
West of   76161   2.21   0.04   0.002   6	.381105 .3313028 .7962094 .7681325 .1078416 .1802364 .5651648 .6744726 .6573115 .7377056 .3303794 .9.86896 .8846828 .8674252 .9.970856 .2729408 .6872162 .22448964 .722489686 .7225512 .722688868 .7225512 .722688886888888888888888888888888888888
Sys-to-Sys	.3313028 .7962094 .7681325 .1078416 .1802364 .5651648 .5651648 .6574715 .3303794 .936896 .8486828 .8674252 .970826 .2709408 .6872162 .2448964 .970826 .2729408 .3672162 .2448964 .1212262 .2110956 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932
Sys-to-Sys	.3313028 .7962094 .7681325 .1078416 .1802364 .5651648 .5651648 .6574715 .3303794 .936896 .8486828 .8674252 .970826 .2709408 .6872162 .2448964 .970826 .2729408 .3672162 .2448964 .1212262 .2110956 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932 .9017046 .9708366 .3675932
Page	7.681325 1.078416 1.1802364 1.5651648 6.744726 6.6573115 7.377056 3.303794 9.86896 8.8486828 8.674252 9.970856 2.2709408 6.6872162 2.2448964 7.07924696 5.225512 4.214956 5.225512 4.214956 5.225512 4.214956 5.225512 7.083966 3.675932 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.9187046 9.91
Page	7.681325 1.078416 1.1802364 1.5651648 6.744726 6.6573115 7.377056 3.303794 9.86896 8.8486828 8.674252 9.970856 2.2709408 6.6872162 2.2448964 7.07924696 5.225512 4.214956 5.225512 4.214956 5.225512 4.214956 5.225512 7.083966 3.675932 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.917046 1.9174987 9.9187046 9.91
Page 1	.1078416 .1802364 .5651648 .6744726 .6573115 .7377056 .3303794 .986896 .8486828 .8674252 .970836 .2709408 .6872162 .2448964 .1212262 .2110956 .3672162 .2448964 .1212262 .2110956 .3672161 .303794 .30
Sys-to-Sys	.1802364 .5651648 .5651648 .5651648 .6573115 .7377056 .303794 .9.86896 .8.848628 .8674252 .970856 .6872162 .2709408 .6872162 .2448964 .70924696 .5225512 .4414956 .1212262 .2110956 .5225512 .4414956 .367932 .3999402 .7083966 .367932 .9017046 .919749875 .4456155 .908768 .2588304 .00060204 .5556648
Sys-to-Sys	.5651648 .6744726 .67573115 .7377056 .3.303794 .9.86896 .8486828 .8674252 .970856 .2709408 .6872162 .24448964 .70924696 .522551 .2112262 .21110956 .5829578 .3999402 .7083966 .3675932 .9017046
P-26 EB	.6744726 .6573115 .7377056 .3303794 9.86896 .8486828 .8674252 .9970856 .2709408 .6872162 .2448964 .70924696 .5225512 .4214956 .1212262 .2110956 .36751263 .3675932 .9017046 .19748875 .9017046 .19748875 .2585304 .00060204 .5556648
Test	.6573115 .7377056 .3303794 .9.86896 .8848628 .8674252 .970856 .6872162 .2448964 .6872162 .24448964 .1212262 .2110956 .5225512 .4214956 .1212262 .2110956 .5225512 .4214956 .3675932 .9017046 .91974987 .4456155 .90189825 .4456155 .90189825 .4456155
Fast of   Fast	7.377056 3.303794 9.86896 8.486828 8.8674252 9.970856 2.709408 6.872162 2.2448964 70924696 5.5225512 4.214956 1.2112262 2.1110956 5.829578 3.3999402 7.083966 3.675932 9.9017046 197349875 19749875 2.280768 2.2568304 0.060204
East of 78151 11.83 0.20 00:12 66 78152 95.45 1.59 01:35 66 78107 2.86 0.05 0.003 66 \$ys-to-\$ys 77374 7.78 0.13 0.008 66 77372 7.84 0.13 0.008 66 77372 7.84 0.13 0.008 66 773769 3.82 0.06 0.004 55 78108 28.88 0.48 0.29 77  Total Time 08:05 65 78123 7.64 0.13 0.008 66 \$ys-to-\$ys 77357 7.59 0.13 0.000 66 \$ys-to-\$ys 77357 7.59 0.13 0.000 66 \$ys-to-\$ys 77357 1.68 0.03 0.000 66 \$ys-to-\$ys 77357 1.68 0.03 0.000 66 \$ys-to-\$ys 77357 1.68 0.03 0.000 66 \$ys-to-\$ys 7311 5.07 0.08 0.005 42 \$ys-to-\$ys 7316 12.29 0.20 0.010 66 \$ys-to-\$ys 7316 12.29 0.20 0.011 66 \$ys-to-\$ys 7316 12.36 0.00 0.001 66 \$ys-to-\$ys 7310 13.30 0.00 0.001 66 \$ys-to-\$ys 7313 79.86 1.33 0.120 66 \$ys-to-\$ys 7313 79.86 1.30 0.000 0.001 66 \$ys-to-\$ys 7313 79.86 1.30 0.000 0.001 66 \$ys-to-\$ys 7313 79.86 1.30 0.000 0.001 66 \$ys-to-\$ys 7313 79.86 1.30 0.000 0.000 66 \$ys-to-\$ys 7313 79.86 1.30 0.000 0.000 66 \$ys-to-\$ys 7313 0.000 0.000 0.000 0.000 66 \$ys-to-\$ys 7313 0.000 0.000 0.000 0.000 66 \$ys-to-\$ys 7318 0.000 0.000 0.000 0.000 66 \$ys-to-\$ys 7318 0.000 0.000	3.303794 9.86896 8.8486828 8.674252 6.970856 6.970162 2.2709408 6.6972162 2.2448964 7.0924696 5.5225512 4.2142964 1.2112262 2.110956 5.522578 3.3999402 7.083966 3.675932 9.017046 19749875 4.456155 9.280768 2.2568304 0.0060204 5.556648
East of   78152   95,45   1.59   01:35   66     Sys-to-Sys   78107   2.86   0.05   0.003   66     Fig.   77377   7.78   0.13   0.008   66     Fig.   77377   3.56   0.06   0.004   66     Fig.   77372   7.84   0.13   0.008   67     Fig.   77369   3.82   0.06   0.004   65     Fig.   78108   28.88   0.48   0.029   77     Total Time   08:05   65     Fig.   77362   29.07   0.48   0.029   66     Fig.   78123   7.64   0.13   0.008   66     Fig.   78123   7.64   0.13   0.008   66     Fig.   78124   0.13   0.005   0.003   66     Sys-to-Sys   77367   3.82   0.06   0.004   66     Sys-to-Sys   77367   7.59   0.13   0.008   66     Fig.   78072   108.54   1.81   0.149   66     Fig.   78111   5.07   0.08   0.005   42     Fig.   78160   12.86   2.06   0.016   66     West of   78160   12.86   2.06   0.012   67     Fig.   77410   1.78   0.03   0.021   66     Fig.   77410   1.78   0.03   0.021   66     Fig.   77410   1.78   0.03   0.002   66     Fig.   78128   1.35   0.34   0.021   0.05     Fig.   78137   79.86   1.33   0.120   66     Fig.   78138   54.55   0.91   0.055   66     Fig.   78139   3.01   0.05   0.003   66     Fig.   78339   1.64   0.03   0.002   66     Fig.   78339   1.64   0.03   0.002   66     Fig.   78339   1.60   0.03   0.002   66     Fig.   78139   1.60   0.03   0.002   66	9.86896 8.486628 8.674252 5.970856 5.2709408 6.6872162 2.448964 7.9924696 5.5225512 2.110956 5.8229578 3.999402 7.083966 19749875 4.456155 9.9017046 19749875 2.268304 0.0660204 5.556648
East of   78107   2.86   0.05   0.003   61     Sys-to-Sys   77374   7.78   0.13   0.008   66     77377   3.56   0.06   0.004   66     77377   3.56   0.06   0.008   66     77379   3.82   0.06   0.004   51     78108   28.88   0.48   0.029   7.0     Total Time   08.05   65     78120   3.28   0.05   0.003   66     78130   3.28   0.05   0.003   66     78130   3.28   0.05   0.003   66     78130   3.28   0.05   0.003   66     78130   3.28   0.05   0.003   66     Sys-to-Sys   77367   7.64   0.13   0.008   66     Sys-to-Sys   77357   7.69   0.13   0.008   66     78072   108.54   1.81   0.149   66     78072   108.54   1.81   0.149   66     78111   5.07   0.08   0.005   42     78116   12.36   0.03   0.002   0.005   42     Fath of Sys-to-Sys   78170   61.80   1.03   0.1002   77     78159   15.65   0.26   0.016   66     West of   78160   123.68   2.06   0.001   66     Sys-to-Sys   77403   20.94   0.35   0.021   66     Total Time   08:04   66     Total Time   08:04   66     Sys-to-Sys   78128   1.33   0.120   0.005   66     Total Time   08:04   66     South of Sys-to-Sys   78080   115.92   1.93   0.156   66     Fath of Sys-to-Sys   78080   115.92   1.93   0.156   66     Fath of Sys-to-Sys   78138   9.73   0.16   0.010   66     Fath of Sys-to-Sys   78080   115.92   1.93   0.156   66     Fath of Sys-to-Sys   78788   1.93   0.15   0.009   44     Fath of Sys-to-Sys   78788   1.93   0.15   0.009   64     Fath of Sys-to-Sys   78788   1.91   0.03   0.002   66     Fath of Sys-to-Sys   78788   1.92   0.08   0.005   66     Fath of Sys-to-Sys   78788   1.92   0.08   0.005   66     Fath of Sys-to-Sys   78788   1.93   0.03   0.002   66     Fath of Sys-to-Sys   78788   1.92   0.08   0.005   66     Fath of Sys-to-Sys   78788   1.92   0.08   0.005   66     Fath of Sys-to-Sys   78788   1.93   0.03   0.002   66     Fath of Sys-to-Sys   78788   1.93   0.03   0.002   66     Fath of Sys-to-Sys   78788   1.93   0.03   0.002   66     Fath of Sys-to-Sys   78788   1.93   0.00   0.003   0.002   66     Fath of Sys-to-Sys   78788   0.00   0.003   0.0	.8486828 .8674252 .970836 .2709408 .6872162 .2448964 .70924696 .5225512 .4214956 .1212262 .2110956 .5829578 .3999402 .7083966 .3675932 .9017046 .919749875 .4456155 .99508925 .280768
Sys-to-Sys	8.674252 6.970856 6.970856 6.872162 2.2448964 7.0924696 5.225512 4.214956 1.212262 2.110956 5.829578 3.399402 7.083966 3.675932 9.917046 19749875 4.456155 9.017046 19749875 2.268304 0.0060204 5.556648
1-26 WB   Sys-to-Sys   Talia   1.78	5.970856 2.709408 6.872162 2.448964 70924696 5.5225512 4.214956 1.212262 2.110956 5.829578 3.999402 7.083966 1.9749875 4.456155 9908925 2.280768 2.268304 0.060204 5.556648
173727 7.84 0.13 00:08 667     17369 3.82 0.06 00:04 517     173608 28.88 0.48 00:29 77     173618	2.709408 .6872162 .2448964 .70924696 .5225512 .4214956 .1212262 .2110956 .5829578 .3999402 .7083966 .3675932 .9017046 .19749875 .4456155 .99508925 .280768 .2568304 .0060204 .5556648
1-26 WB   Sys-to-Sys   76170   61.80   1.03   1.00   1.0	.6872162 .2448964 .70924696 .5225512 .4214956 .1212262 .2110956 .5229578 .3999402 .7083966 .3675932 .9017046 .9
1-26 WB   Sys-to-Sys   Total Time   Total	.2448964 70924696 .5225512 .4214956 .1212262 .2110956 .5829578 .3999402 .7083966 .3675932 .9017046 19749875 .4456155 .9088925 .0060204 .5556648
Total Time	70924696 5.225512 4.214956 .1212262 .2110956 .5829578 .3999402 .7083966 .3979402 .9017046 19749875 .4456155 95088925 .280768 .2568304 .0060204 .5556648
1-26 WB	.5225512 .4214956 .1212262 .2110956 .5829578 .3999402 .7083966 .3675932 .9017046 19749875 .4456155 95088925 .280768 .2568304 .0060204 .5556648
Fast of   77360   3.28   0.05   0.003   66     Fast of   77360   3.82   0.06   0.004   66     Sys-to-Sys   77357   7.59   0.13   0.008   65     Fast of   77360   3.82   0.06   0.004   66     Sys-to-Sys   77357   7.59   0.13   0.008   65     Fast of   78075   1.68   0.03   0.002   66     Fast of   78075   1.68   0.03   0.002   66     Fast of   78111   5.07   0.08   0.05   42     Fast of   78111   5.07   0.08   0.05   42     Fast of   78160   123.68   2.06   0.012   67     Fast of   78160   123.68   2.06   0.016   65     Fast of   78124   1.36   0.02   0.001   66     Sys-to-Sys   77403   20.94   0.35   0.021   65     Fast of   78113   79.86   1.33   0.120   65     Fast of   78126   1.31   0.02   0.001   66     Fast of   78126   1.01   0.02   0.001   55     Fast of   78126   1.01   0.02   0.001   55     Fast of   78128   0.30   0.05   0.003   65     Fast of   78139   3.01   0.05   0.003   65     Fast of   78143   9.08   0.15   0.009   4     Fast of   78143   9.73   0.16   0.010   66     Fast of   78143   9.08   0.15   0.009   4     Fast of   78167   12.15   0.20   0.012   68     Fast of   78176   1.215   0.20   0.012   68     Fast of   78185   1.60   0.03   0.002   44     Fast of   78185   1.60   0.03   0.002   44     Fast of   78185   1.60   0.03   0.002   44     Fast of   78128   3.02   0.05   0.003   0.002   0.003     Fast of   78128   3.02   0.05   0.003   0.002     Fast of   78128   3.02   0.05   0.	.4214956 .1212262 .2110956 .5829578 .3999402 .7083966 .3675932 .9017046 19749875 .4456155 95088925 .280768 .2568304 .0060204 .5556648
East of   78123   7.64   0.13   0.008   655	.1212262 .2110956 .5829578 .3999402 .7083966 .3675932 .9017046 19749875 .4456155 95088925 .280768 .2568304 .0060204 .5556648
East of 77360 3.82 0.06 00:04 66 Sys-to-Sys 77357 7.59 0.13 00:08 66 77357 7.59 0.13 00:08 66 78075 1.68 0.03 00:02 66 78075 1.68 0.03 00:02 66 78072 108.54 1.81 01:49 65 78111 5.07 0.08 00:05 42 78112 5.07 0.08 00:05 42 78159 15.65 0.26 00:16 66 78164 12.29 0.20 00:12 67 78159 15.65 0.26 00:16 66 78160 123.68 2.06 02:04 69 78160 123.68 2.06 02:04 69 78124 1.36 0.02 00:01 66 78124 1.36 0.02 00:01 66 78124 1.36 0.02 00:01 66 78124 1.37 0.02 00:01 66 78124 1.37 0.02 00:01 66 78124 1.38 0.03 00:02 65 77410 1.78 0.03 00:02 65 77410 1.78 0.03 00:02 65 78113 79.86 1.33 01:20 65 78124 1.01 0.02 00:01 56 78125 1.01 0.02 00:01 56 78125 1.01 0.02 00:01 56 78125 1.01 0.02 00:01 56 78125 1.01 0.02 00:01 56 78125 1.01 0.02 00:01 56 78139 3.01 0.05 00:03 65 78139 3.01 0.05 00:03 65 78139 3.01 0.05 00:03 65 78139 3.01 0.05 00:03 65 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:00 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:10 66 78133 9.73 0.16 00:00 66 78133 9.73 0.16 0	.2110956 .5829578 .3999402 .7083966 .3675932 .9017046 19749875 .4456155 95088925 0.280768 .2568304 .0060204 .5556648
Sys-to-Sys	.5829578 .3999402 .7083966 .3675932 .9017046 19749875 .4456155 95088925 .22568304 .0060204 .5556648
1-26 WB   Sys-to-Sys   Figure   Sys-to-Sys	.3999402 .7083966 .3675932 .9017046 19749875 .4456155 95088925 .0.280768 .2568304 .0060204 .5556648
H-26 WB Sys-to-Sys 76170 61.80 .008 00.05 42    H-26 WB Sys-to-Sys 76170 61.80 .0.08 00.05 42   F-26 WB Sys-to-Sys 76170 61.80 .0.08 00.05 42   F-26 WB Sys-to-Sys 76170 61.80 .0.08 00.002 66   F-26 WB Sys-to-Sys 76170 61.80 .0.08 00.016 669   West of 78160 123.68 2.06 02.04 69   Sys-to-Sys 77403 20.94 0.35 00.21 669   F-26 WB Sys-to-Sys 7740 1.78 0.03 00.02 669   F-26 WB Sys-to-Sys 7740 1.78 0.03 00.02 669   F-26 WB Sys-to-Sys 7740 1.78 0.03 00.02 669   F-26 WB Sys-to-Sys 7740 1.78 0.03 0.34 0.020 669   F-26 WB Sys-to-Sys 7740 1.78 0.03 0.34 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	.7083966 .3675932 .9017046 19749875 .4456155 95088925 0.280768 .2568304 .0060204 .5556648
Part	.3675932 .9017046 19749875 .4456155 95088925 0.280768 .2568304 .0060204 .5556648
1-26 WB	.9017046 19749875 .4456155 95088925 ).280768 .2568304 .0060204 .5556648
	19749875 .4456155 95088925 0.280768 .2568304 .0060204 .5556648
West of   78159   15.65   0.26   00:16   66	.4456155 95088925 0.280768 .2568304 .0060204 .5556648
West of 78160 123.68 2.06 02:04 69 Sys-to-Sys 78128 0.02 00:01 66 Sys-to-Sys 77403 20.94 0.35 00:21 66 77410 1.78 0.03 00:02 65 78113 79.86 1.33 01:20 65 Total Time 08:04 66  78126 1.01 0.02 00:01 56 78126 1.01 0.02 00:01 56 78126 1.01 0.02 00:01 56 78126 1.01 0.02 00:01 56 78126 1.01 0.02 00:01 56 78127 0.03 0.05 00:03 65 78128 0.05 00:00 00:02 62 78131 9.73 0.16 00:10 66 78143 9.08 0.15 00:09 4  1-95 NB Sys-to-Sys 76978 12.15 0.20 00:12 66 Sys-to-Sys 75978 4.92 0.08 00:05 66 781676 20.34 0.34 00:20 66 78099 1.60 0.03 00:02 44 78315 163.70 2.73 02:44 66	95088925 0.280768 .2568304 .0060204 .5556648
West of Sys-to-Sys   78124   1.36   0.02   0.001   66	0.280768 .2568304 .0060204 .5556648
Sys-to-Sys	.2568304 .0060204 .5556648
1,403	.0060204 .5556648
1-95 NB   76176   20.34   0.34   0.05   66	.5556648
Total Time	
Fig. 1.01	30814051
1-95 NB     76176   20.34   0.34   0.020   66	
Fig. 2	.1319114
South of Sys-to-Sys 76159 3.01 0.05 00:03 65 78080 115.92 1.93 01:56 66 776310 1.64 0.03 00:02 62 76313 9.73 0.16 00:10 66 78143 9.08 0.15 00:09 4 76178 12.15 0.20 00:12 68 75178 12.15 0.20 00:12 68 75178 12.15 0.20 00:05 66 76176 20.34 0.34 0.34 00:20 65 76176 20.34 0.34 0.32 00:20 44 76315 163.70 2.73 02:44 65 76178 12.15 0.20 00:03 00:02 48 76178 12.15 163.70 2.73 02:44 65 76178 12.15 0.00 00:03 62 76178 3.02 0.05 00:03 62	.6880824
South of Sys-to-Sys 78080 115.92 1.93 01:56 65 76310 1.64 0.03 00:02 62 76313 9.73 0.16 00:10 66 78143 9.08 0.15 00:09 44 76178 12.15 0.20 00:12 66 76176 20.34 0.34 00:20 65 76176 20.34 0.34 00:20 65 76315 163.70 2.73 02:44 65 76315 163.70 2.73 02:44 65	3.405296
1-95 NB Sys-to-Sys 78128 3.02 0.05  North of Sys-to-Sys 78128 3.02 0.05	.2875668
I-95 NB 76313 9.73 0.16 00:10 66 78143 9.08 0.15 00:09 4 76178 12.15 0.20 00:12 68 75978 4.92 0.08 00:05 66 76176 20.34 0.34 00:20 65 78099 1.60 0.03 00:02 48 76313 163.70 2.73 02:44 66	.4559512
1-95 NB   78143   9.08   0.15   00:09   4    -95 NB   76178   12.15   0.20   00:12   66    -95 NB   5ys-to-Sys   5978   4.92   0.08   00:05   66    -95 NB   76176   20.34   0.34   00:20   65    -96 NB   78099   1.60   0.03   00:02   44    -96 NB   78128   3.02   0.05   00:03   62    -96 NB   78128   3.02   0.05   00:03   62	.7716814
I-95 NB Sys-to-Sys 76178 12.15 0.20 00:12 66 75978 4.92 0.08 00:05 66 76176 20.34 0.34 00:20 65 76176 20.34 0.34 00:20 65 76176 20.34 0.34 00:20 44 76315 163.70 2.73 02:44 65 76312 3.02 0.05 00:03 662	.6172742
Sys-to-Sys         75978         4.92         0.08         00:05         65           76176         20.34         0.34         00:20         65           78099         1.60         0.03         00:02         48           76315         163.70         2.73         02:44         65           North of Sys-to-Sys         78128         3.02         0.05         00:03         62	7.076778
76176 20.34 0.34 00:20 69 78099 1.60 0.03 00:02 48 76315 163.70 2.73 02:44 69 North of Systo-Sys 78128 3.02 0.05 00:03 62	.2044958
78099 1.60 0.03 00:02 44 76315 163.70 2.73 02:44 65 78128 3.02 0.05 00:03 62	.7559132
76315 163.70 2.73 02:44 65 North of Sys-to-Sys 78128 3.02 0.05 00:03 62	.7324164
North of Sys-to-Sys 78128 3.02 0.05 00:03 62	.7972478
	.1996338
76191 33 22 0 55 00-33 65	.5588398
	.9220292
	.3225882
	.2384906
	48036448
	0.487893
	.9258862
	.0781766
	.1457768
78103 21.80 0.36 00:22 65	.1613304
	.9480174
	.4983566
	1.191106
	.5772712
	7.136936
	.2851014
	.7795132
	5.106697
	.6646602
/6154 21.43 0.36 00:21 65	.0569696
	.0015648
	.4858018
	56065048
	46071625
79149 12 72 0 21 00:12 24	.8884596
1-95 NB to 1-76 FB	.1845904
	5.088258
	2.20997
	.8539132
	1.909748
	37783625
	78268475
	.6605652
	3.470177
	.2620355
	37783625
	78268475
/8155 69.1/ 1.15 01:09 48	
	.4952418
	2.20997
	2.20997 .6318278
	2.20997 .6318278 .8884596
I-95 NB to I-26 WB (Flyover) 78149 69.41 1.16 01:09 48.	2.20997 .6318278 .8884596 .1845904
	2.20997 .6318278 .8884596 .1845904 75426125
78161 10.39 0.17 00:10 4	2.20997 .6318278 .8884596 .1845904 75426125 5.470177
78161 10.39 0.17 00:10 4 78163 10.56 0.18 00:11 54	2.20997 .6318278 .8884596 .1845904 75426125
78161 10.39 0.17 00:10 4 78163 10.56 0.18 00:11 54	2.20997 .6318278 .8884596 .1845904 75426125 5.470177

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Travel Tille	Speed
	I-26 EB	08:05	66
I-26 EB	I-95 NB	10:11	64
	I-95 SB	09:14	64
	I-26 WB	08:04	66
I-26 WB	I-95 NB	08:27	61
	I-95 SB	08:51	61
	I-26 EB	07:32	60
I-95 NB	I-26 WB	09:47	59
	I-95 NB	08:38	64
	I-26 EB	09:26	63
I-95 SB	I-26 WB	10:15	62
	I-95 SB	09:39	66

2050 No Build Conditions

			Build Cond				,
Mainline	Location	TM Segment ID		Minutes	Hours	Travel Time (mm:ss)	Average Speed
1		78076	214.22	3.57	0.06	03:34	25.97281
1		78104	5.03	0.08	0.00	00:05	24.809168
	West of	77405	86.84	1.45	0.02	01:27	16.5718212
	Sys-to-Sys	76161	9.80	0.16	0.00	00:10	14.5111156
1		78105	919.93	15.33	0.26	15:20	12.4228582
1		78131	3.06	0.05	0.00	00:03	43.4548202
		76187	17.81	0.30	0.00	00:18	64.6688874
	Sys-to-Sys	64745	3.82	0.06	0.00	00:04	55.930964
		76179	14.30	0.24	0.00	00:14	66.0923746
I-26 EB		78073	2.56	0.04	0.00	00:03	64.1372024
		78106	11.37	0.19	0.00	00:11	68.645431
		78074	112.65	1.88	0.03	01:53	69.091643
	East of	78107	3.03	0.05	0.00	00:03	58.2773888
		77374	8.04	0.13	0.00	00:08	65.6134744
	Sys-to-Sys	77377	3.64	0.06	0.00	00:04	65.4354156
		77372	7.93	0.13	0.00	00:08	66.5033062
		77369	3.88	0.06	0.00	00:04	50.8182328
		78108	28.98	0.48	0.01	00:29	69.993012
	Total Distance		To	tal Time	0.40469	24:17	50.16388474
		77362	31.10	0.52	0.01	00:31	65.0257838
		78130	3.62	0.06	0.00	00:04	60.1995328
		78123	8.15	0.14	0.00	00:08	64.8591916
		77360	4.05	0.07	0.00	00:04	62.350152
	East of	77357	7.89	0.13	0.00	00:08	66.8773404
	Sys-to-Sys	78075	1.90	0.03	0.00	00:02	64.310873
		78110	199.19	3.32	0.06	03:19	42.1295134
		78072	9.99	0.17	0.00	00:10	48.8183048
		78111	2.41	0.04	0.00	00:02	47.951911
I-26 WB		76172	21.17	0.35	0.00	00:21	62.1454684
1-20 VVB	Sys-to-Sys	76162	6.52	0.33	0.00	00:07	42.162639
	3y3-10-3y3			0.11	0.00	00:16	59.137768
		76170	16.00				
		76163	1.67	0.03	0.00	00:02	61.6096634
	W	78112	166.45	2.77	0.05	02:46	69.9440104
	West of	78124	1.36	0.02	0.00	00:01	60.174809
	Sys-to-Sys	77403	21.11	0.35	0.01	00:21	68.7053002
		77410	1.80	0.03	0.00	00:02	64.3978908
		78113	80.59	1.34	0.02	01:21	68.9145212
	Total Distance	75000			0.16249	09:45	59.98414851
		76308	161.39	2.69	0.04	02:41	23.0362446
		78126	3.18	0.05	0.00	00:03	17.9999282
		76152	70.14	1.17	0.02	01:10	19.8852388
	South of Sys-to-Sys	76159	11.42	0.19	0.00	00:11	17.2168618
		78080	803.46	13.39	0.22	13:23	10.0328844
		76310	62.76	1.05	0.02	01:03	8.7129184
		76313	188.55	3.14	0.05	03:09	10.7528778
I-95 NB		76178	48.75	0.81	0.01	00:49	18.6624648
	Sys-to-Sys	75978	10.83	0.18	0.00	00:11	26.8528318
		76176	23.05	0.38	0.01	00:23	61.5298988
		78099	1.81	0.03	0.00	00:02	43.0243812
		76315	163.29	2.72	0.05	02:43	69.3741226
	North of Sys-to-Sys	78128	3.02	0.05	0.00	00:03	62.3897424
	, , , , , , , , , , , , , , , , , , , ,	76191	33.20	0.55	0.01	00:33	68.9600132
		76198	1.89	0.03	0.00	00:02	65.4777372
		78102	61.36	1.02	0.02	01:01	69.43926
	Total Distance			tal Time	0.46	27:28	37.08421288
		78079	60.39	1.01	0.02	01:00	69.657049
		78127	2.56	0.04	0.00	00:03	64.3413846
		76193	33.08	0.55	0.01	00:33	69.1930042
	North of Sys-to-Sys	76320	2.26	0.04	0.00	00:02	63.2251118
1		78103	22.21	0.37	0.01	00:22	67.8756372
		76318	166.16	2.77	0.05	02:46	68.168675
		76166	20.83	0.35	0.01	00:21	66.538903
		76169	23.13	0.39	0.01	00:23	58.4004848
1	Sys-to-Sys	64742	6.00	0.10	0.00	00:06	42.1058782
I-95 SB		76185	19.39	0.32	0.01	00:19	62.4818034
		76314	1.62	0.03	0.00	00:02	55.3551926
1		78100	8.09	0.13	0.00	00:08	64.1650668
1		78132	17.88	0.30	0.00	00:18	69.0959588
1	Courth of Control Con	76311	7.50	0.12	0.00	00:07	69.3150516
	South of Sys-to-Sys	76157	120.51	2.01	0.03	02:01	68.5721796
1		76154	21.76	0.36	0.01	00:22	64.049477
1		76309	2.45	0.04	0.00	00:02	53.6403882
		78098	55.40	0.92	0.02	00:55	65.7220762
	Total Distance			tal Time	0.16	09:51	63.43907344
	I-26 EB to I-95 SB	76186	52.11	0.87	0.01	00:52	40.314911
	I-95 NB to I-26 EB	76180	29.39	0.49	0.01	00:29	45.6132394
	I-26 WB to I-95 NB	76174	62.02	1.03	0.02	01:02	40.5826694
Sys-to-Sys	I-95 SB to I-26 WB	76168	38.62	0.64	0.01	00:39	46.783728
Ramps	I-95 SB to I-26 EB (Loop)	76189	48.08	0.80	0.01	00:48	28.7711268
	/						
	I-26 EB to I-95 NB (Loop)	76183	29.54	0.49	0.01	00:30	31.3480708
	I-26 EB to I-95 NB (Loop)	76183 76177	29.54 54.65	0.49	0.01	00:30 00:55	
	I-26 EB to I-95 NB (Loop) I-95 NB to I-26 WB (Loop) I-26 WB to I-95 SB (Loop)	76183 76177 76171	29.54 54.65 30.90	0.49 0.91 0.52	0.01 0.02 0.01	00:55 00:31	31.3480708 22.5312386 32.6989722

Travel Time Path			Average
Start	End	Total Travel Time	Speed
	I-26 EB	24:17	50
I-26 EB	I-95 NB	26:29	45
	I-95 SB	25:26	46
	I-26 WB	09:45	60
I-26 WB	I-95 NB	09:55	59
	I-95 SB	09:47	58
	I-26 EB	25:12	43
I-95 NB	I-26 WB	28:31	37
	I-95 NB	27:28	37
	I-26 EB	09:45	62
I-95 SB	I-26 WB	10:19	65
	I-95 SB	09:51	63

		2050 Build Alterna	ative 1 Co	nditions		
Mainline	Location		Seconds	Minutes	Travel Time (mm:ss)	Average Speed
		78076	86.37	1.44	01:26	64.5962124
		78104	2.27	0.04	00:02	55.2749828
		77405	21.67	0.36	00:22	66.371837
	West of	76161	2.24	0.04	00:02	63.330375
	Sys-to-Sys	78105	144.10	2.40	02:24	68.3078982
		78135	13.49	0.22	00:13	64.81879275
		78138	10.32	0.17	00:10	65.240906
		78131	2.31	0.04	00:02	55.83137225
		76187	16.26	0.27	00:16	70.5941054
	Sys-to-Sys	64745	4.31	0.07	00:04	59.2028806
I-26 EB		78106	20.59	0.34	00:21	70.0062888
1-20 EB		78150	5.68	0.09	00:06	64.748785
		78074	4.56	0.08	00:05	63.4330276
		78151	12.34	0.21	00:12	65.4401466
		78152	97.19	1.62	01:37	68.57787175
	East of	78107	2.91	0.05	00:03	60.6331288
	Sys-to-Sys	77374	8.03	0.13	00:08	65.7812954
		77377	3.69	0.06	00:04	64.5997104
		77372	8.08	0.13	00:08	65.2651026
		77369	3.97	0.07	00:04	49.7217896
		78108	29.48	0.49	00:29	68.8135122
		•	To	otal Time	08:20	63.83762005
		77362	30.64	0.51	00:31	65.968292
		78130	3.50	0.06	00:03	62.2116948
		78123	8.04	0.13	00:08	65.6703584
	East of	77360	4.01	0.07	00:04	62.949222
	Sys-to-Sys	77357	7.86	0.13	00:08	67.1253828
		78075	1.90	0.03	00:02	64.3718834
		78072	121.02	2.02	02:01	68.8667044
		78111	2.11	0.04	00:02	54.5796434
F		76172	18.95	0.32	00:19	69.4293366
I-26 WB	Sys-to-Sys	76162	5.66	0.09	00:06	56.7465922
	.,	76170	28.85	0.48	00:29	70.3825662
		78164	12.56	0.40	00:13	65.6119045
		78159	15.88	0.26	00:16	68.3481395
		78160	125.71	2.10	02:06	68.79576325
	West of	78124	1.42	0.02	00:01	57.7583196
	Sys-to-Sys	77403	21.61	0.36	00:01	67.1203408
		77410	1.84	0.03	00:02	63.1025138
		78113	81.50	1.36	01:21	68.1436024
-		70113		otal Time	08:13	64.84345889
		76308	58.04	0.97	00:58	64.0368854
		78126	1.03	0.02	00:01	55.3281734
		76152	20.95	0.35	00:21	66.5590716
		76152	3.11	0.05	00:03	63.2812682
	South of Sys-to-Sys	78080	117.46	1.96	01:57	68.5434594
		76310	1.69	0.03	00:02	61.0271868
		76313	10.44	0.03	00:02	62.06697
		78143	9.92	0.17	00:10	43.0753875
I-95 NB		76178	12.17	0.20	00:10	68.1053842
1 33 146	Sys-to-Sys	75978	4.94	0.20	00:05	69.3850038
	3,3 to 3,3	76176	20.70	0.35	00:21	68.5096996
-		78099	1.85	0.03	00:02	42.0459108
		76315	165.01	2.75	02:45	68.6487864
		78128	3.08	0.05	00:03	61.313948
	North of Sys-to-Sys	76191	33.61	0.56	00:34	68.117474
		76198	1.91	0.03	00:02	64.7666472
		78102	61.88	1.03	01:02	68.8521946
		76102		otal Time	08:48	62.56843829
		78079	60.41	1.01	01:00	69.6397808
		78127	2.56	0.04	00:03	64.3310158
		76193	33.07	0.55	00:33	69.2023844
		76320	2.26	0.55	00:02	63.2261818
	North of Sys-to-Sys	78103	22.20	0.37	00:02	67.9064494
		76318	165.94	2.77	02:46	68.1883714
		76166	9.19	0.15	00:09	62.5162352
		78167	7.12	0.13	00:07	58.778362
F		76169	24.04	0.40	00:24	69.2831036
I-95 SB	Sys-to-Sys	64742	4.49	0.40	00:04	64.6425336
	.,,-	76185	17.93	0.30	00:18	67.573033
-		78100	10.11	0.17	00:10	61.861726
		78139	12.50	0.17	00:10	65.830063
		,0133		0.21		66.597478
1		76157	138.11	2 30		-3.33, 470
	South of Sys-to-Sys	76157 76154	138.11 28.91	2.30 0.48	02:18 00:29	49.532981
	South of Sys-to-Sys	76154	28.91	0.48	00:29	49.532981
	South of Sys-to-Sys	76154 76309	28.91 3.37	0.48 0.06	00:29 00:03	40.0863872
	South of Sys-to-Sys	76154	28.91 3.37 59.41	0.48 0.06 0.99	00:29 00:03 00:59	40.0863872 61.329396
_		76154 76309 78098	28.91 3.37 59.41	0.48 0.06 0.99 otal Time	00:29 00:03 00:59 <b>10:02</b>	40.0863872 61.329396 <b>62.97208719</b>
-	South of Sys-to-Sys	76154 76309 78098 78137	28.91 3.37 59.41 To 43.94	0.48 0.06 0.99 otal Time 0.73	00:29 00:03 00:59 <b>10:02</b> 00:44	40.0863872 61.329396 <b>62.97208719</b> 47.3988255
	I-26 EB to I-95 SB	76154 76309 78098 78137 78172	28.91 3.37 59.41 To 43.94 14.15	0.48 0.06 0.99 otal Time 0.73 0.24	00:29 00:03 00:59 <b>10:02</b> 00:44 00:14	40.0863872 61.329396 <b>62.97208719</b> 47.3988255 25.565782
-		76154 76309 78098 78137 78172 78148	28.91 3.37 59.41 To 43.94 14.15 13.27	0.48 0.06 0.99 otal Time 0.73 0.24 0.22	00:29 00:03 00:59 10:02 00:44 00:14 00:13	40.0863872 61.329396 <b>62.97208719</b> 47.3988255 25.565782 34.674204
-	I-26 EB to I-95 SB	76154 76309 78098 78137 78172 78148 78144	28.91 3.37 59.41 Te 43.94 14.15 13.27 28.89	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29	40.0863872 61.329396 <b>62.97208719</b> 47.3988255 25.565782 34.674204 45.49925925
-	I-26 EB to I-95 SB	76154 76309 78098 78137 78172 78148 78144 78154	28.91 3.37 59.41 Te 43.94 14.15 13.27 28.89 9.88	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10	40.0863872 61.329396 <b>62.97208719</b> 47.3988255 25.565782 34.674204 45.49925925 51.889018
-	I-26 EB to I-95 SB	76154 76309 78098 78137 78172 78148 78144 78154 76174	28.91 3.37 59.41 To 43.94 14.15 13.27 28.89 9.88 56.88	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864
-	I-26 EB to I-95 SB	76154 76309 78098 78137 78172 78148 78144 78154 76174	28.91 3.37 59.41 Te 43.94 14.15 13.27 28.89 9.88 56.88 8.83	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525
-	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170	28.91 3.37 59.41 To 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875
-	I-26 EB to I-95 SB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168	28.91 3.37 59.41 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438
Sup to Con	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78170	28.91 3.37 59.41 To 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13	00:29 00:03 00:59 10:02 00:44 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325
Sys-to-Sys	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163	28.91 3.37 59.41 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975
Sys-to-Sys Ramps	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163	28.91 3.37 59.41 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84	0.48 0.06 0.99 otal Time 0.73 0.24 0.48 0.16 0.95 0.15 0.40 0.18 0.48	00:29 00:03 00:59 10:02 00:44 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:09	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170	28.91 3.37 59.41 Tr 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84 8.83 7.77	0.48 0.06 0.07 0.73 0.24 0.22 0.48 0.15 0.15 0.13 0.40 0.18 0.18 0.15	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 43.92199875
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170	28.91 3.37 59.41 To 43.94 14.15 13.27 28.89 9.88 56.88 7.77 23.94 10.66 10.84 8.83 7.77 70.95	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.18	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:01 00:08 01:11	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 43.92199875 47.2812212
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76154 76309 78098 78137 78172 78148 78144 78154 78165 78170 76168 78161 78163 78165 78170 78165 78170 78165	28.91 3.37 59.41 To 43.94 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.18	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:11 00:09 00:08 01:11 00:10	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 43.92199875 47.2812212 51.889018
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78155 78154	28.91 3.37 59.41 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88	0.48 0.06 0.99 otal Time 0.73 0.24 0.12 0.48 0.15 0.15 0.13 0.18 0.18 0.15 0.13	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:09 00:08 01:11 00:09	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 43.92199875 47.2812212 51.889018 42.6149718
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76154 76309 78098 78137 78172 78148 78144 78154 76174 76168 78160 78165 78170 78165 78170 78155 78154 78153	28.91 3.37 59.41 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88	0.48 0.09 0.99 0.24 0.22 0.48 0.16 0.95 0.13 0.40 0.18 0.18 0.18 0.18 0.18 0.19 0.13 0.14 0.14 0.15	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:28 00:14	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 42.2149325 43.92199875 47.2812212 51.889018 42.6149718 42.6149718
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	76154 76309 78098 78137 78172 78148 78144 78154 78165 78170 76168 78161 78163 78165 78170 78155 78170 78155 78170	28.91 3.37 59.41 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88 28.38 14.15	0.48 0.09 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.18 0.18 0.11 0.14 0.18 0.15 0.13	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 43.92199875 47.2812212 51.889018 42.6149718 25.565782 34.674204
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78155 78174 76183 78172 78184	28.91 3.37 59.41 14.15 13.27 28.89 9.88 56.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88 28.38 14.15 13.27 70.78	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.15 0.13 1.18 0.16 0.47 0.24 0.22 1.18	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13 00:13 00:13 00:13 00:13	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 47.2812212 51.889018 42.6149718 25.565782 34.674204 47.795954
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	76154 76309 78098 78137 78172 78148 78144 78154 78165 78170 76168 78161 78163 78165 78170 78155 78170 78184 78184 78184 78184 78184 78184	28.91 3.37 59.41 14.15 13.27 28.89 9.88 56.88 8.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88 28.38 14.15 13.27 70.78	0.48 0.06 0.99 otal Time 0.73 0.244 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.18 0.15 0.13 0.40 0.18 0.15 0.13 0.40 0.18 0.16 0.19 0.18 0.19	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:10 00:28 00:14 00:13 00:13 00:11 00:11	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 45.2149325 47.2812212 51.889018 42.6149718 42.6149718 42.6149718 43.674204 47.795954 45.2149325
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 78155 78174 76183 78172 78184	28.91 3.37 59.41 14.15 13.27 28.89 9.88 56.83 7.77 23.94 10.66 10.84 8.83 7.77 70.95 9.88 28.38 14.15 13.27 70.78	0.48 0.06 0.99 otal Time 0.73 0.24 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.15 0.13 1.18 0.16 0.47 0.24 0.22 1.18	00:29 00:03 00:59 10:02 00:44 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13 00:13 00:13 00:13 00:13	40.0863872 61.329396 62.97208719 47.3988255 25.565782 34.674204 45.49925925 51.889018 44.2491864 46.26118525 43.92199875 48.3663438 45.2149325 52.71594975 46.26118525 47.2812212 51.889018 42.6149718 25.565782 34.674204 47.795954

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Havel Time	Speed
	I-26 EB	08:20	64
I-26 EB	I-95 NB	10:25	63
	I-95 SB	09:39	60
	I-26 WB	08:13	65
I-26 WB	I-95 NB	08:23	62
	I-95 SB	08:26	61
	I-26 EB	07:45	58
1-95 NB	I-26 WB	10:03	57
	I-95 NB	08:48	63
	I-26 EB	09:36	61
I-95 SB	I-26 WB	10:25	61
	I-95 SB	10:02	63

Mainline	Location	2050 Build Alternativ TM Segment ID	Seconds		Travel Time (mm:ss)	Average Spe
		78076	109.31	1.82	01:49	58.527480
		78104	2.42	0.04	00:02	52.993756
		77405	22.09	0.37	00:22	65.254134
	West of	76161	2.25	0.04	00:02	63.038829
	Sys-to-Sys	78105	144.00	2.40	02:24	68.355490
		78135	13.43	0.22	00:13	65.022795
		78138	10.32	0.17	00:10	65.1898127
		78131	2.31	0.04	00:02	55.837332
		76187	16.28	0.27	00:16	70.493989
	Sys-to-Sys	64745	4.32	0.07	00:04	59.11139
1.20.50		78106	20.60	0.34	00:21	69.971748
I-26 EB		78150	5.67	0.09	00:06	64.703201
		78074	4.58	0.08	00:05	63.217613
		78151	12.35	0.21	00:12	65.432692
		78152	97.19	1.62	01:37	68.6126947
	East of	78107	2.91	0.05	00:03	60.682211
	Sys-to-Sys	77374	8.02	0.03	00:03	65.858464
	3y3 to 3y3	77377	3.68		00:04	64.699825
		77372	8.08	0.06 0.13	00:04	65.267295
		77369	3.98	0.13	00:04	
						49.594152
		78108	29.49	0.49	00:29	68.780499
		77262		otal Time	08:43	63.364067
		77362	30.52	0.51	00:31	66.240513
		78130	3.46	0.06	00:03	62.989833
		78123	7.99	0.13	80:00	66.125195
	East of	77360	3.99	0.07	00:04	63.249761
	Sys-to-Sys	77357	7.83	0.13	80:00	67.427958
		78075	1.89	0.03	00:02	64.687022
		78072	120.94	2.02	02:01	68.912242
		78111	2.10	0.04	00:02	54.844813
		76172	18.90	0.32	00:19	69.605118
I-26 WB	Sys-to-Sys	76162	5.66	0.09	00:06	56.755977
		76170	28.85	0.48	00:29	70.376680
		78164	13.04	0.22	00:13	63.348962
		78159	16.41	0.27	00:16	66.2841007
		78160	125.53	2.09	02:06	68.920681
	West of	78124	1.54	0.03	00:02	53.309503
	Sys-to-Sys	77403	22.32	0.37	00:02	65.003380
		77410	1.85	0.03	00:02	62.682673
			81.39			
		78113		1.36	01:21	68.232324
		76200		otal Time	08:14	64.388707
		76308	58.14	0.97	00:58	63.931102
		78126	1.04	0.02	00:01	55.080334
		76152	21.04	0.35	00:21	66.266604
	South of Sys-to-Sys	76159	3.11	0.05	00:03	63.185907
	50411 01 545 10 545	78080	117.57	1.96	01:58	68.478894
		76310	1.69	0.03	00:02	61.039213
		76313	10.38	0.17	00:10	62.446374
		78143	9.93	0.17	00:10	43.1006602
I-95 NB		76178	12.19	0.20	00:12	68.015253
	Sys-to-Sys	75978	4.95	0.08	00:05	69.299989
	.,,	76176	20.72	0.35	00:21	68.468154
		78099	1.85	0.03	00:02	42.193080
		76315	165.30	2.75	02:45	68.531269
		78128	3.08	0.05	00:03	61.247136
	North of Sys-to-Sys	76191	33.70	0.56	00:34	67.939165
		76198	1.92	0.03	00:02	64.546394
		78102	62.05	1.03	01:02	68.663588
		70070		otal Time	08:49	62.6012128
		78079	60.34	1.01	01:00	69.714302
		78127	2.56	0.04	00:03	64.371194
		76193	33.05	0.55	00:33	69.249285
	North of Sys-to-Sys	76320	2.26	0.04	00:02	63.361031
		78103	22.17	0.37	00:22	68.002836
		76318	165.71	2.76	02:46	68.286795
		76166	9.15	0.15	00:09	62.754139
	1				00:07	59.184944
		78167	7.09	0.12		
I OE CD		78167 76169	7.09	0.12	00:24	69.367416
I-95 SB	Sys-to-Sys		24.01 4.48			64.746207
I-95 SB	Sys-to-Sys	76169	24.01	0.40	00:24	64.746207
I-95 SB	Sys-to-Sys	76169 64742	24.01 4.48	0.40 0.07	00:24 00:04	64.746207 67.579698
I-95 SB	Sys-to-Sys	76169 64742 76185	24.01 4.48 17.93	0.40 0.07 0.30	00:24 00:04 00:18	64.746207 67.579698 61.997127
I-95 SB		76169 64742 76185 78100 78139	24.01 4.48 17.93 10.09	0.40 0.07 0.30 0.17	00:24 00:04 00:18 00:10	64.746207 67.579698 61.997127 65.863563
I-95 SB	Sys-to-Sys South of Sys-to-Sys	76169 64742 76185 78100 78139 76157	24.01 4.48 17.93 10.09 12.49 136.99	0.40 0.07 0.30 0.17 0.21 2.28	00:24 00:04 00:18 00:10 00:12 02:17	64.746207 67.579698 61.997127 65.863563 67.121936
I-95 SB		76169 64742 76185 78100 78139 76157 76154	24.01 4.48 17.93 10.09 12.49 136.99 26.13	0.40 0.07 0.30 0.17 0.21 2.28 0.44	00:24 00:04 00:18 00:10 00:12 02:17 00:26	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717
I-95 SB		76169 64742 76185 78100 78139 76157 76154 76309	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681
I-95 SB		76169 64742 76185 78100 78139 76157 76154	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692
I-95 SB	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640506
I-95 SB		76169 64742 76185 78100 78139 76157 76154 76309 78098	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T.	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431805
I-95 SB	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T. 43.94	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640501 47.431809 25.629470
I-95 SB	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 <b>63.464050</b> 47.431809 25.629470 34.713928
I-95 SB	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26 28.44	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431802 25.629470 34.713928 46.2085032
I-95 SB	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76169 64742 76185 78100 78139 76154 76154 76309 78098 78137 78172 78148 78144 78154	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26 28.44 9.87	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.22 0.47	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431809 25.629470 34.713928 46.2085033 51.911905
I-95 SB	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78144 78154	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26 28.44 9.87 56.90	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 47.431803 25.629470 34.713928 46.208503; 51.911905
I-95 SB	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26 28.44 9.87 56.90 8.80	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.95	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640506 47.431805 25.629470 34.713928 46.2085032 51.911905 44.231918 46.552285
I-95 SB	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 14.12 13.26 28.44 9.87 56.90 8.80 7.75	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.15	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09	64.746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 47.431805 25.629470 34.713928 46.2085032 51.911905 44.231918 46.552288 44.1443457
I-95 SB	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76169 64742 76185 78100 78139 76157 76154 76309 78098 78172 78148 78174 78165 78170 76168	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.15 0.13	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08	64.746207 67.579698 61.997127 65.863563 67.1219365 53.887717 42.31681 61.946692 63.4640500 25.629470 34.713928 46.208503; 51.911905 44.231918 46.55228* 44.144343* 48.776335
	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170	24.01 4.48 17.93 10.09 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.24 0.22 0.47 0.16 0.95 0.15 0.13 0.48	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 47.431809 47.431809 46.208503 51.911905 44.231918 46.55228 44.144345 48.776335 48.776335
	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76169 64742 76185 78100 78139 76157 76154 76309 78098 78172 78148 78174 78165 78170 76168	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.15 0.13	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 47.431809 47.431809 46.208503 51.911905 44.231918 46.55228 44.144345 48.776335 48.776335
ys-to-Sys	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170	24.01 4.48 17.93 10.09 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.24 0.22 0.47 0.16 0.95 0.15 0.13 0.48	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431800 25.622470 34.713928 46.208503.51511905 44.231918 46.55228 44.1443457 48.776335 48.776335 45.230797 52.674907
	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098 78172 78174 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74 10.67 10.87	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.15 0.13 0.40 0.18 0.18	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431809 25.629470 34.713928 46.208503 51.911905 44.231918 46.552288 44.1443457 52.674907 46.552288
ys-to-Sys	South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74 10.67 10.87	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.15 0.13 0.40 0.18 0.18 0.18	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431800 25.629470 34,713928 46.208503, 51.911905 44.231918 46.552288 44.1443457 52.67997 52.674907 46.552288
ys-to-Sys	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098 78172 78174 78165 78170 76168 78161 78163 78165 78170 78165 78170 78168	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74 10.67 10.87 8.80 7.75 70.71	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 otal Time 0.73 0.24 0.22 0.47 0.16 0.95 0.13 0.40 0.18 0.18 0.18 0.18	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11 00:11	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431809 44.231918 46.2085032 51.911909 44.231918 46.55228 44.1443457 48.776335 44.7439347 47.439347 47.439347
ys-to-Sys	South of Sys-to-Sys     1-26 EB to 1-95 SB     1-95 NB to 1-26 EB     1-26 WB to 1-95 NB     1-95 SB to 1-26 WB     1-95 SB to 1-26 EB (Flyover)     1-95 SB to 1-26 EB (Flyover)	76169 64742 76185 78100 78139 76157 76154 76309 78098 78172 78172 78174 78176 76168 78161 78163 78165 78170 78185 78170 78155	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T 43.94 14.12 13.26 28.44 9.87 56.90 8.80 7.75 23.74 10.67 10.87 7.75 70.71 9.87	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0tal Time 0.73 0.24 0.47 0.16 0.95 0.13 0.40 0.18 0.18 0.18 0.15 0.13 1.18	00:24 00:04 00:18 00:10 00:12 00:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 25.629470 34.713928 46.2085033 51.911905 44.231918 45.552288 44.1443457 44.576333 45.230797 52.674907 46.552288 44.1443457 46.552284 44.1443457 46.552284 44.1443457 46.552284 44.1443457 46.552284 44.1443457 46.552284 44.1443457 54.552288 45.230797 52.674907 54.552288 54.55288 54.552288 54.552288 54.552288 54.552288 54.552288 54.55288 54.552288 54.552288 54.552288 54.552288 54.552288 54.552288 54.55
ys-to-Sys	South of Sys-to-Sys	76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168 78163 78165 78170 76168	24.01 4.48 17.93 10.09 12.49 136.99 26.13 3.15 58.79 T. 43.94 14.12 13.26 28.44 9.87 7.75 23.74 10.67 10.87 8.80 7.75 70.71 9.87 70.71 9.87	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.41 0.73 0.24 0.22 0.47 0.16 0.95 0.13 0.40 0.18 0.18 0.18 0.18 0.18	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:09 00:08 01:00 00:09	64,745207 67.579698 61.997127 65.863563 67.121936 67.121936 61.946692 61.946692 63.4640506 47.431800 25.629470 34,713928 46.208503; 51.911905 44.231918 44.144345; 48.776335 44.144345; 47.439347 47.13918 47.13918 47.13918
ys-to-Sys	South of Sys-to-Sys     1-26 EB to 1-95 SB     1-95 NB to 1-26 EB     1-26 WB to 1-95 NB     1-95 SB to 1-26 WB     1-95 SB to 1-26 EB (Flyover)     1-95 SB to 1-26 EB (Flyover)	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78155 78170 76168 78161 78163 78165 78170 76168 78161 78163 78165 78170 78155 78150 78155	24.01 4.48 17.93 10.09 12.49 26.13 3.15 58.79 T 43.94 14.12 28.44 9.87 7.75 23.74 10.87 8.80 7.75 70.71 9.87 70.71 9.87 10.81	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.17 0.24 0.22 0.47 0.16 0.95 0.13 0.40 0.18 0.18 0.18 0.16 0.48	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:29 00:14	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.464090 47.431809 44.231918 46.5085032 51.911905 44.231918 46.55228 44.1443457 47.439347 51.911905 47.439347 51.911905 47.439347 51.911905 47.439347 51.911905
ys-to-Sys	South of Sys-to-Sys     1-26 EB to 1-95 SB     1-95 NB to 1-26 EB     1-26 WB to 1-95 NB     1-95 SB to 1-26 WB     1-95 SB to 1-26 EB (Flyover)     1-26 EB to 1-95 NB (Loop)	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78155 78170 76168 78161 78163 78165 78170 78168 78161 78163 78172 78183	24.01 4.48 17.93 10.09 26.13 3.15 58.79 T. 43.94 44.12 13.26 6.90 7.75 23.74 10.67 10.67 7.07 10.87 0.71 9.87 28.44	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.73 0.24 0.22 0.47 0.16 0.95 0.13 0.40 0.15 0.13 0.40 0.18 0.18 0.18 0.18 0.18 0.18 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19	00:24 00:04 00:18 00:10 00:12 00:12 00:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:11 00:11 00:10 00:29 00:08 00:11 00:10 00:29 00:10 00:29 00:10 00:10 00:29	61.946692 63.4640506 47.431805 25.629470 34.713928 46.2085033 51.911905 44.231918 46.55228 44.1443457 48.776335 45.230797 52.674907 46.552288 44.1443457 47.439347 51.911905 42.270208 25.629470 34.713928
ys-to-Sys	South of Sys-to-Sys     1-26 EB to 1-95 SB     1-95 NB to 1-26 EB     1-26 WB to 1-95 NB     1-95 SB to 1-26 WB     1-95 SB to 1-26 EB (Flyover)     1-95 SB to 1-26 EB (Flyover)	76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168 78163 78165 78170 76168 78161 78163 78165 78170 78155 78170 78184 78172 78188	24.01 4.48 10.09 26.13 3.15 58.79 T.13.26 43.94 43.94 43.94 13.26 7.75 23.74 10.67 10.87 7.75 70.71 14.12 13.26 7.75 70.71 14.12 13.26 7.75 70.71 14.12	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.13 0.24 0.22 0.47 0.16 0.95 0.13 0.40 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.1	00:24 00:04 00:18 00:10 00:12 02:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:09 00:08 01:11 00:10 00:29 00:14	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.4640500 47.431800 25.629470 34,713928 46.208503 25.629470 34,713928 46.208503 44.231918 46.552280 44.1443457 48.776335 44.743497 47.439347 47.439347 47.13928 47.13928 47.13928
ys-to-Sys	South of Sys-to-Sys     1-26 EB to 1-95 SB     1-95 NB to 1-26 EB     1-26 WB to 1-95 NB     1-95 SB to 1-26 WB     1-95 SB to 1-26 EB (Flyover)     1-26 EB to 1-95 NB (Loop)	76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78155 78170 76168 78161 78163 78165 78170 78168 78161 78163 78172 78183	24.01 4.48 17.93 10.09 26.13 3.15 58.79 T. 43.94 44.12 13.26 6.90 7.75 23.74 10.67 10.67 7.07 10.87 0.71 9.87 28.44	0.40 0.07 0.30 0.17 0.21 2.28 0.44 0.05 0.98 0.73 0.24 0.22 0.47 0.16 0.95 0.13 0.40 0.15 0.13 0.40 0.18 0.18 0.18 0.18 0.18 0.18 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19	00:24 00:04 00:18 00:10 00:12 00:12 00:17 00:26 00:03 00:59 09:56 00:44 00:14 00:13 00:28 00:10 00:57 00:09 00:08 00:11 00:11 00:10 00:29 00:08 00:11 00:10 00:29 00:10 00:29 00:10 00:10 00:29	64,746207 67.579698 61.997127 65.863563 67.121936 53.887717 42.31681 61.946692 63.464090 47.431809 44.231918 46.5085032 51.911905 44.231918 46.55228 44.1443457 47.439347 51.911905 47.439347 51.911905 47.439347 51.911905 47.439347 51.911905

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Travel Time	Speed
	I-26 EB	08:43	63
I-26 EB	I-95 NB	10:49	62
	I-95 SB	09:58	60
	I-26 WB	08:14	64
I-26 WB	I-95 NB	08:24	62
	I-95 SB	08:21	61
	I-26 EB	07:45	58
I-95 NB	I-26 WB	10:05	57
	I-95 NB	08:49	63
	I-26 EB	09:35	61
I-95 SB	I-26 WB	10:26	61
	I-95 SB	09:56	63

		2050 Build Alterna	ative 3 Co	nditions		
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Travel Time (mm:ss)
		78076	83.33	1.39	01:23	66.6543674
		78104	2.18	0.04	00:02	57.2718758
		77405	21.48	0.36	00:21	66.9492986
	West of	76161	2.25	0.04	00:02	63.1694906
	Sys-to-Sys	78105	144.15	2.40	02:24	68.286605
		78135	13.20	0.22	00:13	66.3404082
		78138	10.26	0.17	00:10	65.70422975
		78131	2.31	0.04	00:02	55.8427142
		76187	16.29	0.27	00:16	70.4682918
	Sys-to-Sys	64745	4.32	0.07	00:04	59.1235654
I-26 EB		78106	20.59	0.34	00:21	70.004912
		78150	5.68	0.09	00:06	64.733801
		78074	4.55	0.08	00:05	63.5851092
		78151	12.36	0.21	00:12	65.3560652
	East of	78152	97.31	1.62	01:37 00:03	68.5422325
	Sys-to-Sys	78107	2.91 8.04	0.05	00:08	60.6513662
	343 10-343	77374 77377	3.69	0.13 0.06	00:04	65.7242248 64.4865726
		77372	8.10	0.06	00:04	65.130621
		77369	3.99	0.14	00:04	49.4241542
		78108	29.61	0.49	00:30	68.4991682
		70100		otal Time	08:17	64.09281303
		77362	30.81	0.51	00:31	65.6215384
		78130	3.52	0.06	00:04	61.8513372
		78123	8.06	0.13	00:08	65.5588214
	East of	77360	4.03	0.07	00:04	62.7603458
	Sys-to-Sys	77357	7.87	0.13	00:08	67.0672236
		78075	1.73	0.03	00:02	64.317508
		78072	111.43	1.86	01:51	67.9019628
		78111	5.60	0.09	00:06	38.324277
I-26 WB	Sys-to-Sys	76170	62.41	1.04	01:02	70.1935086
		78164	12.61	0.21	00:13	65.3766645
		78159	15.91	0.27	00:16	68.1995595
	West of	78160	125.61	2.09	02:06	68.869509
		78124	1.41	0.02	00:01	58.060473
	Sys-to-Sys	77403	21.56	0.36	00:22	67.2627732
		77410	1.84	0.03	00:02	62.8939902
		78113	81.64	1.36	01:22	68.0288968
			Te	otal Time	08:16	63.89302431
		76308	58.16	0.97	00:58	63.9069962
		78126	1.04	0.02	00:01	55.0276486
		76152	21.05	0.35	00:21	66.242795
	South of Sys-to-Sys	76159	3.12	0.05	00:03	62.9649752
	30411 01 343 10 343	78080	117.55	1.96	01:58	68.4891244
		76310	1.69	0.03	00:02	60.9726356
		76313	10.34	0.17	00:10	62.6981326
		78143	9.91	0.17	00:10	43.1028965
I-95 NB		76178	12.17	0.20	00:12	68.089263
	Sys-to-Sys	75978	4.94	0.08	00:05	69.476274
		76176	20.78	0.35	00:21	68.262673
		78099	1.87	0.03	00:02	41.6735446
		76315	164.64	2.74	02:45	68.8042656
	North of Sys-to-Sys	78128	3.06	0.05	00:03	61.758131
		76191	33.52	0.56	00:34	68.303417
		76198	1.92	0.03	00:02	64.662612
		78102	61.89	1.03	01:02	68.842376
				otal Time	08:48	62.54575061
		78079	60.35	1.01	01:00	69.706993
		78127	2.56 33.06	0.04	00:03	64.3644672 69.2168424
		76193		0.55	00:33	
	North of Sys-to-Sys	76320	2.26	0.04	00:02	63.2905484
		78103	22.21	0.37	00:22	67.8852882
		76318 76166	165.99	2.77	02:46 00:09	68.171925
		76166	9.24	0.15		62.1384118
		78167 76169	7.11	0.12	00:07 00:41	58.95759 70.4407316
I-95 SB	Sys-to-Sys	78175	6.06	0.10	00:06	66.5927812
	5,5 to 5,5	78175	5.60	0.10	00:06	54.4517096
		78170	14.12	0.03	00:00	62.2364816
		78139	10.05	0.17	00:14	65.0709088
	C41 CC -		128.09	2.13	02:08	67.324984
	South of Sys-to-Sys	76154	25.95	0.43	00:26	54.448595
		76309	3.18	0.05	00:03	41.9054056
		78098	59.48	0.99	00:59	61.2391046
				otal Time	09:56	62.79075106
	I-26 EB to I-95 SB	78137	55.30	0.92	00:55	44.92713825
		78172	14.19	0.24	00:14	25.52109
	LQ5 ND +0 1 26 FD	78148	13.31	0.22	00:13	34.6054038
	I-95 NB to I-26 EB		28.62	0.48	00:29	45.7753475
		78144		0.40	00.23	
		78144 78154	9.89	0.16	00:10	51.067037
						28.290585
	I-26 WB to I-95 NB	78154	9.89	0.16	00:10	28.290585 43.7768326
		78154 78174	9.89 21.56 57.47 8.85	0.16 0.36	00:10 00:22 00:57 00:09	28.290585
	I-26 WB to I-95 NB	78154 78174 78173 78165 78170	9.89 21.56 57.47 8.85 7.84	0.16 0.36 0.96 0.15 0.13	00:10 00:22 00:57 00:09 00:08	28.290585 43.7768326 46.15637125 43.603661
		78154 78174 78173 78165 78170 76168	9.89 21.56 57.47 8.85 7.84 23.65	0.16 0.36 0.96 0.15 0.13 0.39	00:10 00:22 00:57 00:09 00:08 00:24	28.290585 43.7768326 46.15637125 43.603661 48.964062
	I-26 WB to I-95 NB	78154 78174 78173 78165 78170 76168 78161	9.89 21.56 57.47 8.85 7.84 23.65 10.66	0.16 0.36 0.96 0.15 0.13 0.39 0.18	00:10 00:22 00:57 00:09 00:08 00:24 00:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724
Sys-to-Sys	I-26 WB to I-95 NB	78154 78174 78173 78165 78170 76168 78161 78163	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18	00:10 00:22 00:57 00:09 00:08 00:24 00:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675
Sys-to-Sys Ramps	I-26 WB to I-95 NB	78154 78174 78173 78165 78170 76168 78161 78163 78165	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:11 00:09	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125
	I-26 WB to I-95 NB I-95 SB to I-26 WB	78154 78174 78173 78165 78170 76168 78161 78163 78165 78170	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18 0.15 0.13	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661
	I-26 WB to I-95 NB	78154 78174 78173 78165 78170 76168 78161 78163 78165 78170 78155	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18 0.15 0.13	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283
	I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover)	78154 78174 78173 78165 78170 76168 78161 78163 78165 78170 78155	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18 0.15 0.13 0.19 0.10	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:09 00:08 01:11 00:10	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037
	I-26 WB to I-95 NB I-95 SB to I-26 WB	78154 78173 78165 78170 76168 78161 78163 78165 78170 78155 78154	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18 0.15 0.13 1.19 0.16	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:28	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037 42.724184
	I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover)	78154 78173 78165 78160 76168 78161 78163 78165 78170 78155 78154 76183 78172	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30 14.19	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18 0.13 1.19 0.16 0.47	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:09 00:08 01:11 00:10 00:10 00:10 00:10	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037 42.724184 25.52109
	I-26 WB to I-95 NB  I-95 SB to I-26 WB  I-95 SB to I-26 EB (Flyover)  I-26 EB to I-95 NB (Loop)	78154 78173 78165 78160 76168 78161 78163 78165 78170 78155 78154 76183 78172 78148	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30 14.19 13.31	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.18 0.13 1.19 0.16 0.47	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037 42.724184 25.52109 34.6054038
	I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover)	78154 78174 78173 78165 78170 76168 78161 78163 78165 78170 78155 78154 76183 78172 78148	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30 14.19 13.31 70.74	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.15 0.13 1.19 0.16 0.44 0.24	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13 01:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037 42.724184 25.52109 34.6054038 47.80794325
	I-26 WB to I-95 NB  I-95 SB to I-26 WB  I-95 SB to I-26 EB (Flyover)  I-26 EB to I-95 NB (Loop)	78154 78173 78165 78170 76168 78161 78163 78165 78170 78155 78154 76184 78172 78148 78172	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30 14.19 13.31 70.74 10.66	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.15 0.13 1.19 0.16 0.47 0.24 0.22 1.18	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13 01:11 00:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037 42.724184 25.52109 34.6054038 47.80794325 45.249724
	I-26 WB to I-95 NB  I-95 SB to I-26 WB  I-95 SB to I-26 EB (Flyover)  I-26 EB to I-95 NB (Loop)	78154 78174 78173 78165 78170 76168 78161 78163 78165 78170 78155 78154 76183 78172 78148 78149 78161	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30 14.19 13.31 70.74 10.66 10.88	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.15 0.13 1.19 0.16 0.47 0.24 0.22 1.18 0.18	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13 01:11 00:11 00:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05228 51.067037 42.724184 25.52109 34.6054038 47.80794325 45.249724 52.61679675
	I-26 WB to I-95 NB  I-95 SB to I-26 WB  I-95 SB to I-26 EB (Flyover)  I-26 EB to I-95 NB (Loop)	78154 78174 78173 78165 78170 76168 78161 78163 78165 78155 78154 76183 78172 78149 78161 78172	9.89 21.56 57.47 8.85 7.84 23.65 10.66 10.88 8.85 7.84 71.29 9.89 28.30 14.19 13.31 70.74 10.66	0.16 0.36 0.96 0.15 0.13 0.39 0.18 0.15 0.13 1.19 0.16 0.47 0.24 0.22 1.18	00:10 00:22 00:57 00:09 00:08 00:24 00:11 00:09 00:08 01:11 00:10 00:28 00:14 00:13 01:11 00:11	28.290585 43.7768326 46.15637125 43.603661 48.964062 45.249724 52.61679675 46.15637125 43.603661 47.05283 51.067037 42.724184 25.52109 34.6054038 47.80794325 45.249724

Travel Ti	me Path	Total Travel Time	Average
Start	End	Total Travel Time	Speed
	1-26 EB	08:17	64
I-26 EB	I-95 NB	10:21	63
	I-95 SB	09:35	60
	I-26 WB	08:16	64
I-26 WB	I-95 NB	08:39	59
	I-95 SB	09:12	57
	I-26 EB	07:45	58
1-95 NB	I-26 WB	10:03	57
	I-95 NB	08:48	63
	I-26 EB	09:37	61
I-95 SB	I-26 WB	10:25	61
	I-95 SB	09:56	63

## APPENDIX O. I-26 AT I-95 TRANSMODELER CORRIDOR YEAR OF FAILURE OUTPUT

#### 2030 Year of Failure Analysis

		al of Fallule Allalysis				
Mainline	Location	TM Segment ID	Segment Type	Density	LOS	
	West of SC 210	78076	Basic	18.04	С	
	Off-Ramp to SC 210	78104	Diverge	14.29	В	
	Between SC 210 Ramps	77405	Basic	17.73	В	Level Of Service Weave Merge Diverge Basic Freew.
	On-Ramp from SC 210	76161	Merge	14.30	В	A 10 10 10 11
	West of I-26/I-95 Interchange	78105	Basic	18.34	C	B 20 20 20 20 18
	Off-Ramp to I-95 SB	78131	Diverge	11.27	В	C 28 28 28 28 26
	Between Ramps	76187	Basic	8.49	Α	D 35 35 35 35
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.75	Δ	E 43 45
I-26 EB					- 0	
1-26 EB	Between Ramps	78106	Basic	8.47	А	F > Demand Exceeds Capacity >
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.46	В	
	East of I-26/I-95 Interchange	78151	Basic	11.54	В	
	Off-Ramp to US 15 SB	78107	Diverge	11.57	В	
	Between Ramps	77374	Basic	14.44	В	
	Weave to/from US 15	77377	Weave	6.37		
					_ ^	
	Between Ramps	77372	Basic	14.07	В	
	On-Ramp from US 15 NB	77369	Merge	12.98	В	
	East of US 15	78108	Basic	14.84	В	
	East of US 15	77362	Basic	15.04	В	
	Off-Ramp to US 15 NB	78130	Diverge	11.02	R	
	Between Ramps	78123	Basic	15.12	В	
	Weave to/from US 15	77360	Weave	6.57	Α	
	Between Ramps	77357	Basic	14.62	В	
	On-Ramp from US 15 SB	78075	Merge	11.72	В	
	East of I-26/I-95 Interchange	78072	Basic	15.18	R	
					В	
	Off-Ramp to I-95 NB	78111	Diverge	15.13		
I-26 WB	Between Ramps	76172	Basic	10.23	Α	
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.31	Α	
	Between Ramps	76170	Basic	8.68	Α	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.55	В	
	West of I-26/I-95 Interchange	78159	Basic	14.01	_	I-26 Westbound Segment - West of the I-26 and I-95 System Interchange
						r-zo westbourid segment - west of the r-zo and r-zo system interchange
	Off-Ramp to SC 210	78124	Diverge	21.60	C	
	Between SC 210 Ramps	77403	Basic	18.28	С	
	On-Ramp from SC 210	77410	Merge	13.71	В	
	West of SC 210	78113	Basic	18.25	С	
	South of US 178	76308	Basic	29.14	D	
	I-26 NB Off-Ramp to US 178	78126	Diverge	38.36	E	
					D	
	I-26 EB Between US 178 Ramps	76152	Basic	27.84		
	I-26 EB On-Ramp from US 178	76159	Merge	26.86	С	
	South of I-26/I-95 Interchange	76310	Basic	30.03	D	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	20.10	С	
	Between Ramps	76178	Basic	12.81	В	
LOFNID					A	
I-95 NB	System-to-System Weave	75978	Merge	8.65		
	Between Ramps	76176	Basic	13.09	В	
	On-Ramp from I-26 WB	78099	Merge	21.35	С	
	North of I-26/I-95 Interchange	76315	Basic	20.77	С	
	Off-Ramp to US 176	78128	Diverge	23.98	c	
	Between US 176 Ramps	76191		19.48	c	
			Basic			
	On-Ramp from US 176	76198	Merge	18.50	В	
	North of US 176	78102	Basic	19.86	С	
	North of US 176	78079	Basic	19.12	С	
	Off-Ramp to US 176	78127	Diverge	21.46	c	
	Between US 176 Ramps	76193	Basic	18.97	c	
	On-Ramp from US 176	76320	Merge	19.46	В	
	North of I-26/I-95 Interchange	76318	Basic	20.50	С	
	Off-Ramp to I-26 WB	78167	Diverge	18.55	В	
	Between Ramps	76169	Basic	12.89	В	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.37	В	
33 30						
	Between Ramps	76185	Basic	15.42	В	
	On-Ramp from I-26 EB	78100	Merge	25.39	С	
			Basic	36.14	E	I-95 Southbound Segment - South of I-26 and I-95 System Interchange
	South of I-26/I-95 Interchange	76311				
	South of I-26/I-95 Interchange			29 77	D	
	South of I-26/I-95 Interchange Off-Ramp to US 178	76157	Diverge	29.77	D	
	South of I-26/I-95 Interchange Off-Ramp to US 178 Between U 178 Ramps	76157 76154	Diverge Basic	29.68	D	
	South of I-26/I-95 Interchange Off-Ramp to US 178	76157	Diverge			

2040 Year of Failure Analysis

Mainline	Location	TM Segment ID	Segment Type	Density	LOS	
	West of SC 210	78076	Basic	21.93	С	
	Off-Ramp to SC 210	78104	Diverge	17.70	В	
	Between SC 210 Ramps	77405	Basic	21.54	С	Level Of Service Weave Merge Diverge Basic Freeway
	On-Ramp from SC 210	76161	Merge	17.46	В	A 10 10 10 11
	West of I-26/I-95 Interchange	78105	Basic	23.39	С	B 20 20 20 18
	Off-Ramp to I-95 SB	78131	Diverge	39.23	F	C 28 28 28 26
	Between Ramps	76187	Basic	11.93	В	D 35 35 35 35 35
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.90	A	E 43 45
I-26 EB	Between Ramps	78106	Basic	10.52		
1-20 EB		78150		13.75	A	F > Demand Exceeds Capacity >
	CD Road On-Ramp from I-95 NB + I-95 SB		Merge		В	
	East of I-26/I-95 Interchange	78151	Basic	14.73	В	
	Off-Ramp to US 15 SB	78107	Diverge	13.99	В	
	Between Ramps	77374	Basic	17.43	В	
	Weave to/from US 15	77377	Weave	6.28	A	
	Between Ramps	77372	Basic	18.40	C	
	On-Ramp from US 15 NB	77369	Merge	15.92	В	
	East of US 15	78108	Basic	18.46	С	
	East of US 15	77362	Basic	18.74	С	
	Off-Ramp to US 15 NB	78130	Diverge	13.81	В	
	Between Ramps	78123	Basic	18.95	С	
	Weave to/from US 15	77360	Weave	8.12	A	
	Between Ramps	77357	Basic	18.50	, A	
	On-Ramp from US 15 SB	78075		15.34	В	
		78075 78072	Merge	18.81	B C	
	East of I-26/I-95 Interchange		Basic		_	
	Off-Ramp to I-95 NB	78111	Diverge	18.79	В	
I-26 WB	Between Ramps	76172	Basic	12.76	В	
	Loop Off-Ramp to I-95 SB	76162	Diverge	9.58	A	
	Between Ramps	76170	Basic	10.83	A	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	16.62	В	
	West of I-26/I-95 Interchange	78160	Basic	24.16	C	I-26 Westbound Segment - West of the I-26 and I-95 System Interchange
	Off-Ramp to SC 210	78124	Diverge	26.07	С	
	Between SC 210 Ramps	77403	Basic	23.92	С	
	On-Ramp from SC 210	77410	Merge	18.22	В	
	West of SC 210	78113	Basic	22.42	c	
	South of US 178	76308	Basic	30.14	D	
	I-26 NB Off-Ramp to US 178	78126	Diverge	38.80	E	
	I-26 EB Between US 178 Ramps	76152	Basic	28.69	D	
		76152 76159		22.57		
	I-26 EB On-Ramp from US 178		Basic		C	
	South of I-26/I-95 Interchange	76310	Basic	22.57	С	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	19.49	В	
	Between Ramps	76178	Basic	12.95	В	
I-95 NB	System-to-System Weave	75978	Merge	9.95	A	
	Between Ramps	76176	Basic	14.50	В	
	On-Ramp from I-26 WB	78099	Merge	24.00	С	
	North of I-26/I-95 Interchange	76315	Basic	23.30	С	
	Off-Ramp to US 176	78128	Diverge	25.63	С	
	Between US 176 Ramps	76191	Basic	22.48	С	
	On-Ramp from US 176	76198	Merge	20.19	c	
	North of US 176	78102	Basic	22.32	Č	
	North of US 176	78079	Basic	21.69	C	
	Off-Ramp to US 176	78127	Diverge	21.52	c	
	Between US 176 Ramps	76127 76193		21.52	C	
			Basic		C	
	On-Ramp from US 176	76320	Merge	22.15		
	North of I-26/I-95 Interchange	76318	Basic	23.26	С	
	Off-Ramp to I-26 WB	78167	Diverge	21.05	C	
	Between Ramps	76169	Basic	14.21	В	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.91	В	
	Between Ramps	76185	Basic	19.96	С	
	On-Ramp from I-26 EB	78100	Merge	75.99	Е	
	South of I-26/I-95 Interchange	76311	Basic	50.53	F	I-95 Southbound Segment - South of I-26 and I-95 System Interchange
	Off-Ramp to US 178	76157	Diverge	31.25	D	=
	Between U 178 Ramps	76154	Basic	29.36	D	
	On-Ramp from US 178 South of US 178	76309 78098	Merge Basic	29.98 30.28	D D	

nline	Location	TM Segment ID	Segment Type	Density	LOS	
	West of SC 210	78076	Basic	24.03	С	
	Off-Ramp to SC 210	78104	Diverge	18.50	В	
	Between SC 210 Ramps	77405	Basic	23.56	С	Level Of Service Weave Merge Diverge Basic F
	On-Ramp from SC 210	76161	Merge	19.46	В	A 10 10 10
	West of I-26/I-95 Interchange	78105	Basic	47.57	F	B 20 20 20
	Off-Ramp to I-95 SB	78131	Diverge	68.33	Е	C 28 28 28
	Between Ramps	76187	Basic	12.42	В	D 35 35 35
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.57	Α	E 43
I-26 EB	Between Ramps	78106	Basic	10.37	Α	F > Demand Exceeds Capacity
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.15	В	
	East of I-26/I-95 Interchange	78151	Basic	14.89	В	
	Off-Ramp to US 15 SB	78107	Diverge	14.04	В	
	Between Ramps	77374	Basic	16.92	В	
	Weave to/from US 15	77377	Weave	8.31	Α	
	Between Ramps	77372	Basic	18.44	С	
	On-Ramp from US 15 NB	77369	Merge	16.70	В	
	East of US 15	78108	Basic	18.38	С	
	East of US 15	77362	Basic	20.69	С	
	Off-Ramp to US 15 NB	78130	Diverge	15.74	В	
	Between Ramps	78123	Basic	20.61	С	
	Weave to/from US 15	77360	Weave	9.81	A	
	Between Ramps	77357	Basic	20.34	С	
	On-Ramp from US 15 SB	78075	Merge	16.55	В	
	East of I-26/I-95 Interchange	78072	Basic	20.81	С	
	Off-Ramp to I-95 NB	78111	Diverge	20.27	c	
I-26 WB	Between Ramps	76172	Basic	14.35	В	
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.31	В	
	Between Ramps	76170	Basic	12.16	В	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	17.77	В	
	West of I-26/I-95 Interchange	78160	Basic	56.03	F	I-26 Westbound Segment - West of the I-26 and I-95 System Interchange
	Off-Ramp to SC 210	78124	Diverge	30.83	D	
	Between SC 210 Ramps	77403	Basic	25.82	С	
	On-Ramp from SC 210	77410	Merge	18.66	В	
	West of SC 210	78113	Basic	22.50	c	
	South of US 178	76308	Basic	30.90	D	
	I-26 NB Off-Ramp to US 178	78126	Diverge	39.36	Е	
	I-26 EB Between US 178 Ramps	76152	Basic	29.00	D	
	I-26 EB On-Ramp from US 178	76159	Basic	23.46	С	
	South of I-26/I-95 Interchange	76310	Basic	23.46	c	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	20.14	č	
	Between Ramps	76178	Basic	14.40	B	
I-95 NB	System-to-System Weave	75978	Merge	9.66	Ā	
	Between Ramps	76176	Basic	15.17	В	
	On-Ramp from I-26 WB	78099	Merge	25.93	c	
	North of I-26/I-95 Interchange	76315	Basic	24.59	c	
	Off-Ramp to US 176	78128	Diverge	26.88	Č	
	Between US 176 Ramps	76191	Basic	23.21	c	
	On-Ramp from US 176	76198	Merge	23.32	c	
	North of US 176	78102	Basic	23.42	c	
	North of US 176	78079	Basic	22.87	C	
	Off-Ramp to US 176	78127	Diverge	23.98	c	
	Between US 176 Ramps	76127	Basic	22.80	c	
	On-Ramp from US 176	76320	Merge	23.85	c	
	North of I-26/I-95 Interchange	76320 76318	Merge	24.53	c	
	Off-Ramp to I-26 WB	78167		22.62	c	
			Diverge		В	
I-95 SB	Between Ramps	76169 64742	Basic	14.90 12.52		
1-32 2R	Loop On-Ramp from I-26 WB	64742 76185	Merge		В	
	Between Ramps		Basic	22.05	С	
	On-Ramp from I-26 EB	78100	Merge	91.14	E	assembly at the second
	South of I-26/I-95 Interchange	76311	Basic	52.03		I-95 Southbound Segment - South of I-26 and I-95 System Interchange
	Off-Ramp to US 178	76157	Diverge	29.98	D	
	Between U 178 Ramps	76154	Basic	29.32	D	
	On-Ramp from US 178	76309	Merge	29.57	D	
	South of US 178	78098	Basic	29.08	D	1

# APPENDIX P. I-26 AT I-95 TRANSMODELER SOUTHBOUND SOUTH OF THE SYSTEM INTERCHANGE OUTPUT

#### 2030 Build Alternative 1 Conditions - No I-95 Widening

	2030 Build Alternative 1 Cond	ditions - No I-95 Widening			
lainline	Location	TM Segment ID	Segment Type	Density	LC
	West of SC 210	78076	Basic	18.04	
	Off-Ramp to SC 210	78104	Diverge	14.29	
	Between SC 210 Ramps	77405	Basic	17.73	
	On-Ramp from SC 210	76161	Merge	14.30	
	West of I-26/I-95 Interchange	78105	Basic	18.34	
	Off-Ramp to I-95 SB	78131	Diverge	11.27	
	Between Ramps	76187	Basic	8.49	
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.75	
I-26 EB	Between Ramps	78106	Basic	8.47	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.46	
	East of I-26/I-95 Interchange	78151	Basic	11.54	
	Off-Ramp to US 15 SB	78107	Diverge	11.57	
				-	
	Between Ramps	77374	Basic	14.44	
	Weave to/from US 15	77377	Weave	6.37	
	Between Ramps	77372	Basic	14.07	
	On-Ramp from US 15 NB	77369	Merge	12.98	
	East of US 15	78108	Basic	14.84	
	East of US 15			15.04	
		77362	Basic		
	Off-Ramp to US 15 NB	78130	Diverge	11.02	
	Between Ramps	78123	Basic	15.12	
	Weave to/from US 15	77360	Weave	6.57	
	Between Ramps	77357	Basic	14.62	
	On-Ramp from US 15 SB	78075	Merge	11.72	
	East of I-26/I-95 Interchange	78072	Basic	15.18	
	Off-Ramp to I-95 NB	78111	Diverge	15.13	
I-26 WB	Between Ramps	76172	Basic	10.23	
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.31	
		76170			
	Between Ramps		Basic	8.68	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.55	
	West of I-26/I-95 Interchange	78159	Basic	14.01	
	Off-Ramp to SC 210	78124	Diverge	21.60	
	Between SC 210 Ramps	77403	Basic	18.28	
	On-Ramp from SC 210	77410	Merge	13.71	
	West of SC 210	78113	Basic	18.25	
	South of US 178	76308	Basic	29.14	
	I-26 NB Off-Ramp to US 178	78126	Diverge	38.36	
	I-26 EB Between US 178 Ramps	76152	Basic	27.84	
	I-26 EB On-Ramp from US 178	76159	Merge	26.86	
	South of I-26/I-95 Interchange	76310	Basic	30.03	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	20.10	
	Between Ramps	76178	Basic	12.81	
I-95 NB	System-to-System Weave	75978	Merge	8.65	
. 555		76176	Basic	13.09	
	Between Ramps				
	On-Ramp from I-26 WB	78099	Merge	21.35	
	North of I-26/I-95 Interchange	76315	Basic	20.77	
	Off-Ramp to US 176	78128	Diverge	23.98	
	Between US 176 Ramps	76191	Basic	19.48	
	On-Ramp from US 176	76198	Merge	18.50	
	North of US 176	78102	Basic	19.86	
	North of US 176	78079	Basic	19.12	
	Off-Ramp to US 176	78127	Diverge	21.46	
	Between US 176 Ramps	76193	Basic	18.97	
	On-Ramp from US 176	76320	Merge	19.46	
	North of I-26/I-95 Interchange	76318	Basic	20.50	
	Off-Ramp to I-26 WB	78167	Diverge	18.55	
	Between Ramps	76169	Basic	12.89	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.37	
. 55 55					
	Between Ramps	76185	Basic	15.42	
	On-Ramp from I-26 EB	78100	Merge	25.39	
	South of I-26/I-95 Interchange	76311	Basic	36.14	
	Off-Ramp to US 178	76157	Diverge	29.77	
	Between U 178 Ramps	76154	Basic	29.68	
	On-Ramp from US 178	76309	Merge	32.01	
	OII-Mailip II OM US 1/8		werge	32.01	
	South of US 178	78098	Basic	29.69	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mathematical   Math		2030 Build Altern	ative 1 Conditions - N	o I-95 Wide	ening				
1.26   1.26	Mainline		TM Segment ID	Seconds	Minutes				
1.26   1.26									
	1								
1-26   18									
1-26   18   18   18   18   18   18   18   1									
1-26 EB		2,5 15 2,5							
P-26   18									
1-26   1-26			78131	2.30	0.04	00:02	55.974119	0.035936	2.011486
1-26 EB					0.27				
1-26 UB		Sys-to-Sys							
Sept on System   Figure   Fi	I-26 EB							-	
Part of System									
Sate of   78152   95.55   1.59   0.13   0.00   0.00   0.1791258   0.1791268   0.00   0.00   0.00   0.1791258   0.1791268   0.00   0.0									
Sai of   78107   286   0.05   0.05   0.07273286									
1-26 WB		East of							
1-95 NB		Sys-to-Sys							
Page									
Page									
Page									
Page					otal Time	08:05	65.73577035	]	
East of 77360 382 006 0008 651057064 651957064 777357 7.57 0.13 0.0008 651957064 651957064 777357 7.57 0.13 0.0008 651957064 651957064 777357 7.57 0.13 0.0008 651957064 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.13 0.0008 651957064 777357 7.57 0.0018 0.0009 651957064 777357 77740 778164 12.39 0.21 0.0012 66.551357 7710778644 12.39 0.21 0.0012 66.551357 771077864 778164 12.39 0.21 0.0012 66.551357 771077864 778164 12.39 0.21 0.0012 66.551357 771077864 778164 12.39 0.21 0.0012 66.551357 771077864 778164 12.39 0.21 0.0012 66.551357 771077864 77816 12.38 0.10 0.0009 66.480792 67.7380225 77813 10.74 0.00 0.0009 66.480792 67.7380225 77813 77410 1.77 0.00 0.000 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.480792 66.8379476 77816 10.00 0.0009 66.480792 66.48079									
East of 59;-10-5ys 77350 38.2 0.06 0.006 65.157064 8771314 1.000 0.006 66.654122 76072 1.88 0.03 0.000 66.6554122 76072 1.88 0.03 0.000 56.6554122 76072 1.86 1.09 0.015 0.000 55.555705 1.000 0.000 1.000 55.555705 1.000 0.000 1.000 55.55705 1.000 0.000 1.000 55.555705 1.000 0.000 1.000 55.55705 1.000 0.000 1.000 55.55705 1.000 0.000 1.0000 1.0000 1.000 1.000 1.000 1.000 1.00									
1-26 W8		Fast of							
1-26 WB  1-2									
1-26 WB	1								
1-26 WB	1		78072	118.61	1.98	01:59	70.2688324		
1-25 WB								4	
Mest of   76170   28.58   0.48   00.29	1-26 M/P	Suc-to-Suc							
Page	1-20 VVD	395-10-395							
West of   78159   16.06   0.27   0.016   67.7280325								1	
West of Syst-to-Sys	1		78159						
Sys-to-Sys		West of							
1-95 SB     1-95 SB to 1-26 EB (Flyover)   1-21	1								
Page									
Page									
Page			70113					1	
Position of Sys-to-Sys			76308	54.66	0.91		67.9990714	1	
South of Sys-to-Sys									
Fig.   Page									
PS5 NB		South of Sys-to-Sys							
P-95 NB									
Fig. 12			76313	10.21	0.17	00:10	63.4881406		
Sys-to-Sys									
North of Sys-to-Sys	1-95 NB	Sur to Sur							
North of Sys-to-Sys		375-10-375							
North of Sys-to-Sys								1	
North of Sys-to-Sys			76315	164.47	2.74	02:44	68.8777432		
Page		North of Sys-to-Sys							
Total Time									
Total Time									
Page			70102					1	
North of Sys-to-Sys			78079					1	
North of Sys-to-Sys									
H-95 SB  Fig. 17, 1810 3, 11, 181 0, 36 0, 10, 12, 181 0, 16, 181, 181, 181, 181, 181, 181, 181,									
Page		North of Sys-to-Sys							
Page									
Page									
Fig. 12			78167	6.89	0.11	00:07	60.76157175		
Page	1	6							
Table   Tabl	I-95 SB	Sys-to-Sys							
South of Sys-to-Sys	1							0.173952	10.7838
South of Sys-to-Sys	1							0.228613	
South of Sys-to-Sys   76157   122.07   2.03   02.02   67.6909146   0.485045   31.47939   24.964   0.76309   2.28   0.04   0.002   67.5301676   0.388017   24.964   0.76309   2.28   0.04   0.002   67.5301676   0.388017   24.964   0.76309   2.28   0.04   0.052   66.87911925   1.013358   67.77249   0.7641   0.	1			7.50	0.12	00:07	52.194407	0.10989	5.735643
12-07   12-0	1	South of Sys-to-Sys							
Page									
T8098   54.40   0.91   0.0:54   66.87911925   1.013358   67.77249									
Total Time									
1-26 EB to 1-95 SB			, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Head		I-26 EB to I-95 SB		43.49	0.72			0.579881	27.77861
F-95 NB to I-26 EB									
Page		I-95 NB to I-26 EB							
Page	1								
Page		I-26 WB to I-95 NB						1	
Sys-to-Sys Ramps  Ramps									
Teleform									
Sys-to-Sys         78163         10.50         0.17         00:10         54.48953875           Ramps         78165         7.60         0.13         00:08         47.09210125           1-95 SB to I-26 EB (Flyover)         78170         6.61         0.11         00:07         47.6609935           78155         52.36         0.87         00:52         48.2672918           1-26 EB to I-95 NB (Loop)         76183         28.24         0.47         00:28         42.8185422           78172         13.21         0.22         00:13         27.388216           78148         12.49         0.21         00:12         36.850381           1-95 NB to I-26 WB (Flyover)         78149         53.44         0.89         00:53         48123953           78161         10.22         0.17         00:10         47.213405           78163         10.50         0.17         00:10         54.48953875		I-95 SB to I-26 WB							
Ramps  I-95 SB to I-26 EB (Flyover)  F8170 6.61 0.11 00:07 47.6609935  78155 52.36 0.87 00:52 48.2672918  78154 9.46 0.16 00:09 54.1743215  I-26 EB to I-95 NB (Loop)  76183 28.24 0.47 00:28 42.8185422  78172 13.21 0.22 00:13 27.388216  78148 12.49 0.21 00:12 36.850381  I-95 NB to I-26 WB (Flyover)  78149 53.44 0.89 00:53 48.123953  78161 10.22 0.17 00:10 47.213405  78163 10:50 0.17 00:10 54.48953875	Sys-to-Sve								
Fig. 10   Fig.								1	
1-95 SB to 1-26 EB (Flyover)		1.0E CD to 1.3C ED (51							
1.26 EB to 1-95 NB (Loop)   76183   28.24   0.47   00.28   42.8185422   78172   13.21   0.22   00:13   27.388216   78148   12.49   0.21   00:12   36.850381   1-95 NB to 1-26 WB (Flyover)   78149   53.44   0.89   00:53   48.123953   78161   10.22   0.17   00:10   47.213405   78163   10.50   0.17   00:10   54.48953875		1-92 2R to 1-59 FR (Hlyover)		52.36	0.87	00:52	48.2672918		
78172 13.21 0.22 00:13 27.388216 78148 12.49 0.21 00:12 36.850381  I-95 NB to I-26 WB (Flyover) 78149 53.44 0.89 00:53 48.123953 78161 10.22 0.17 00:10 47.213405 78163 10.50 0.17 00:10 54.48953875		10000 10000						1	
78148   12.49   0.21   00:12   36.850381    -95 NB to I-26 WB (Flyover)   78149   53.44   0.89   00:53   48.123953    -95 NB to I-26 WB (Flyover)   78161   10.22   0.17   00:10   47.213405    -95 NB to I-26 WB (Flyover)   78163   10.50   0.17   00:10   54.48953875		I-26 EB to I-95 NB (Loop)						4	
I-95 NB to I-26 WB (Flyover) 78.149 53.44 0.89 00.53 48.123953 78161 10.22 0.17 00:10 47.213405 78163 10.50 0.17 00:10 54.48953875									
78161 10.22 0.17 00:10 47.213405 78163 10.50 0.17 00:10 54.48953875		I-95 NB to I-26 WB (Flyover)							
		. , , ,							
I-26 WB to I-95 SB (Loop)   76171   27.08   0.45   00:27   41.5580412									
		I-26 WB to I-95 SB (Loop)	76171	27.08	0.45	00:27	41.5580412	]	

Travel Ti	me Path	Total Travel Time	Average	
Start	End	Total Havel Hille	Speed	
	I-26 EB	08:05	66	ĺ
I-26 EB	I-95 NB	10:12	64	
	I-95 SB	09:16	62	66
	I-26 WB	08:07	66	
I-26 WB	I-95 NB	08:14	64	
	I-95 SB	08:08	63	
	I-26 EB	07:36	60	
I-95 NB	I-26 WB	09:40	58	
	I-95 NB	08:43	64	
	I-26 EB	09:07	63	Ī
I-95 SB	I-26 WB	10:23	62	
	I-95 SB	09:46	65	

#### 2030 Build Alternative 1 Conditions - No I-95 Widening + Extended Merge

ainline	Location	TM Segment ID	Segment Type		L
	West of SC 210	78076	Basic	18.03	
	Off-Ramp to SC 210	78104	Diverge	14.83	
	Between SC 210 Ramps	77405	Basic	18.06	
	On-Ramp from SC 210	76161	Merge	14.13	
	West of I-26/I-95 Interchange	78105	Basic	18.25	
	Off-Ramp to I-95 SB	78131	Diverge	12.11	
	Between Ramps	76187	Basic	8.58	
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.16	
I-26 EB	Between Ramps	78106	Basic	8.26	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.24	
	East of I-26/I-95 Interchange	78151	Basic	12.15	
	Off-Ramp to US 15 SB	78107	Diverge	11.42	
	Between Ramps	77374	Basic	14.01	
	Weave to/from US 15	77377	Weave	5.74	
	Between Ramps	77372	Basic	14.91	
	On-Ramp from US 15 NB	77369	Merge	12.96	
	East of US 15	78108	Basic	14.50	
	East of US 15	77362 78130	Basic	14.88 11.30	
	Off-Ramp to US 15 NB		Diverge		
	Between Ramps	78123	Basic	15.12	
	Weave to/from US 15	77360	Weave	6.89	
	Between Ramps	77357	Basic	14.55	
	On-Ramp from US 15 SB	78075	Merge	12.08	
	East of I-26/I-95 Interchange	78072	Basic	15.10	
	Off-Ramp to I-95 NB	78111	Diverge	15.20	
I-26 WB	Between Ramps	76172	Basic	10.34	
	Loop Off-Ramp to I-95 SB	76162	Diverge	8.00	
	Between Ramps	76170	Basic	8.45	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.64	
	West of I-26/I-95 Interchange	78159	Basic	13.95	
	Off-Ramp to SC 210	78124	Diverge	18.03	
	Between SC 210 Ramps	77403	Basic	18.29	
	On-Ramp from SC 210	77410	Merge	14.20	
	West of SC 210	78113	Basic	18.16	
	South of US 178	76308	Basic	29.09	
	I-26 NB Off-Ramp to US 178	78126	Diverge	35.35	
	I-26 EB Between US 178 Ramps	76152	Basic	27.97	
	I-26 EB On-Ramp from US 178	76159	Merge	25.15	
	South of I-26/I-95 Interchange	76310	Basic	30.03	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.98	
	Between Ramps	76178	Basic	12.39	
I-95 NB	System-to-System Weave	75978	Merge	8.89	
1 33 140	Between Ramps	76176	Basic	13.10	
	On-Ramp from I-26 WB	78099	Merge	21.06	
	North of I-26/I-95 Interchange	76315	Basic	20.68	
	Off-Ramp to US 176	78128	Diverge	21.03	
				19.96	
	Between US 176 Ramps	76191	Basic		
	On-Ramp from US 176	76198	Merge	18.47	
	North of US 176	78102	Basic	19.73	
	North of US 176	78079	Basic	19.13	
	Off-Ramp to US 176	78127	Diverge	21.24	
	Between US 176 Ramps	76193	Basic	18.76	
	On-Ramp from US 176	76320	Merge	19.45	
	North of I-26/I-95 Interchange	76318	Basic	20.43	
	Off-Ramp to I-26 WB	78167	Diverge	19.64	
	Between Ramps	76169	Basic	12.09	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	10.83	
	Between Ramps	76185	Basic	16.20	
	On-Ramp from I-26 EB	78100	Merge	18.60	
	South of I-26/I-95 Interchange	76311	Basic	19.98	
	Off-Ramp to US 178	76157	Basic	19.98	
	Between U 178 Ramps	76154	Basic	29.96	
	On-Ramp from US 178	76309	Merge	32.37	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Canacity		

	2030 Build Alternative 1 Co	nditions - No I-95 Wid	lening + Ex	tended N	Merge			
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
		78076	79.48	1.32	01:19	69.883281	1.545991	108.0389
		78104	2.08	0.03	00:02	59.9252635	0.03471	2.080006
	West of	77405 76161	20.96	0.35	00:21 00:02	68.611683 64.5160824	0.400254	27.4621 2.551353
	Sys-to-Sys	78105	142.09	0.04 2.37	02:22	69.2746436	0.039546 2.739932	189.8078
		78135	12.91	0.22	00:13	67.8867945	0.243723	16.54557
		78138	10.11	0.17	00:10	66.68912325	0.187705	12.51788
		78131	2.31	0.04	00:02	55.9893855	0.035936	2.012035
		76187	16.13	0.27	00:16	71.179067		
	Sys-to-Sys	64745 78106	4.28 20.36	0.07 0.34	00:04 00:20	59.6655398 70.8030084		
I-26 EB		78150	5.57	0.09	00:06	65.957333	-	
		78074	4.39	0.07	00:04	65.9158		
		78151	11.83	0.20	00:12	68.2869508		
		78152	95.66	1.59	01:36	69.68480275		
	East of	78107	2.86	0.05	00:03	61.79229175		
	Sys-to-Sys	77374 77377	7.79 3.56	0.13	00:08 00:04	67.7554364 66.8996872		
		77372	7.86	0.00	00:04	67.1671138		
		77369	3.82	0.06	00:04	51.7054636		
		78108	28.91	0.48	00:29	70.159439		
				tal Time	08:05	65.70229477		
		77362	29.07	0.48	00:29	69.5455674		
		78130 78123	3.28 7.64	0.05 0.13	00:03 00:08	66.3690314 69.1121565		
	East of	77360	3.82	0.06	00:04	66.144768		
	Sys-to-Sys	77357	7.58	0.13	00:08	69.6815732		
		78075	1.83	0.03	00:02	66.6858554		
		78072	118.55	1.98	01:59	70.3016854		
		78111	2.04	0.03	00:02	56.6520034	-	
I-26 WB	Sys-to-Sys	76172 76162	18.68 5.68	0.31	00:19 00:06	70.4137074 56.6206414		
	-, 5,5	76170	28.56	0.48	00:29	71.0804742		
		78164	12.34	0.21	00:12	66.85546875		
		78159	16.00	0.27	00:16	67.880929		
	West of	78160	127.24	2.12	02:07	67.96716275		
	Sys-to-Sys	78124 77403	1.46 21.27	0.02	00:01 00:21	56.0053016 68.1779074		
		77410	1.77	0.03	00:02	65.5844256		
		78113	79.43	1.32	01:19	69.9153714		
				tal Time	08:06	66.38855723		
		76308	54.58	0.91	00:55	68.1008846		
		78126	1.01	0.02	00:01	56.7092496		
		76152 76159	20.57 3.34	0.34	00:21 00:03	67.7743008 58.8354202		
	South of Sys-to-Sys	78080	119.58	1.99	02:00	67.33296		
		76310	1.70	0.03	00:02	60.5058038		
		76313	9.61	0.16	00:10	67.4634516		
1.05.110		78143	9.02	0.15	00:09	47.4133325		
I-95 NB	Sys-to-Sys	76178 75978	12.12 4.91	0.20	00:12 00:05	68.3872592 69.8464948		
	393-10-393	76176	20.24	0.08	00:05	70.0910718		
		78099	1.56	0.03	00:02	49.798818	1	
		76315	163.87	2.73	02:44	69.1289682		
	North of Sys-to-Sys	78128	3.02	0.05	00:03	62.3914276		
		76191 76198	33.24 1.90	0.55 0.03	00:33 00:02	68.8769286 65.3290766		
		78102	61.42	1.02	01:01	69.3689606		
				tal Time	08:42	64.09683143		
		78079	59.68	0.99	01:00	70.4901842		
		78127	2.54	0.04	00:03	64.97697875		
		76193 76320	32.66 2.20	0.54	00:33 00:02	70.0806956		
	North of Sys-to-Sys	76320 78103	2.20	0.04 0.36	00:02	65.0168698 69.0714428		
		76318	164.22	2.74	02:44	68.9057622		
		76166	8.81	0.15	00:09	65.1676064		
		78167	6.86	0.11	00:07	60.92922575		
	Com de Com	76169	23.94	0.40		69.5668778		
I-95 SB	Sys-to-Sys	64742 76185	4.44 17.76	0.07	00:04 00:18	65.3292284 68.2238354		
		78100	10.06	0.17	00:10	62.203336	0.173952	10.82039
		78139	12.60	0.21	00:13	65.2931494	0.228613	14.92686
		78140	5.87	0.10		67.346422	0.10989	7.400698
	South of Sys-to-Sys	76311	7.64	0.13	00:08	68.0516018	0.144474	9.831687
		76157 76154	13.99 21.68	0.23	00:14 00:22	68.832392 64.306623	0.465046 0.388017	32.01023 24.95206
		76309	21.68	0.36	00:22	56.4139384	0.388017	24.95206
		78098	54.69	0.91	00:55	66.4847825	1.013358	67.37289
			To	tal Time	07:54	66.54939237		
	I-26 EB to I-95 SB	78137	43.52	0.73	00:44	47.8834205	0.579881	27.76669
		78172 78148	13.37 12.56	0.22	00:13	27.0629704 36.637682		
	I-95 NB to I-26 EB	78148 78144	12.56 28.87	0.21	00:13 00:29	36.637682 45.42529575		
		78154	9.45	0.46	00:09	54.26784925		
	I-26 WB to I-95 NB	76174	54.82	0.91	00:55	45.9057424		
		78165	7.54	0.13	00:08	47.2643625		
	1.05.50 +- 1.35.110	78170	6.56	0.11	00:07	47.8712835		
	I-95 SB to I-26 WB	76168 78161	28.82 10.20	0.48 0.17		48.5723196		
Sys-to-Sys		78161 78163	10.20	0.17	00:10 00:10	47.30890875 54.5677215		
Ramps		78165	7.54	0.13	00:08	47.2643625		
	I-95 SR to I-26 FR (Flyover)	78170	6.56	0.11	00:07	47.8712835		
	I-95 SB to I-26 EB (Flyover)	78155	52.03	0.87	00:52	48.5754508		
	1.26 ED to 1.05 MD (1 )	78154	9.45	0.16	00:09	54.26784925		
	I-26 EB to I-95 NB (Loop)	76183 78172	28.01 13.37	0.47	00:28 00:13	43.1662178 27.0629704	-	
		78148	12.56	0.22	00:13	36.637682		
	I-95 NB to I-26 WB (Flyover)	78149	53.53	0.89	00:54	48.0722295		
1		78161	10.20	0.17	00:10	47.30890875	1	
	I-26 WB to I-95 SB (Loop)	78163 76171	10.48 27.08	0.17	00:10 00:27	54.5677215 41.5644172		

Travel Time Path		Total Travel Time	Average	
Start	End		Speed	
	I-26 EB	08:05	66	
I-26 EB	I-95 NB	10:11	64	
	I-95 SB	07:25	64	67
	I-26 WB	08:06	66	
I-26 WB	I-95 NB	08:14	64	
	I-95 SB	06:16	65	l
	I-26 EB	07:36	60	
I-95 NB	I-26 WB	09:39	59	
	I-95 NB	08:42	64	
	I-26 EB	09:07	63	
I-95 SB	I-26 WB	10:22	62	
	I-95 SB	07:54	67	

### 2030 Build Alternative 1 Conditions - I-95 Widening

Mainline	2030 Build Alternative 1 Co Location	TM Segment ID	Segment Type	Density	10
· · · · · · · · · · · · · · · · · · ·	West of SC 210	78076	Basic	18.10	L
	Off-Ramp to SC 210	78104	Diverge	14.37	
	Between SC 210 Ramps	77405	Basic	17.90	
	On-Ramp from SC 210	76161	Merge	14.49	
	West of I-26/I-95 Interchange	78105	Basic	18.23	
	Off-Ramp to I-95 SB	78131	Diverge	12.14	
	Between Ramps	76187	Basic	9.08	
	Loop Off-Ramp to I-95 NB	64745	Diverge	5.52	
I-26 EB	Between Ramps	78106	Basic	7.87	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.57	
	East of I-26/I-95 Interchange	78151	Basic	12.24	
	Off-Ramp to US 15 SB	78107	Diverge	11.40	
	Between Ramps	77374	Basic	14.00	
	Weave to/from US 15	77377	Weave	6.54	
	Between Ramps	77372	Basic	15.40	
	On-Ramp from US 15 NB	77369	Merge	12.92	
	East of US 15	78108	Basic	14.66	
	East of US 15	77362	Basic	14.91	
	Off-Ramp to US 15 NB	78130	Diverge	11.41	
	Between Ramps	78123	Basic	14.96	
	Weave to/from US 15	77360	Weave	6.77	
		77357	vveave Basic	14.69	
	Between Ramps				
	On-Ramp from US 15 SB	78075	Merge	11.77	
	East of I-26/I-95 Interchange	78072	Basic	15.20	
	Off-Ramp to I-95 NB	78111	Diverge	14.70	
I-26 WB	Between Ramps	76172	Basic	10.58	
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.16	
	Between Ramps	76170	Basic	8.53	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.17	
	West of I-26/I-95 Interchange	78159	Basic	13.75	
	Off-Ramp to SC 210	78124	Basic	14.10	
	Between SC 210 Ramps	77403	Basic	17.39	
	On-Ramp from SC 210	77410	Merge	17.92	
	West of SC 210	78113	Basic	18.24	
	South of US 178	76308	Basic	18.78	
	I-26 NB Off-Ramp to US 178	78126	Diverge	23.02	
	I-26 EB Between US 178 Ramps	76152	Basic	17.74	
	I-26 EB On-Ramp from US 178	76159	Merge	18.74	
	South of I-26/I-95 Interchange	76310	Basic	19.57	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	13.36	
	Between Ramps	76178	Basic	8.24	
I-95 NB	System-to-System Weave	75978	Merge	4.90	
	Between Ramps	76176	Basic	8.45	
	On-Ramp from I-26 WB	78099	Merge	13.87	
	North of I-26/I-95 Interchange	76315	Basic	13.64	
	Off-Ramp to US 176	78128	Diverge	13.65	
	Between US 176 Ramps	76191	Basic	12.72	
	On-Ramp from US 176	76198	Merge	11.06	
	North of US 176	78102	Basic	12.92	
	North of US 176	78079	Basic	12.58	
	Off-Ramp to US 176	78127	Diverge	13.09	
	Between US 176 Ramps	76193	Basic	12.45	
	On-Ramp from US 176	76193 76320	Merge	11.99	
	North of I-26/I-95 Interchange	76318	Basic	13.40	
	Off-Ramp to I-26 WB	76318 78167		13.52	
			Diverge		
105.55	Between Ramps	76169	Basic	8.24	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	6.65	
	Between Ramps	76185	Basic	9.86	
	On-Ramp from I-26 EB	78100	Merge	18.88	
	South of I-26/I-95 Interchange	76311	Basic	19.67	
	Off-Ramp to US 178	76157	Basic	19.67	
	Between U 178 Ramps	76154	Basic	18.36	
	On-Ramp from US 178	76309	Merge	18.43	
	South of US 178	78098	Basic	19.46	

Weave	Merge	Diverge	Basic Freeway
10	10	10	11
20	20	20	18
28	28	28	26
35	35	35	35
43			45
>	Demand Exceeds Capacity		>

		native 1 Conditions -				1 -		
Mainline	Location	TM Segment ID 78076	Seconds 79.44	Minutes 1.32	Travel Time (mm:ss) 01:19	Average Speed 69.9113392	Lengths 1.545991	AS x L 108.0823
		78104	2.08	0.03	00:02	60.0152285	0.03471	2.083129
	West of	77405 76161	20.95	0.35 0.04	00:21 00:02	68.641263 64.4916262	0.400254 0.039546	27.47394
	Sys-to-Sys	78105	141.96	2.37	02:22	69.3385526	2.739932	189.9829
		78135	12.91	0.22	00:13	67.7601225	0.243723	16.5147
		78138 78131	10.10 2.30	0.17 0.04	00:10 00:02	66.69107325 56.08455775	0.187705 0.035936	12.51825 2.015455
		76187	16.11	0.27	00:16	71.235939	0.033330	2.01343.
	Sys-to-Sys	64745	4.28	0.07	00:04	59.641459		
I-26 EB		78106 78150	20.36 5.55	0.34	00:20 00:06	70.8038298 66.121666		
		78074	4.38	0.07	00:04	66.145776		
		78151	11.81	0.20	00:12	68.3687578		
	East of	78152 78107	95.53 2.86	1.59 0.05	01:36 00:03	69.824005 61.80984675		
	Sys-to-Sys	77374	7.81	0.13	80:00	67.6463044		
		77377 77372	3.57 7.86	0.06	00:04 00:08	66.7526158 67.1003652		
		77369	3.82	0.13 0.06	00:04	51.6875492		
		78108	28.92	0.48	00:29	70.1400724		
		77362	29.05	Total Time 0.48	08:05 00:29	<b>65.72437854</b> 69.592996		
		78130	3.27	0.05	00:03	66.5205368		
		78123	7.63	0.13	00:08	69.17919		
	East of Sys-to-Sys	77360 77357	3.81 7.56	0.06 0.13	00:04 00:08	66.2378264 69.8032136		
	.,,.	78075	1.83	0.03	00:02	66.7416778		
		78072		1.97	01:58	70.3521922		
		78111 76172	2.03 18.69	0.03	00:02 00:19	56.7471538 70.411596		
I-26 WB	Sys-to-Sys	76162	5.68	0.09	00:06	56.6217498		
		76170 78164	28.55 12.22	0.48	00:29 00:12	71.1153598 67.424071		
		78159	15.59	0.26	00:12	69.60670975		
	West of	78160	123.51	2.06	02:04	70.03632375		
	Sys-to-Sys	78124 77403	1.35 20.91	0.02	00:01 00:21	60.398258 69.3692434		
		77410	1.78	0.03	00:02	65.2695032		
		78113	79.82	1.33	01:20	69.579		
		76308	52.81	Total Time 0.88	08:02 00:53	<b>66.94481118</b> 70.3839666		
		78126	0.99	0.02	00:01	57.646814		
		76152	19.96	0.33	00:20	69.8887122		
	South of Sys-to-Sys	76159 78080	2.99 116.05	0.05 1.93	00:03 01:56	65.7737072 69.372012		
		76310	1.66	0.03	00:02	62.1236076		
		76313 78143	9.59 8.93	0.16 0.15	00:10 00:09	67.5576876 47.67179225		
I-95 NB		76178	11.97	0.13	00:12	69.1411496		
	Sys-to-Sys	75978	4.89	0.08	00:05	70.1836788		
		76176 78099	19.99	0.33	00:20 00:01	70.9357654 54.44325725		
		76315		2.71	02:42	69.7251944		
	North of Sys-to-Sys	78128	2.93	0.05	00:03	64.3306254		
		76191 76198	32.67 1.87	0.54	00:33 00:02	70.0982996 66.5285758		
		78102	60.62	1.01	01:01	70.3421546		
		78079	58.94	Total Time	08:32	<b>65.72732286</b> 71.3192706		
		78127	2.50	0.98 0.04	00:59 00:03	65.7183205		
		76193	32.27	0.54	00:32	70.900581		
	North of Sys-to-Sys	76320 78103	2.14 21.47	0.04 0.36	00:02 00:21	66.8369082 70.216636		
		76318		2.69	02:42	69.966334		
		76166	8.56	0.14	00:09	67.2172264		
		78167 76169	6.82 23.72	0.11	00:07 00:24	60.799366 70.2353686		
I-95 SB	Sys-to-Sys	64742	4.35	0.07	00:04	66.658607		
. 55 50		76185	17.44	0.29	00:17	69.4486668	0.172052	10.00000
		78100 78139	9.92 12.71	0.17 0.21	00:10 00:13	63.02480075 64.603327	0.173952 0.228613	10.96329
		78140	6.21	0.10	00:06	63.484859	0.10989	6.976351
	South of Sys-to-Sys	76311 76157	7.72	0.13	00:08 00:24	67.2060838	0.144474	9.709532
		76157 76154	24.04 20.49	0.40 0.34	00:24 00:20	69.5034114 68.0442312	0.465046 0.388017	32.32228 26.40232
		76309	2.08	0.03	00:02	63.2458524	0.036536	2.31075
		78098	52.57	0.88 Total Time	00:53 <b>07:56</b>	69.23684975 <b>67.27285117</b>	1.013358	70.16172
	I-26 EB to I-95 SB	78137	43.61	0.73	00:44	47.71404025	0.579881	27.66847
		78172	13.50	0.23	00:14	26.8039274		
	I-95 NB to I-26 EB	78148 78144	12.60 28.63	0.21 0.48	00:13 00:29	36.5282788 45.8804335	ĺ	
		78154 78154	9.43	0.48	00:09	54.37990925		
	I-26 WB to I-95 NB	76174	54.63	0.91	00:55	46.0711078	ĺ	
		78165 78170	7.58 6.58	0.13 0.11	00:08 00:07	47.029463 47.75148125		
	I-95 SB to I-26 WB	76168	29.05	0.48	00:29	48.1921678		
Com Ac Corr		78161	10.24	0.17	00:10	47.05396075		
Sys-to-Sys Ramps		78163 78165	10.51 7.58	0.18 0.13	00:11 00:08	54.34127875 47.029463		
	LOS SR to LOS ED (Fluerion)	78170	6.58	0.11	00:07	47.029463		
	I-95 SB to I-26 EB (Flyover)	78155	51.97	0.87	00:52	48.6313332	ĺ	
	I-26 EB to I-95 NB (Loop)	78154 76183	9.43 28.56	0.16 0.48	00:09 00:29	54.37990925 42.3465428		
	(LOOP)	78172	13.50	0.48	00:14	26.8039274		
		/01/2						
	LOCAID As 1 OC MIC (5)	78148	12.60	0.21	00:13	36.5282788		
	I-95 NB to I-26 WB (Flyover)	78148 78149	12.60 53.69	0.89	00:54	47.87237		
	I-95 NB to I-26 WB (Flyover)	78148	12.60					

Travel Ti	me Path	Total Travel Time	Average	
Start	End	Total Travel Tille	Speed	
	I-26 EB	08:05	70	
I-26 EB	I-95 NB	10:08	66	
	I-95 SB	07:31	66	67
	I-26 WB	08:02	70	
I-26 WB	I-95 NB	08:10	66	
	I-95 SB	06:23	66	
	I-26 EB	07:29	61	
I-95 NB	I-26 WB	09:29	60	
	I-95 NB	08:32	70	
	I-26 EB	09:02	64	
I-95 SB	I-26 WB	10:14	63	
	I-95 SB	07:56	69	

#### 2030 Build Alternative 1 Conditions - I-95 Widening + Extended Merge

ainline	Location		Segment Type	Density	D
	West of SC 210	78076	Basic	18.05	
	Off-Ramp to SC 210	78104	Diverge	14.45	
	Between SC 210 Ramps	77405	Basic	18.14	
	On-Ramp from SC 210	76161	Merge	14.04	
	West of I-26/I-95 Interchange	78105	Basic	18.26	
	Off-Ramp to I-95 SB	78131	Diverge	12.49	
	Between Ramps	76187	Basic	8.94	
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.62	
I-26 EB	Between Ramps	78106	Basic	8.30	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.29	
	East of I-26/I-95 Interchange	78151	Basic	11.48	
	Off-Ramp to US 15 SB	78107	Diverge	11.78	
	Between Ramps	77374	Basic	13.33	
	Weave to/from US 15	77377	Weave	5.83	
	Between Ramps	77372	Basic	14.69	
	On-Ramp from US 15 NB	77369	Merge	12.99	
	East of US 15	78108	Basic	14.90	
	East of US 15	77362	Basic	14.94	
	Off-Ramp to US 15 NB	78130	Diverge	11.43	
	Between Ramps	78123	Basic	14.64	
	Weave to/from US 15	77360	Weave	7.18	
	Between Ramps	77357	Basic	14.70	
	On-Ramp from US 15 SB	78075	Merge	11.82	
	East of I-26/I-95 Interchange	78072	Basic	15.19	
	Off-Ramp to I-95 NB	78111	Diverge	14.62	
I-26 WB	Between Ramps	76172	Basic	10.12	
	Loop Off-Ramp to I-95 SB	76162	Diverge	7.66	
	Between Ramps	76170	Basic	8.70	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.26	
	West of I-26/I-95 Interchange	78159	Basic	13.75	
	Off-Ramp to SC 210	78124	Basic	13.88	
	Between SC 210 Ramps	77403	Basic	17.58	
	On-Ramp from SC 210	77410	Merge	17.69	
	West of SC 210	78113	Basic	18.32	
	South of US 178	76308	Basic	18.80	
	I-26 NB Off-Ramp to US 178	78126	Diverge	21.92	
	I-26 EB Between US 178 Ramps	76152	Basic	17.94	
	I-26 EB On-Ramp from US 178	76159	Merge	18.65	
	South of I-26/I-95 Interchange	76310	Basic	19.67	
	CD Off-Ramp to I-26 EB + I-26 WB	78143		13.90	
			Diverge		
	Between Ramps	76178	Basic	8.02	
I-95 NB	System-to-System Weave	75978	Merge	4.78	
	Between Ramps	76176	Basic	8.62	
	On-Ramp from I-26 WB	78099	Merge	14.18	
	North of I-26/I-95 Interchange	76315	Basic	13.64	
	Off-Ramp to US 176	78128	Diverge	15.20	
	Between US 176 Ramps	76191	Basic	13.04	
	On-Ramp from US 176	76198	Merge	10.55	
	North of US 176	78102	Basic	12.95	
	North of US 176	78079	Basic	12.59	
	Off-Ramp to US 176	78127	Diverge	13.13	
	Between US 176 Ramps	76193	Basic	12.43	
	On-Ramp from US 176	76320	Merge	12.41	
	North of I-26/I-95 Interchange	76318	Basic	13.44	
	Off-Ramp to I-26 WB	78167	Diverge	13.62	
	Between Ramps	76169	Basic	8.31	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	6.78	
	Between Ramps	76185	Basic	10.09	
	On-Ramp from I-26 EB	78100	Merge	15.69	
	South of I-26/I-95 Interchange	76311	Basic	14.58	
	Off-Ramp to US 178	76157	Basic	14.58	
	Between U 178 Ramps	76154	Basic	18.89	
	On-Ramp from US 178	76309	Merge	18.80	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2030 Build Alternative 1 0	onditions - I-95 Wide	ning + Ext	ended Me	rge			
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
		78076	79.44	1.32	01:19	69.91618	1.545991	108.0898
		78104	2.08	0.03	00:02	59.902611	0.03471	2.07922
	Mach - F	77405	20.96	0.35	00:21	68.5893674	0.400254	27.45317
	West of Sys-to-Sys	76161 78105	2.20 141.95	0.04 2.37	00:02 02:22	64.5343654 69.3424238	0.039546 2.739932	2.552076 189.9935
	-,,-	78135	12.90	0.21	00:13	67.8124855	0.243723	16.52746
		78138	10.09	0.17	00:10	66.77733725	0.187705	12.53444
		78131	2.30	0.04	00:02	55.9567225	0.035936	2.010861
		76187	16.13	0.27	00:16	71.1818588		
	Sys-to-Sys	64745	4.28	0.07	00:04	59.6378032		
I-26 EB		78106	20.36	0.34	00:20	70.8198368		
		78150 78074	5.55 4.38	0.09 0.07	00:06 00:04	66.0984255 66.0337084		
		78151	11.82	0.20	00:04	68.3529526		
		78152	95.57	1.59	01:36	69.76993325		
	East of	78107	2.86	0.05	00:03	61.798352		
	Sys-to-Sys	77374	7.79	0.13	80:00	67.8317786		
		77377	3.56	0.06	00:04	66.9702298		
		77372 77369	7.85 3.82	0.13	00:08 00:04	67.2420276 51.6768258		
		78108	28.90	0.48	00:29	70.179065		
				otal Time	08:05	65.73449001		
		77362	29.04	0.48	00:29	69.6072324		
		78130	3.27	0.05	00:03	66.4781024		
	East of	78123	7.63 3.81	0.13	00:08 00:04	69.2319305		
	Sys-to-Sys	77360 77357	7.57	0.06	00:04	66.358368 69.7552898		
	-,= =,-	78075	1.83	0.03	00:02	66.6755288		
1		78072	118.64	1.98	01:59	70.250524		
1		78111	2.04	0.03	00:02	56.6798904	4	
1 26 14/0	Suc +a C	76172	18.68	0.31	00:19	70.4445988		
I-26 WB	Sys-to-Sys	76162 76170	5.68 28.59	0.09 0.48	00:06 00:29	56.594689 71.0262642		
		78164	12.22	0.48	00:12	67.42823975	1	
		78159	15.61	0.26	00:16	69.584518		
	West of	78160	123.61	2.06	02:04	69.98977625		
	Sys-to-Sys	78124	1.36	0.02	00:01	60.205529		
	.,,.	77403	20.93	0.35	00:21	69.288738		
		77410 78113	1.78 79.93	0.03 1.33	00:02 01:20	65.183053 69.4847872		
		70113		otal Time	08:02	66.90372553		
		76308	52.82	0.88	00:53	70.3738804		
		78126	0.99	0.02	00:01	57.5822492		
		76152	19.98	0.33	00:20	69.8208402		
	South of Sys-to-Sys	76159 78080	3.01 116.19	0.05 1.94	00:03 01:56	65.4569522 69.280438		
		76310	1.67	0.03	00:02	61.92625		
		76313	9.60	0.16	00:10	67.4666734		
		78143	8.93	0.15	00:09	47.760535		
I-95 NB		76178	11.98	0.20	00:12	69.1075108		
	Sys-to-Sys	75978	4.89	0.08	00:05	70.213763		
		76176 78099	19.98	0.33	00:20 00:01	70.9720956 54.39844325		
		76315	162.52	2.71	02:43	69.7061214		
	North of Suc to Suc	78128	2.94	0.05	00:03	64.2117958		
	North of Sys-to-Sys	76191	32.68	0.54	00:33	70.0752684		
		76198	1.87	0.03	00:02	66.458463		
		78102	60.63	1.01 otal Time	01:01 08:32	70.3312916 <b>65.66923871</b>		
		78079	58.94	0.98	00:59	71.325404		
		78127	2.51	0.04	00:03	65.682423		
		76193	32.24	0.54	00:32	70.9821874		
	North of Sys-to-Sys	76320	2.14	0.04	00:02	66.8980804		
1	,,	78103 76318	21.47	0.36	00:21	70.219689		
1		76318 76166	161.73 8.55	2.70 0.14	02:42 00:09	69.9430766 67.2674456		
1		78167	6.82	0.14	00:07	60.76321625		
		76169	23.74	0.40	00:24	70.1760992	1	
I-95 SB	Sys-to-Sys	64742	4.34	0.07	00:04	66.7778936		
		76185 78100	17.45 9.90	0.29	00:17 00:10	69.4390312 63.04626675	0.173952	10.96702
		78100 78139	12.33	0.17	00:10	66.6139756	0.173952	15.22882
		78140	5.77	0.10		68.478952	0.10989	7.525152
	South of Sys-to-Sys	76311	7.49	0.12	00:07	69.310775	0.144474	10.0136
	Journ or Sys-tu-Sys	76157	23.87	0.40	00:24	69.9876902	0.465046	32.5475
		76154	20.52	0.34	00:21	67.9301288	0.388017	26.35804
		76309 78098	2.08 52.59	0.03	00:02 00:53	63.195201 69.28119325	0.036536 1.013358	2.3089 70.20665
		76098		0.88 otal Time	07:54	69.28119325 67.80619852	1.010306	10.20005
	I-26 EB to I-95 SB	78137	43.53	0.73	00:44	47.85583	0.579881	27.75069
1		78172	13.50	0.22	00:13	26.8127532		-
1	I-95 NB to I-26 EB	78148	12.60	0.21	00:13	36.5354914		
1		78144	28.70 9.43	0.48	00:29	45.72347525 54.33957		
	I-26 WB to I-95 NB	78154 76174	54.70	0.16 0.91	00:09 00:55	46.0128186	1	
	. 20 101-33 110	78165	7.60	0.51	00:08	46.94183725	1	
		78170	6.59	0.11	00:07	47.6974485		
	I-95 SB to I-26 WB	76168	29.06	0.48		48.1609922		
Com to Co		78161	10.21	0.17	00:10	47.23120575		
Sys-to-Sys		78163	10.50	0.18	00:11	54.38482425	4	
Ramps		78165 78170	7.60 6.59	0.13 0.11	00:08 00:07	46.94183725 47.6974485		
	I-95 SB to I-26 EB (Flyover)	78155	52.09	0.11	00:52	48.5211402		
		78154	9.43	0.16	00:09	54.33957	1	
	I-26 EB to I-95 NB (Loop)	76183	28.50	0.47	00:28	42.431281	1	
1		78172	13.50	0.22	00:13	26.8127532		
1	I-95 NB to I-26 WB (Flyover)	78148 78149	12.60 53.60	0.21	00:13 00:54	36.5354914 47.95967775		
1	. 33 NO to 1-20 Wa (Flyover)	78149 78161	10.21	0.89	00:10	47.93967775		
1		78163	10.50	0.18	00:11	54.38482425	]	
	I-26 WB to I-95 SB (Loop)	76171	27.13	0.45	00:27	41.4904778	]	

Travel Ti	me Path	Total Travel Time	Average	ĺ
Start	End	Total Havel Hille	Speed	
	I-26 EB	08:05	66	
I-26 EB	I-95 NB	10:08	65	
	I-95 SB	07:30	65	67
	I-26 WB	08:02	67	
I-26 WB	I-95 NB	08:11	65	
	I-95 SB	06:22	66	
	I-26 EB	07:29	60	
I-95 NB	I-26 WB	09:29	60	
	I-95 NB	08:32	66	
	I-26 EB	09:02	63	
I-95 SB	I-26 WB	10:14	63	
	I-95 SB	07:54	68	

2050 Build Alternative 1 Conditions - No I-95 Widening

ainline	Location	TM Segment ID	Segment Type	Density	LC
	West of SC 210	78076	Basic	29.02	
	Off-Ramp to SC 210	78104	Diverge	26.60	
	Between SC 210 Ramps	77405	Basic	42.72	
	On-Ramp from SC 210	76161	Merge	44.62	
	West of I-26/I-95 Interchange	78105	Basic	73.47	
	Off-Ramp to I-95 SB	78131	Diverge	76.89	
	Between Ramps	76187	Basic	12.64	
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.51	
I-26 EB	Between Ramps	78106	Basic	10.49	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.12	
	East of I-26/I-95 Interchange	78151	Basic	14.55	
	Off-Ramp to US 15 SB	78107	Diverge	14.84	
	Between Ramps	77374	Basic	17.23	
	Weave to/from US 15	77377	Weave	8.51	
	Between Ramps	77372	Basic	17.71	
	On-Ramp from US 15 NB	77369	Merge	15.69	
	East of US 15	78108	Basic	20.25	
	East of US 15	77362	Basic	22.53	
	Off-Ramp to US 15 NB	78130	Diverge	17.28	
	Between Ramps	78123	Basic	22.09	
	Weave to/from US 15	77360	Weave	11.71	
	Between Ramps	77357	Basic	22.32	
	On-Ramp from US 15 SB	78075	Merge	18.52	
	East of I-26/I-95 Interchange	78072	Basic	22.54	
	Off-Ramp to I-95 NB	78111	Diverge	22.70	
I-26 WB	Between Ramps	76172	Basic	15.18	
	Loop Off-Ramp to I-95 SB	76162	Diverge	11.36	
	Between Ramps	76170	Basic	12.57	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	16.39	
	West of I-26/I-95 Interchange	78160	Basic	44.56	
	Off-Ramp to SC 210	78124	Diverge	30.51	
	Between SC 210 Ramps	77403	Basic	25.73	
	On-Ramp from SC 210	77410	Merge	19.16	
	West of SC 210	78113	Basic	22.60	
	South of US 178	76308	Basic	94.32	
	I-26 NB Off-Ramp to US 178	78126	Diverge	117.04	
		78126 76152	Diverge	97.36	
	I-26 EB Between US 178 Ramps I-26 EB On-Ramp from US 178	76152 76159	Merge	80.41	
	South of I-26/I-95 Interchange	76310	Basic	89.60	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	26.61	
1.05.110	Between Ramps	76178	Basic	10.48	
I-95 NB	System-to-System Weave	75978	Merge	7.41	
	Between Ramps	76176	Basic	11.30	
	On-Ramp from I-26 WB	78099	Merge	23.71	
	North of I-26/I-95 Interchange	76315	Basic	22.18	
	Off-Ramp to US 176	78128	Diverge	26.21	
	Between US 176 Ramps	76191	Basic	20.87	
	On-Ramp from US 176	76198	Merge	20.45	
	North of US 176	78102	Basic	21.35	
	North of US 176	78079	Basic	24.14	
	Off-Ramp to US 176	78127	Diverge	27.17	
	Between US 176 Ramps	76193	Basic	23.98	
	On-Ramp from US 176	76320	Merge	24.29	
	North of I-26/I-95 Interchange	76318	Basic	25.74	
	Off-Ramp to I-26 WB	78167	Diverge	23.65	
	Between Ramps	76169	Basic	15.08	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	13.58	
	Between Ramps	76185	Basic	23.95	
	On-Ramp from I-26 EB	78100	Merge	93.78	
	South of I-26/I-95 Interchange	76311	Basic	51.40	
	Off-Ramp to US 178	76157	Diverge	29.73	
	Between U 178 Ramps	76154	Basic	29.73	
	On-Ramp from US 178	76154 76309		30.81	
			Merge		
	South of US 178	78098	Basic	29.66	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
Ċ	28	28	28	26
D	35	35	35	35
E	43			45
	~	Domand Evenode Canacity		

	2050 Build Altern	ative 1 Conditions - N	o I-95 Wid	ening				
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
1		78076	88.05	1.47	01:28	63.1310758	1.545991	97.60008
		78104	2.86	0.05	00:03	44.37985775	0.03471	1.540425
	West of	77405 76161	34.99 4.29	0.58 0.07	00:35 00:04	41.6942316 33.3407254	0.400254 0.039546	16.68828 1.318492
	Sys-to-Sys	78105	385.46	6.42	06:25	25.7162672	2.739932	70.46082
	.,,.	78135	53.57	0.89	00:54	16.46574375	0.243723	4.01308
		78138	71.12	1.19	01:11	9.602671	0.187705	1.802469
		78131	14.39	0.24	00:14	9.03436725	0.035936	0.324659
		76187	18.53	0.31	00:19	61.9659798		
	Sys-to-Sys	64745 78106	4.42 20.55	0.07 0.34	00:04 00:21	57.7805888 70.141206		
I-26 EB		78150	5.61	0.09	00:06	65.3692415		
		78074	4.46	0.07	00:04	64.888125		
		78151	12.03	0.20	00:12	67.1456582		
		78152	96.25	1.60	01:36	69.3028405		
	East of	78107	2.90	0.05	00:03	60.9163052		
	Sys-to-Sys	77374	7.96 3.66	0.13	00:08 00:04	66.3245456		
		77377 77372	8.00	0.06 0.13	00:04	65.0374384 65.9218196		
		77369	3.92	0.07	00:04	50.330022		
		78108	29.25	0.49	00:29	69.346105		
		1		otal Time	14:32	51.3254674		
		77362	30.60	0.51	00:31	66.0635412		
		78130 78123	3.48 8.06	0.06	00:03 00:08	62.5546532 65.33507625		
	East of	77360	4.06	0.13	00:04	62.1571878		
	Sys-to-Sys	77357	7.92	0.13	00:08	66.6428456		
		78075	1.91	0.03	00:02	64.0776744		
1		78072	121.16	2.02	02:01	68.7849458		
1		78111	2.10	0.04	00:02	54.827488	-	
I-26 WB	Sys-to-Sys	76172 76162	18.93 5.72	0.32	00:19 00:06	69.5139384 56.1984852		
	-, 5,5	76170	28.82	0.10	00:29	70.4514724		
		78164	12.42	0.21	00:12	66.44053975		
		78159	16.37	0.27	00:16	66.4058505		
	West of	78160	234.22	3.90	03:54	34.9639185		
	Sys-to-Sys	78124 77403	2.11 24.02	0.04	00:02 00:24	38.8356904 60.3829702		
		77410	1.82	0.40	00:02	63.8650776		
		78113	79.66	1.33	01:20	69.7167796		
			T	otal Time	10:03	61.5121186		
		76308	176.97	2.95	02:57	21.018719		
		78126	3.27	0.05	00:03	17.5439426		
		76152 76159	72.21 10.32	1.20 0.17	01:12 00:10	19.3314188 19.0676198		
	South of Sys-to-Sys	78080	349.96	5.83	05:50	22.985496		
		76310	4.82	0.08	00:05	21.407993		
		76313	35.38	0.59	00:35	18.3295314		
		78143	11.77	0.20	00:12	36.26574025		
I-95 NB	Sys-to-Sys	76178 75978	12.30 4.93	0.21	00:12 00:05	67.3773474 69.5893066		
	5y3 to 5y3	76176	20.50	0.34	00:20	69.193597		
		78099	1.78	0.03	00:02	43.7364114		
		76315	164.16	2.74	02:44	69.0050742		
	North of Sys-to-Sys	78128	3.03	0.05	00:03	62.2158678		
		76191 76198	33.36 1.91	0.56 0.03	00:33 00:02	68.6400206 65.002157		
		78102	61.60	1.03	01:02	69.1594502		
				otal Time	16:08	45.63232287		
		78079	60.41	1.01	01:00	69.6379744		
		78127	2.57	0.04	00:03	64.20157175		
		76193	33.09 2.26	0.55	00:33 00:02	69.168477 63.3767634		
	North of Sys-to-Sys	76320 78103	22.18	0.04 0.37	00:02	67.9724386		
		76318	166.00	2.77	02:46	68.1649418		
1		76166	9.20	0.15	00:09	62.42		
1		78167	7.10	0.12	00:07	58.71744225		
1	Com des Co-	76169	24.11	0.40	00:24	69.0880066		
I-95 SB	Sys-to-Sys	64742 76185	4.58 22.89	0.08	00:05 00:23	63.39191 52.9269842		
		78100	71.25	1.19	01:11	8.74010925	0.173952	1.520359
		78139	73.37	1.22	01:13	11.215809	0.228613	2.56408
		78140		0.21	00:13	31.41962025	0.10989	3.452702
1	South of Sys-to-Sys	76311	10.94	0.18	00:11 02:03	47.504552 67.3630478	0.144474 0.465046	6.863173
		76157 76154	122.67 21.50	2.04 0.36	02:03	64.8293244	0.465046	31.32692 25.15488
1		76309	2.29	0.36	00:22	57.3959198	0.036536	2.097017
1		78098	54.31	0.91	00:54	67.10245875	1.013358	67.99881
				otal Time	12:03	54.76507198		
	I-26 EB to I-95 SB	78137	429.87	7.16	07:10	4.8526035	0.579881	2.813933
		78172 78148	13.18 12.57	0.22	00:13 00:13	27.4481372 36.6201072		
	I-95 NB to I-26 EB	78144	28.48	0.21	00:13	46.01330875		
		78154		0.16	00:10	53.42529825		
	I-26 WB to I-95 NB	76174	56.70	0.95	00:57	44.3848752	1	
		78165	7.68	0.13	80:00	46.441714		
	LQ5 CR to 1 26 M/D	78170	6.69	0.11	00:07 00:29	46.9245895		
	I-95 SB to I-26 WB	76168 78161	28.87 10.28	0.48 0.17	00:29 00:10	48.473038 46.97898625		
Sys-to-Sys		78163	10.28	0.17	00:10	54.1054825		
Ramps		78165	7.68	0.13	00:08	46.441714	1	
	I-95 SB to I-26 EB (Flyover)	78170	6.69	0.11	00:07	46.9245895		
	. 33 35 to 1-20 EB (FIYOVEI)	78155	53.02	0.88	00:53	47.6601862		
	L26 FR to L0F NP /I co-1	78154 76183	9.58 28.54	0.16	00:10 00:29	53.42529825 42.370038	4	
	I-26 EB to I-95 NB (Loop)	78172	13.18	0.48	00:29	27.4481372	+	
		78148	12.57	0.21	00:13	36.6201072		
	I-95 NB to I-26 WB (Flyover)	78149	53.79	0.90	00:54	47.82692		
		78161	10.28	0.17	00:10	46.97898625		
	L26 WR to 1 05 CD /1	78163 76171	10.59 27.62	0.18	00:11	54.1054825 40.7468858	1	
L	I-26 WB to I-95 SB (Loop)	/01/1	27.02	U.4b	00:28	40.7408838	ı	

Travel Ti	me Path	Total Travel Time Average		
Start	End	Total Havel Hille	Speed 51 49 36 44 62 62 54 45 39	
	I-26 EB	14:32	51	
I-26 EB	I-95 NB	16:37	49	
	I-95 SB	24:14	36	40
	I-26 WB	10:03	62	
I-26 WB	I-95 NB			
	I-95 SB	10:28	54	
	I-26 EB	15:03	45	
I-95 NB	I-26 WB	18:56	39	
	I-95 NB	16:08	46	
	I-26 EB	09:14	62	
I-95 SB	I-26 WB	12:18	58	
	I-95 SB	12:03	55	

2050 Build Alternative 1 Conditions - No I-95 Widening + Extended Merge

inline	Location	TM Segment ID	Segment Type	Density	L
	West of SC 210	78076	Basic	26.35	
	Off-Ramp to SC 210	78104	Diverge	21.54	
	Between SC 210 Ramps	77405	Basic	25.67	
	On-Ramp from SC 210	76161	Merge	21.76	
	West of I-26/I-95 Interchange	78105	Basic	38.38	
	Off-Ramp to I-95 SB	78131	Diverge	49.21	
	Between Ramps	76187	Basic	13.21	
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.77	
I-26 EB	Between Ramps	78106	Basic	12.01	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	15.45	
	East of I-26/I-95 Interchange	78151	Basic	16.45	
	Off-Ramp to US 15 SB	78107	Diverge	15.57	
	Between Ramps	77374	Basic	19.91	
	Weave to/from US 15	77377	Weave	9.58	
	Between Ramps	77372	Basic	20.19	
	On-Ramp from US 15 NB	77369	Merge	18.04	
	East of US 15	78108	Basic	20.84	
	East of US 15	77362	Basic	22.37	
	Off-Ramp to US 15 NB	78130	Diverge	17.09	
	Between Ramps	78123	Basic	22.35	
	Weave to/from US 15	77360	Weave	10.25	
	Between Ramps	77357	Basic	22.04	
	On-Ramp from US 15 SB	78075	Merge	17.99	
	East of I-26/I-95 Interchange	78072	Basic	22.26	
	Off-Ramp to I-95 NB	78111	Diverge	22.43	
I-26 WB	Between Ramps	76172	Basic	15.08	
	Loop Off-Ramp to I-95 SB	76162	Diverge	10.77	
	Between Ramps	76170	Basic	12.45	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	28.66	
	West of I-26/I-95 Interchange	78160	Basic	86.77	
	Off-Ramp to SC 210	78124	Diverge	28.08	
	Between SC 210 Ramps	77403	Basic	25.84	
	On-Ramp from SC 210	77410	Merge	19.04	
	West of SC 210	78113	Basic	22.47	
	South of US 178	76308	Basic	80.15	
	I-26 NB Off-Ramp to US 178	78126	Diverge	97.40	
	I-26 RB Between US 178 Ramps	76152	Basic	82.02	
	I-26 EB On-Ramp from US 178	76159	Merge	41.35	
	South of I-26/I-95 Interchange	76310	Rasic	37.77	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	21.17	
	Between Ramps	76178	Basic	12.03	
I-95 NB	System-to-System Weave	75978	Merge	8.82	
1-32 IAD	System-to-System weave Between Ramps	75978 76176	Basic	13.44	
	On-Ramp from I-26 WB	76176 78099	Merge	25.87	
	North of I-26/I-95 Interchange	78099 76315	Merge	25.87	
	Off-Ramp to US 176	76315 78128		26.09	
	Between US 176 Ramps	78128 76191	Diverge Basic	23.35	
	On-Ramp from US 176	76191 76198	Merge	23.35	
	North of US 176	78102	Basic	23.33	
	North of US 176	78079	Basic	24.15	
	Off-Ramp to US 176	78127	Diverge	26.46	
	Between US 176 Ramps	76193	Basic	24.12	
	On-Ramp from US 176	76320	Merge	23.90	
	North of I-26/I-95 Interchange	76318	Basic	25.70	
	Off-Ramp to I-26 WB	78167	Diverge	24.08	
	Between Ramps	76169	Basic	15.11	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	13.11	
	Between Ramps	76185	Basic	22.01	
	On-Ramp from I-26 EB	78100	Merge	109.26	
	South of I-26/I-95 Interchange	76311	Basic	115.41	
	Off-Ramp to US 178	76157	Basic	115.41	
	Between U 178 Ramps	76154	Basic	28.83	
	On-Ramp from US 178	76309	Merge	30.74	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2050 Build Alternative 1 Co	nditions - No I-95 Wid	dening + Ex	tended N	1erge			
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
		78076 78104	83.45 2.23	1.39 0.04	01:23 00:02	66.71311375 56.899525	1.545991	103.1379
		78104 77405	21.62	0.04	00:02	66.517214	0.03471 0.400254	1.974983 26.62378
	West of	76161	2.25	0.04	00:02	63.0611154	0.039546	2.493815
	Sys-to-Sys	78105	189.84	3.16	03:10	53.660946	2.739932	147.0273
		78135	29.79	0.50	00:30	32.64671625	0.243723	7.956756
		78138	35.82	0.60	00:36	21.4661575	0.187705	4.029305
		78131	8.08	0.13	00:08	17.79860675 65.7996084	0.035936	0.639611
	Sys-to-Sys	76187 64745	17.45 4.37	0.29	00:17 00:04	58.3774706		
	575 10 575	78106	20.58	0.34	00:21	70.0321688		
I-26 EB		78150	5.62	0.09	00:06	65.3327635		
		78074	4.49	0.07	00:04	64.4027234		
		78151	12.19	0.20	00:12	66.2847936		
	East of	78152	96.85	1.61	01:37	68.868089 60.7103985		
	Sys-to-Sys	78107 77374	2.91 8.01	0.05 0.13	00:03 00:08	65.9509908		
	2,2 12 2,2	77377	3.68	0.06	00:04	64.7448254		
		77372	8.06	0.13	00:08	65.4391754		
		77369	3.96	0.07	00:04	49.853664		
		78108	29.43	0.49 otal Time	00:29 <b>09:51</b>	68.9156888 <b>57.78455975</b>		
		77362	30.48	0.51	00:30	66.3113112		
		78130	3.47	0.06	00:03	62.6945584		
		78123	8.02	0.13	00:08	65.8024505		
	East of	77360	4.02	0.07	00:04	62.7761348		
	Sys-to-Sys	77357	7.88	0.13	80:00	66.9912874		
		78075 78072	1.90 121.02	0.03 2.02	00:02 02:01	64.2322534 68.8648866		
		78111	2.10	0.04	00:02	54.9331776	]	
		76172	18.91	0.32	00:19	69.5665588	1	
I-26 WB	Sys-to-Sys	76162	5.69	0.09	00:06	56.5304296		
1		76170	28.86	0.48	00:29	70.3442506	1	
		78164 78159	16.24 35.78	0.27 0.60	00:16 00:36	57.5267955 34.1487335		
	Mach - F	78160	447.20	7.45	07:27	19.749711		
	West of Sys-to-Sys	78124	2.12	0.04	00:02	38.5288936		
	275-10-275	77403	24.03	0.40	00:24	60.3647828		
		77410	1.81	0.03	00:02	63.9438104		
		78113	79.63	1.33 otal Time	01:20 13:59	69.7428432 58.50293716		
		76308	130.39	2.17	02:10	28.5165056		
		78126	2.38	0.04	00:02	24.1174714		
		76152	52.47	0.87	00:52	26.5863892		
	South of Sys-to-Sys	76159 78080	7.55 133.61	0.13 2.23	00:08 02:14	26.0211976 59.98907025		
		76310	2.06	0.03	00:02	53.1570968		
		76313	10.16	0.17	00:10	63.931216		
		78143	9.64	0.16	00:10	44.30992675		
I-95 NB	S h S	76178	12.14	0.20	00:12	68.2878274		
	Sys-to-Sys	75978 76176	4.93 20.57	0.08 0.34	00:05 00:21	69.6117788 68.9486384		
		78099	1.80	0.03	00:02	43.1475325		
		76315	165.01	2.75	02:45	68.649672		
	North of Sys-to-Sys	78128	3.05	0.05	00:03	61.831316		
		76191 76198	33.52 1.91	0.56 0.03	00:34 00:02	68.2965442 64.7617118		
		78102	61.86	1.03	01:02	68.8779808		
				otal Time	10:53	53.75248959		
		78079	60.45	1.01	01:00	69.5946044		
		78127 76193	2.56 33.13	0.04 0.55	00:03 00:33	64.278738 69.085263		
		76320	2.26	0.04	00:02	63.2691894		
	North of Sys-to-Sys	78103	22.22	0.37	00:22	67.8484886		
1		76318	166.35	2.77	02:46	68.0218956		
1		76166	9.24	0.15	00:09	62.1306218		
1		78167 76169	7.13	0.12	00:07 00:24	58.53476125 69.235516	1	
1.05.65	Sys-to-Sys	64742	4.53	0.40	00:05	64.0346164		
I-95 SB	. ,	76185	21.61	0.36	00:22	56.1332386		
		78100	53.62	0.89	00:54	12.4086635	0.173952	2.158512
1		78139 78140	61.21 31.33	1.02 0.52	01:01 00:31	13.7267678 13.12015525	0.228613 0.10989	3.138118 1.441774
1		76311	41.79	0.52	00:31	12.6327428	0.10989	1.825103
	South of Sys-to-Sys	76157	82.45	1.37	01:22	11.7940138	0.465046	5.484759
		76154	21.42	0.36	00:21	65.067934	0.388017	25.24746
		76309	2.30	0.04	00:02	57.1805038	0.036536	2.089147
		78098	54.32 T	0.91 otal Time	00:54 11:42	66.9495335 49.70387221	1.013358	67.84385
	I-26 EB to I-95 SB	78137	227.60	3.79	03:48	10.23012775	0.579881	5.932257
		78172	13.87	0.23	00:14	26.0850188		
	I-95 NB to I-26 EB	78148	12.99	0.22	00:13	35.4257758		
		78144 78154	28.68 9.57	0.48 0.16	00:29 00:10	45.812057 53.49983425		
	I-26 WB to I-95 NB	76174	56.67	0.16	00:10	44.4104032	1	
1		78165	7.72	0.13	00:08	46.155705	1	
1		78170	6.73	0.11	00:07	46.67444575		
1	I-95 SB to I-26 WB	76168	29.08	0.48	00:29	48.1243748		
Sys-to-Sys		78161 78163	10.42 11.07	0.17 0.18	00:10 00:11	46.41871225 53.12254475		
Ramps		78165	7.72	0.18	00:08	46.155705	1	
	LOS SR to 1 36 ED (Florida)	78170	6.73	0.11	00:07	46.67444575		
	I-95 SB to I-26 EB (Flyover)	78155	53.19	0.89	00:53	47.5098874		
1	1.26 ED ++ 1.05 NO (1 1	78154	9.57	0.16	00:10	53.49983425	1	
1	I-26 EB to I-95 NB (Loop)	76183 78172	28.40 13.87	0.47	00:28 00:14	42.576638 26.0850188	1	
1		78148	12.99	0.23	00:13	35.4257758		
	I-95 NB to I-26 WB (Flyover)	78149	54.41	0.91	00:54	47.30580975		
		78161	10.42	0.17	00:10	46.41871225		
	I-26 WB to I-95 SB (Loop)	78163 76171	11.07 27.60	0.18	00:11 00:28	53.12254475 40.7757506	4	
	. 20 WD to 1.33 3B (LOOP)	/01/1	27.00	U. <del>4</del> 0	00.20	TU.,,,,,,,,,,,	J	

Travel Ti	me Path	Total Travel Time	Average		
Start	End	Total Havel Hille	Speed		
	I-26 EB	09:51	58		
I-26 EB	I-95 NB	11:56	56		
	I-95 SB	15:49	38	49	1
	I-26 WB	13:59	59		-
I-26 WB	I-95 NB	08:23	62		
	I-95 SB	10:06	49	l	
	I-26 EB	09:49	51		
I-95 NB	I-26 WB	17:38	44		
	I-95 NB	10:53	54	l	
	I-26 EB	09:16	62	[	
I-95 SB	I-26 WB	16:15	55		
	I-95 SB	11:42	50		

### 2050 Build Alternative 1 Conditions - I-95 Widening

ainline	Location	TM Segment ID	Segment Type	Density	U
	West of SC 210	78076	Basic	26.30	
	Off-Ramp to SC 210	78104	Diverge	20.92	
	Between SC 210 Ramps	77405	Basic	25.27	
	On-Ramp from SC 210	af SC 210         78076         Basic         26.30           mp to SC 210         78104         Diverge         20.30           en SC 210 Ramps         77405         Basic         25.27           mp from SC 210         76161         Merge         20.83           rh 7405         Ramp         78131         Diverge         20.83           mp to 1-95 SB         78131         Diverge         17.74           en Ramps         76187         Basic         13.26           ff-Ramp to 1-95 NB         64745         Diverge         8.52           en Ramps         78106         Basic         13.09           ad On-Ramp from 1-95 NB + 1-95 SB         78100         Merge         16.50           re Lof-From Left-Ange         78150         Merge         16.50           mp to US 15 SB         78107         Diverge         9.01           ex Lof-From US 15         77377         Weave         9.01           en Ramps         77377         Weave         9.01           en Ramps         77367         Basic         22.05           US 15         7836         Merge         19.05           en Ramps         77360         Basic         22.50 <td></td>			
	West of I-26/I-95 Interchange		Basic		
	Off-Ramp to I-95 SB		Diverge		
	Between Ramps				
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.52	
I-26 EB	Between Ramps	78106	Basic	13.09	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.50	
	East of I-26/I-95 Interchange	78151	Basic	17.48	
	Off-Ramp to US 15 SB	78107	Diverge	16.60	
	Between Ramps	77374	Basic	21.08	
	Weave to/from US 15	77377	Weave	9.01	
	Between Ramps	77372	Basic	20.87	
	On-Ramp from US 15 NB	77369	Merge	19.05	
	East of US 15	78108	Basic	21.96	
	East of US 15	77362	Basic	22.50	
	Off-Ramp to US 15 NB	78130	Diverge	17.37	
	Between Ramps	78123	Basic	22.30	
	Weave to/from US 15	77360	Weave	9.86	
	Between Ramps	77357	Basic	21.90	
	On-Ramp from US 15 SB	78075	Merge	17.90	
	East of I-26/I-95 Interchange	78072	Basic	22.12	
	Off-Ramp to I-95 NB	78111		22.03	
I-26 WB	Between Ramps				
	Loop Off-Ramp to I-95 SB	76162		11.17	
	Between Ramps				
	CD On-Ramp from I-95 NB + I-95 SB				
	West of I-26/I-95 Interchange				
	Off-Ramp to SC 210	78124			
	Between SC 210 Ramps	77403	Basic		
	On-Ramp from SC 210				
	West of SC 210	78113			
	South of US 178				
	I-26 NB Off-Ramp to US 178				
	I-26 EB Between US 178 Ramps				
	Between Ramps				
I-95 NB					
. 33 140	Between Ramps				
			-		
	North of US 176				
	North of US 176				
	Off-Ramp to US 176				
	Between US 176 Ramps				
	On-Ramp from US 176				
	North of I-26/I-95 Interchange				
	Off-Ramp to I-26 WB				
	Between Ramps				
I-95 SB	Loop On-Ramp from I-26 WB				
	Between Ramps	76185	Basic		
	On-Ramp from I-26 EB		Merge		
	South of I-26/I-95 Interchange	76311	Basic	24.51	
	Off-Ramp to US 178	76157	Basic	24.51	
	Between U 178 Ramps	76154	Basic	23.52	
	On-Ramp from US 178				

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Made Pers		ative 1 Conditions -			Travel Time (come )	Average Control	Lauretr	AC :: 1
Mainline	Location	TM Segment ID 78076	Seconds 83.25	Minutes 1.39	Travel Time (mm:ss) 01:23	Average Speed 66.7170058	Lengths 1.545991	AS x L 103.1439
		78104	2.18	0.04	00:02	57.16778	0.03471	1.984294
	West of	77405 76161	21.47 2.25	0.36 0.04	00:21 00:02	66.9841854 63.2508454	0.400254 0.039546	26.81069 2.501318
	Sys-to-Sys	78105	144.12	2.40	02:24	68.301073	2.739932	187.1403
		78135	13.15	0.22	00:13	66.54003425	0.243723	16.21734
		78138 78131	10.25 2.32	0.17 0.04	00:10 00:02	65.75653925 55.65996425	0.187705 0.035936	12.34283 2.000196
		76187	16.26	0.27	00:16	70.589193		
	Sys-to-Sys	64745 78106	4.31 20.54	0.07 0.34	00:04 00:21	59.2425764 70.1799394		
I-26 EB		78150	5.62	0.09	00:06	65.424464		
		78074	4.50	0.07	00:04	64.34564		
		78151 78152	12.22 97.08	0.20 1.62	00:12 01:37	66.1189346 68.74647775		
	East of	78107	2.91	0.05	00:03	60.69315975		
	Sys-to-Sys	77374	8.01	0.13	80:00	65.9255006		
		77377 77372	3.67 8.06	0.06 0.13	00:04 00:08	64.8097894 65.4267014		
		77369	3.97	0.07	00:04	49.6798566		
		78108	29.47	0.49 otal Time	00:29 <b>08:16</b>	68.8334182 64.30443231		
		77362	30.70	0.51	00:31	65.8451442	1	
		78130	3.50	0.06	00:03	62.2206508		
	East of	78123 77360	8.02 4.00	0.13 0.07	00:08 00:04	65.728666 63.1677558		
	Sys-to-Sys	77357	7.85	0.13	00:08	67.2733244		
		78075 78072	1.89 121.07	0.03	00:02	64.5050722		
		78072 78111	2.10	2.02 0.04	02:01 00:02	68.8418402 54.8953856	]	
	64.6	76172	18.93	0.32	00:19	69.5035114		
I-26 WB	Sys-to-Sys	76162 76170	5.66 28.86	0.09 0.48	00:06 00:29	56.7668876 70.354607		
		78164	12.58	0.48	00:13	65.5250415	1	
		78159	15.88	0.26	00:16	68.3259145		
	West of	78160 78124	125.64 1.42	2.09 0.02	02:06 00:01	68.85249925 57.7549972		
	Sys-to-Sys	77403	21.64	0.36	00:22	67.0371898		
		77410	1.84 81.53	0.03	00:02	62.985054		
		78113		1.36 otal Time	01:22 08:13	68.1196398 <b>64.87239896</b>		
		76308	53.41	0.89	00:53	69.592919		
		78126 76152	1.00 20.30	0.02 0.34	00:01 00:20	57.2134264 68.6979898		
	South of Sys-to-Sys	76159	3.13	0.05	00:03	62.9147412		
	304110134310343	78080	117.83	1.96	01:58	68.3565915		
		76310 76313	1.73 10.02	0.03 0.17	00:02 00:10	59.5565816 64.69132		
		78143	9.80	0.16	00:10	43.3584325		
I-95 NB	Sys-to-Sys	76178 75978	12.00 4.90	0.20 0.08	00:12 00:05	69.0108448 69.9689478		
	3y3-10-3y3	76176	20.09	0.33	00:20	70.5972008		
		78099	1.53	0.03	00:02	50.8078395		
		76315 78128	163.46 2.97	2.72 0.05	02:43 00:03	69.304684 63.6181652		
	North of Sys-to-Sys	76191	32.96	0.55	00:33	69.4918216		
		76198 78102	1.88 61.02	0.03 1.02	00:02 01:01	65.9581036 69.8762252		
		70102		otal Time	08:38	64.32712408		
		78079	59.34	0.99	00:59	70.8464654		
		78127 76193	2.52 32.50	0.04 0.54	00:03 00:32	65.26408225 70.4125752		
	North of Sys-to-Sys	76320	2.17	0.04	00:02	65.8810568		
	11011110134310343	78103 76318	21.67	0.36	00:22	69.589641		
		76166	162.97 8.77	2.72 0.15	02:43 00:09	69.409368 65.616391		
		78167	7.02	0.12	00:07	59.03311275	1	
	Sys-to-Sys	76169 64742	23.79 4.37	0.40 0.07	00:24 00:04	70.040013 66.291459		
I-95 SB	·//-	76185	17.53	0.29	00:18	69.1122418		
		78100 78139	10.47 13.47	0.17 0.22	00:10 00:13	59.5392555 60.962582	0.173952 0.228613	10.35697 13.93684
		78140	6.58	0.22	00:13	59.672012	0.228613	6.557357
	South of Sys-to-Sys	76311	7.97	0.13	00:08	65.0911934	0.144474	9.403985
	,,-	76157 76154	24.31 20.79	0.41 0.35	00:24 00:21	68.7346702 67.0435792	0.465046 0.388017	31.96478 26.01405
		76309	2.11	0.33	00:02	62.0625358	0.036536	2.267517
		78098	53.05	0.88	00:53	68.58905525	1.013358	69.50527
	I-26 EB to I-95 SB	78137	44.02	otal Time 0.73	08:01 00:44	<b>65.9370457</b> 47.30961525	0.579881	27.43395
		78172	14.18	0.24	00:14	25.5134854		
	I-95 NB to I-26 EB	78148 78144	13.24	0.22	00:13	34.7502612 45.76720925		
		78144 78154	28.72 9.57	0.48 0.16	00:29 00:10	45.76720925 53.517705		
	I-26 WB to I-95 NB	76174	56.35	0.94	00:56	44.6618566	]	
		78165 78170	7.76 6.73	0.13 0.11	00:08 00:07	45.956445 46.71801525		
	I-95 SB to I-26 WB	76168	28.76	0.11	00:07	48.6681248		
Comp. to		78161	10.46	0.17	00:10	46.148981		
Sys-to-Sys		78163 78165	10.86 7.76	0.18	00:11 00:08	52.71364575 45.956445	1	
Ramns		78170	6.73	0.11	00:07	46.71801525		
Ramps	LOS SR to LOS ED (Elvoyer)	78155	52.95	0.88	00:53	47.7252494		
Ramps	I-95 SB to I-26 EB (Flyover)		0.57			53.517705		
Ramps		78154	9.57 28.57	0.16 0.48	00:10 00:29	42.3247566		
Ramps	I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	78154 76183 78172	28.57 14.18	0.48	00:29 00:14	42.3247566 25.5134854		
Ramps	I-26 EB to I-95 NB (Loop)	78154 76183 78172 78148	28.57 14.18 13.24	0.48 0.24 0.22	00:29 00:14 00:13	42.3247566 25.5134854 34.7502612	-	
Ramps		78154 76183 78172	28.57 14.18	0.48	00:29 00:14	42.3247566 25.5134854		
Ramps	I-26 EB to I-95 NB (Loop)	78154 76183 78172 78148 78149	28.57 14.18 13.24 54.73	0.48 0.24 0.22 0.91	00:29 00:14 00:13 00:55	42.3247566 25.5134854 34.7502612 46.99710475		

Travel Ti	me Path	Total Travel Time	Average	
Start	End	Total Travel Time Sp		
	I-26 EB	08:16	64	
I-26 EB	I-95 NB	10:17	64	
	I-95 SB	07:42	63	66
	I-26 WB	08:13	65	
I-26 WB	I-95 NB	08:19	63	
	I-95 SB	06:32	63	
	I-26 EB	07:38	59	
I-95 NB	I-26 WB	09:41	58	
	I-95 NB	08:38	64	
	I-26 EB	09:09	62	Ī
I-95 SB	I-26 WB	10:22	62	
	I-95 SB	08:01	66	

2050 Build Alternative 1 Conditions - I-95 Widening + Extended Merge

Mainline	Location	TM Segment ID	Segment Type	Density	L
	West of SC 210	78076	Basic	26.32	
	Off-Ramp to SC 210	78104	Diverge	20.61	
	Between SC 210 Ramps	77405	Basic	25.53	
	On-Ramp from SC 210	76161	Merge	20.60	
	West of I-26/I-95 Interchange	78105	Basic	25.77	
	Off-Ramp to I-95 SB	78131	Diverge	16.28	
	Between Ramps	76187	Basic	13.04	
	Loop Off-Ramp to I-95 NB	64745	Diverge	8.51	
I-26 EB	Between Ramps	78106	Basic	13.46	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	16.44	
	East of I-26/I-95 Interchange	78151	Basic	17.18	
	Off-Ramp to US 15 SB	78107	Diverge	16.50	
	Between Ramps	77374	Basic	20.97	
	Weave to/from US 15	77377	Weave	9.24	
	Between Ramps	77372	Basic	20.57	
	On-Ramp from US 15 NB	77369	Merge	19.18	
	East of US 15	78108	Basic	22.20	
	East of US 15	77362	Basic	22.63	
	Off-Ramp to US 15 NB	78130	Diverge	17.42	
	Between Ramps	78123	Basic	22.14	
	Weave to/from US 15	77360	Weave	10.26	
	Between Ramps	77357	Basic	21.79	
	On-Ramp from US 15 SB	78075	Merge	18.03	
	East of I-26/I-95 Interchange	78072	Basic	22.02	
	Off-Ramp to I-95 NB	78111	Diverge	22.45	
I-26 WB	Between Ramps	76172	Basic	14.86	
	Loop Off-Ramp to I-95 SB	76162	Diverge	9.42	
	Between Ramps	76170	Basic	12.59	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	18.62	
	West of I-26/I-95 Interchange	78160	Basic	20.24	
	Off-Ramp to SC 210	78124	Basic	20.67	
	Between SC 210 Ramps	77403	Basic	26.91	
	On-Ramp from SC 210	77410	Merge	25.44	
	West of SC 210	78113	Basic	26.97	
	South of US 178	76308	Basic	23.66	
	I-26 NB Off-Ramp to US 178	78126	Diverge	27.18	
	I-26 EB Between US 178 Ramps	76152	Basic	23.11	
	I-26 EB On-Ramp from US 178	76152	Merge	26.09	
	South of I-26/I-95 Interchange	76310	Basic	25.16	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	17.59	
	Between Ramps	76178	Basic	9.23	
I-95 NB	System-to-System Weave	75978	Merge	5.67	
1-95 IAD			_	9.02	
	Between Ramps On-Ramp from I-26 WB	76176 78099	Basic Merge	18.10	
	North of I-26/I-95 Interchange	76315	Basic	16.69	
	Off-Ramp to US 176 Between US 176 Ramps	78128 76191	Diverge Basic	18.43 15.47	
	On-Ramp from US 176	76198	Merge	13.59	
	North of US 176	78102	Basic	15.90	
	North of US 176	78079	Basic	15.78	
	Off-Ramp to US 176	78127	Diverge	16.67	
	Between US 176 Ramps	76193	Basic	15.51	
	On-Ramp from US 176	76320	Merge	14.68	
	North of I-26/I-95 Interchange	76318	Basic	16.75	
	Off-Ramp to I-26 WB	78167	Diverge	17.13	
	Between Ramps	76169	Basic	9.75	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	7.97	
	Between Ramps	76185	Basic	12.02	
	On-Ramp from I-26 EB	78100	Merge	18.86	
	South of I-26/I-95 Interchange	76311	Basic	17.81	
	Off-Ramp to US 178	76157	Basic	17.81	
	Between U 178 Ramps	76154	Basic	22.88	
	On-Ramp from US 178	76309	Merge	22.17	

Weave	Merge	Diverge	Basic Freeway
10	10	10	11
20	20	20	18
28	28	28	26
35	35	35	35
43			45
>	Demand Exceeds Capacity		>

	2050 Build Alternative 1 (	Conditions - I-95 Wide	ning + Ext	ended Me	rge			
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
1		78076 78104	83.37	1.39	01:23 00:02	66.61657 56.8305355	1.545991	102.9886
		78104	2.20 21.52	0.04	00:02	56.8305355 66.8062476	0.03471 0.400254	1.972588 26.73947
	West of	76161	2.25	0.04	00:02	63.0916508	0.039546	2.495022
	Sys-to-Sys	78105	144.32	2.41	02:24	68.2057268	2.739932	186.8791
		78135	13.23	0.22	00:13	66.18746475	0.243723	16.13141
		78138	10.29	0.17	00:10	65.4585335	0.187705	12.28689
		78131	2.32	0.04	00:02	55.63967925	0.035936	1.999468
	Sys-to-Sys	76187 64745	16.30 4.32	0.27	00:16 00:04	70.42682 59.1207718		
1.20 EB	-,,-	78106	20.58	0.34	00:21	70.0560958		
I-26 EB		78150	5.61	0.09	00:06	65.43513875		
		78074	4.50	0.08	00:05	64.251013		
		78151	12.29	0.20	00:12	65.7269724		
	East of	78152 78107	97.30 2.92	1.62 0.05	01:37 00:03	68.58499275 60.52109125		
	Sys-to-Sys	77374	8.06	0.03	00:03	65.5560574		
	, ,	77377	3.70	0.06	00:04	64.4012194		
		77372	8.12	0.14	00:08	65.0099342		
		77369	3.99 29.58	0.07 0.49	00:04 00:30	49.4444004 68.5822816		
		78108		otal Time	08:17	64.09300938		
	77362	30.81	0.51	00:31	65.6471274			
		78130	3.49	0.06	00:03	62.3526818		
		78123	8.02	0.13	00:08	66.17774775		
	East of Sys-to-Sys	77360	4.00	0.07	00:04	63.2160046		
1	3y3-10-3y3	77357 78075	7.83 1.89	0.13	00:08 00:02	67.4515308 64.665232		
		78072	120.76	2.01	02:01	69.0157548		
1		78111	2.10	0.04	00:02	54.9347256	1	
1.26 1410	Suc to Suc	76172	18.88	0.31	00:19	69.6985764		
I-26 WB	Sys-to-Sys	76162 76170	5.65 28.79	0.09 0.48	00:06 00:29	56.8588088 70.5291338		
		78164	12.53	0.48	00:29	65.77239425	1	
		78159	15.84	0.26	00:16	68.5635035		
	West of	78160	125.35	2.09	02:05	69.0152775		
1	Sys-to-Sys	78124 77403	1.40	0.02	00:01 00:22	58.244412 67.3917974		
		77410	21.52 1.83	0.36 0.03	00:22	63.2811978		
		78113	81.34	1.36	01:21	68.2809226		
				otal Time	08:12	65.06093493		
		76308	53.41 1.00	0.89	00:53 00:01	69.5932246		
		78126 76152	20.31	0.02	00:20	57.154039 68.6597558		
	Courth of Cup to Cup	76159	3.14	0.05	00:03	62.8067008		
	South of Sys-to-Sys	78080	117.98	1.97	01:58	68.2627655		
		76310	1.76	0.03	00:02	58.6135248		
		76313 78143	10.06 9.79	0.17 0.16	00:10 00:10	64.4243244 43.4351075		
I-95 NB		76178	11.97	0.20	00:12	69.148297		
	Sys-to-Sys	75978	4.89	0.08	00:05	70.0725332		
		76176	20.05	0.33	00:20	70.7458688		
		78099 76315	1.53 163.24	0.03 2.72	00:02 02:43	50.86713175 69.3993354		
	North of Control Con	78128	2.96	0.05	00:03	63.6997246		
	North of Sys-to-Sys	76191	32.96	0.55	00:33	69.4890942		
		76198	1.89	0.03	00:02	65.8561394		
		78102	61.04 T	1.02 otal Time	01:01 08:38	69.8563074 64.28582273		
		78079	59.37	0.99	00:59	70.808267		
		78127	2.52	0.04	00:03	65.265277		
		76193	32.51	0.54	00:33	70.3777894		
	North of Sys-to-Sys	76320 78103	2.17 21.66	0.04	00:02	66.1127596		
		76318	163.08	0.36 2.72	00:22 02:43	69.613608 69.3630624		
		76166	8.79	0.15	00:09	65.4123916		
		78167	7.02	0.12	00:07	58.96680225	4	
	Suc to Suc	76169	23.83	0.40	00:24	69.9214462		
I-95 SB	Sys-to-Sys	64742 76185	4.37 17.54	0.07 0.29	00:04 00:18	66.2348222 69.0683632		
		78100	10.25	0.17	00:10	60.99625975	0.173952	10.61042
		78139	12.64	0.21	00:13	64.9673742	0.228613	14.85239
		78140	5.82	0.10	00:06	67.74397175	0.10989	7.444385
	South of Sys-to-Sys	76311 76157	7.55 24.16	0.13 0.40	00:08 00:24	68.7633548 69.1622484	0.144474 0.465046	9.934517 32.16363
		76154	20.79	0.40	00:24	67.0460844	0.388017	26.01502
		76309	2.13	0.04	00:02	61.524228	0.036536	2.247849
1		78098	53.20	0.89	00:53	68.43299625	1.013358	69.34712
	I-26 EB to I-95 SB	78137	43.97	otal Time 0.73	07:59 00:44	<b>66.8949836</b> 47.38356725	0.579881	27.47683
	1-20 ED (U 1-33 3B	78172	14.17	0.73		47.38356725 25.5446492	0.3/3001	27.47003
	I-95 NB to I-26 EB	78148	13.23	0.22	00:13	34.7793186		
	. 55 NO to 1-20 EB	78144	28.65	0.48	00:29	45.76596925		
	LOC MID to LOT ND	78154		0.16	00:10	53.58556825	1	
	I-26 WB to I-95 NB	76174 78165	56.51 7.78	0.94	00:57 00:08	44.5338194 45.80090925	1	
		78170	6.74	0.11	00:07	46.617063		
	I-95 SB to I-26 WB	76168	28.70	0.48	00:29	48.772554		
Suc to C		78161 78162	10.46	0.17	00:10	46.11319525		
Sys-to-Sys Ramps		78163 78165	10.82 7.78	0.18	00:11 00:08	52.80579975 45.80090925	1	
	1.05 CD 4+ 1.30 CD (51	78170	6.74	0.13	00:07	46.617063		
	I-95 SB to I-26 EB (Flyover)	78155	53.08	0.88	00:53	47.6110568		
	1.26 50 40 1.05 NO (1 )	78154	9.56	0.16	00:10	53.58556825	4	
	I-26 EB to I-95 NB (Loop)	76183 78172	28.49 14.17	0.47	00:28 00:14	42.4504858 25.5446492	1	
		78148	13.23	0.24	00:14	34.7793186		
	I-95 NB to I-26 WB (Flyover)	78149	54.76	0.91	00:55	46.9475185		
		78161	10.46	0.17	00:10	46.11319525		
1	I-26 WB to I-95 SB (Loop)	78163 76171	10.82 27.34	0.18	00:11 00:27	52.80579975 41.1599958	1	
L	. 20 110 to 1:55 50 (toop)	701/1	27.54	0.40	00.E/	-1.13333330	J	

Travel Ti	me Path	Total Travel Time	Average	
Start	End	Total Havel Hille	Speed	
	I-26 EB	08:17	64	
I-26 EB	I-95 NB	10:17	64	
	I-95 SB	07:40	64	66
	I-26 WB	08:12	65	
I-26 WB	I-95 NB	08:19	63	
	I-95 SB	06:29	64	
	I-26 EB	07:39	59	
I-95 NB	I-26 WB	09:41	58	
	I-95 NB	08:38	64	
	I-26 EB	09:10	62	
I-95 SB	I-26 WB	10:21	62	
	I-95 SB	07:59	67	

#### 2030 No Build Conditions

		2030 No Build Conditions				
// Aainline	Location	TM Se	gment ID	Segment Type	Density	L
	West of SC 210		78076	Basic	18.00	
	Off-Ramp to SC 210		78104	Diverge	15.23	
	Between SC 210 Ramps		77405	Basic	17.94	
	On-Ramp from SC 210		76161	Merge	14.71	
	West of I-26/I-95 Interchange		78105	Basic	18.99	
	Off-Ramp to I-95 SB		78131	Diverge	26.99	
	Between Ramps		76187	Basic	9.18	
	System-to-System Weave		64745	Weave	10.40	
I-26 EB	Between Ramps		76179	Basic	13.14	
. 20 20	On-Ramp from I-95 NB		78073	Merge	13.30	
	East of I-26/I-95 Interchange		78074	Basic	14.98	
	Off-Ramp to US 15 SB		78107	Diverge	11.16	
	Between Ramps		77374 77377	Basic	14.22 4.43	
	Weave to/from US 15			Weave		
	Between Ramps		77372	Basic	15.18	
	On-Ramp from US 15 NB		77369	Merge	11.96	
	East of US 15		78108	Basic	14.18	
	East of US 15		77362	Basic	15.06	
	Off-Ramp to US 15 NB		78130	Diverge	11.16	
	Between Ramps		78123	Basic	14.48	
	Weave to/from US 15		77360	Weave	6.89	
	Between Ramps		77357	Basic	15.29	
	On-Ramp from US 15 SB		78075	Merge	13.23	
	East of I-26/I-95 Interchange		78110	Basic	15.37	
	Off-Ramp to I-95 NB		78111	Diverge	13.97	
I-26 WB	Between Ramps		76172	Basic	10.85	
	System-to-System Weave		76162	Weave	28.99	
	Between Ramps		76170	Basic	21.31	
	On-Ramp from I-95 SB		76163	Merge	17.01	
	West of I-26/I-95 Interchange		78112	Basic	18.53	
	Off-Ramp to SC 210		78124	Diverge	16.50	
	Between SC 210 Ramps		77403	Basic	17.70	
	On-Ramp from SC 210		77410	Merge	13.85	
	West of SC 210		78113	Basic	18.23	
	South of US 178		76308	Basic	29.33	
	I-26 NB Off-Ramp to US 178		78126	Diverge	37.93	
	I-26 EB Between US 178 Ramps		76152	Basic	27.34	
	I-26 EB On-Ramp from US 178		76152	Basic	21.62	
	South of I-26/I-95 Interchange		76310	Basic	21.62	
	Off-Ramp to I-26 EB		76313	Basic	21.62	
	Between Ramps		76178	Basic	66.01	
I-95 NB	System-to-System Weave		75978	Weave	48.61	
	Between Ramps		76176	Basic	14.88	
	On-Ramp from I-26 WB		78099	Merge	21.09	
	North of I-26/I-95 Interchange		76315	Basic	20.49	
	Off-Ramp to US 176		78128	Diverge	21.66	
	Between US 176 Ramps		76191	Basic	19.54	
	On-Ramp from US 176		76198	Merge	17.80	
	North of US 176		78102	Basic	19.78	
	North of US 176		78079	Basic	19.09	
	Off-Ramp to US 176		78127	Diverge	23.49	
	Between US 176 Ramps		76193	Basic	19.00	
	On-Ramp from US 176		76320	Merge	19.56	
	North of I-26/I-95 Interchange		76318	Basic	20.50	
	Off-Ramp to I-26 WB		76166	Diverge	20.52	
	Between Ramps		76169	Basic	22.07	
I-95 SB	System-to-System Weave		64742	Weave	19.53	
. 22 30	System-to-system weave Between Ramps		76185	Basic	15.90	
	On-Ramp from I-26 EB		76314	Merge	28.96	
	South of I-26/I-95 Interchange		76311	Basic	30.86	
	Off-Ramp to US 178		76157	Diverge	30.37	
	Between U 178 Ramps		76154	Basic	29.92	
	On-Ramp from US 178		76309	Merge	31.40	
	South of US 178		78098	Basic	29.67	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

#### 2030 No Build Conditions

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	76186	48.702	F
	I-26 EB On-Ramp from I-95 SB	76189	33.3874	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	2.12202	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	76180	7.23422	Α
1-20/1-95 Kamps	I-26 WB Off-Ramp to I-95 NB	76174	24.6052	С
	I-26 WB On-Ramp from I-95 NB	76177	75.757	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	10.5741	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.07256	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

		2030 No Build		ns				
Mainline	Location	TM Segment ID	Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
		78076	79.44	1.32	01:19	69.9166438	1.545991	108.0905021
		78104	2.08	0.03	00:02	60.0496996	0.03471	2.084325073
	West of	77405	20.97	0.35	00:21	68.5847114	0.400276	27.45281394
	Sys-to-Sys	76161 78105	2.20 170.84	0.04 2.85	00:02 02:51	64.4916676 66.8914162	0.039546 3.180857	2.550387487 212.7720295
		78131	2.65	0.04	00:03	50.2838804	0.037053	1.86316862
		76187	16.54	0.28	00:17	69.664007	0.32068	22.33985376
	Sys-to-Sys	64745	3.57	0.06	00:04	59.8696616	0.059514	3.56308304
	-,,-	76179	13.93	0.23	00:14	67.8538488	0.263146	17.8554689
I-26 EB		78073	2.53	0.04	00:03	64.8382146	0.045661	2.960577717
		78106	11.29	0.19	00:11	69.1324378	0.217201	15.01563462
		78074	111.59	1.86	01:52	69.7499504	2.166471	151.1112448
	Foot of	78107	2.93	0.05	00:03	60.2084826	0.049144	2.958885669
	East of Sys-to-Sys	77374	7.86	0.13	00:08	67.1043812	0.146898	9.85749939
		77377	3.58	0.06	00:04	66.5566094	0.066282	4.411505184
		77372	7.84	0.13	00:08	67.281888	0.146868	9.881556327
		77369	3.80	0.06	00:04	51.9557358	0.054924	2.853616833
		78108	28.77	0.48	00:29	70.508703	0.564635	39.81168152
				otal Time	08:12	64.71899662	9.339857	637.4338344
		77362	29.07	0.48	00:29	69.5296774	0.562657	39.1213597
		78130	3.29	0.05	00:03	66.2322334	0.06059	4.013011022
		78123	7.65	0.13	00:08	69.0438956	0.146991	10.14883126
	East of	77360 77357	3.83 7.58	0.06	00:04	66.0284364	0.070324	4.643383761 10.23424803
	Sys-to-Sys	77357 78075	7.58 1.83	0.13 0.03	00:08	69.6515332	0.146935	
		78110	1.83	1.87	00:02 01:52	66.6025894 69.9294114	0.033981 2.182443	2.26322259 152.6169544
		78072	7.58	0.13	00:08	64.0957304	0.13527	8.670229451
		78111	2.15	0.13	00:02	53.7489874	0.032118	1.726309977
I-26 WB		76172	19.93	0.33	00:20	66.0291984	0.366213	24.18075083
	Sys-to-Sys	76162	6.26	0.10	00:06	43.892881	0.076524	3.358858826
		76170	15.45	0.26	00:15	61.216677	0.263288	16.11761645
		76163	1.64	0.03	00:02	62.809739	0.02859	1.795730438
		78112	169.14	2.82	02:49	68.8263102	3.24049	223.0309699
	West of	78124	1.43	0.02	00:01	57.0524814	0.022767	1.298913844
	Sys-to-Sys	77403	21.19	0.35	00:21	68.4512604	0.403734	27.63610117
		77410	1.77	0.03	00:02	65.5376678	0.032277	2.115359304
		78113	79.67	1.33	01:20	69.7085916	1.545997	107.7692735
			T	otal Time	08:12	64.35485008	9.351189	640.7411245
		76308	54.69	0.91	00:55	67.9545172	1.034563	70.30322918
		78126	1.01	0.02	00:01	56.6926378	0.015936	0.903453876
		76152	20.40	0.34	00:20	68.3476642	0.388154	26.52941925
	South of Sys-to-Sys	76159	3.02	0.05	00:03	65.1986734	0.054721	3.567736607
		78080	116.39	1.94	01:56	69.254087	2.243634	155.3808242
		76310	8.04	0.13	00:08	67.9924978	0.15221	10.34913809
		76313	43.85	0.73	00:44	51.8675326 28.0731626	0.564328	29.27030094 7.108938892
	Sys-to-Sys	76178 75978	32.83 9.68	0.55	00:33	30.0767872	0.253229 0.080978	2.435558074
I-95 NB	5y3 to 5y3	76176	22.94	0.10	00:10 00:23	61.8258592	0.39479	24.40823095
		78099	1.67	0.03	00:02	46.7093548	0.021676	1.012471975
		78101	20.39	0.34	00:20	64.6917174	0.367172	23.75298726
			163.44	2.72	02:43	69.3090872	3.153217	218.546592
		76319	21.05	0.35	00:21	67.3302584	0.394605	26.56885662
	North of Sys-to-Sys	78128	3.01	0.05	00:03	62.615958	0.05252	3.288590114
		76191	33.13	0.55	00:33	69.1020538	0.637323	44.04032823
		76198	1.89	0.03	00:02	65.6844844	0.03451	2.266771557
		78102	61.28	1.02	01:01	69.5291036	1.185951	82.45810994
			T	otal Time	10:19	60.12530203	11.02952	732.1915378
		78079	59.68	0.99	01:00	70.493701	1.170968	82.54586807
		78127	2.55	0.04	00:03	64.7091766	0.045876	2.968598186
		76193	32.68	0.54	00:33	70.0346398	0.637056	44.61598749
	North of Sys-to-Sys	76320	2.19	0.04	00:02	65.2683268	0.039784	2.596635113
		78103	21.79	0.36	00:22	69.1927486	0.419619	29.03459197
			164.20	2.74	02:44	68.9821574	3.152917	217.4950168
	1	76166	20.50	0.34	00:20	67.6057158	0.385741 0.375997	26.07829642
								23.96493733
	Sue to Sue	76169	21.19	0.35	00:21	63.737044		
1.05.50	Sys-to-Sys	76169 64742	5.16	0.09	00:05	48.9979868	0.070345	3.446763381
I-95 SB	Sys-to-Sys	76169 64742 76185	5.16 18.65	0.09 0.31	00:05 00:19	48.9979868 64.9567182	0.070345 0.337205	3.446763381 21.90373016
I-95 SB	Sys-to-Sys	76169 64742 76185 76314	5.16 18.65 1.66	0.09 0.31 0.03	00:05 00:19 00:02	48.9979868 64.9567182 53.8155128	0.070345 0.337205 0.024913	3.446763381 21.90373016 1.34070587
I-95 SB	Sys-to-Sys	76169 64742 76185 76314 78100	5.16 18.65 1.66 8.85	0.09 0.31 0.03 0.15	00:05 00:19 00:02 00:09	48.9979868 64.9567182 53.8155128 58.693113	0.070345 0.337205 0.024913 0.144563	3.446763381 21.90373016 1.34070587 8.484852495
I-95 SB		76169 64742 76185 76314 78100 78132	5.16 18.65 1.66 8.85 19.53	0.09 0.31 0.03 0.15 0.33	00:05 00:19 00:02 00:09 00:20	48.9979868 64.9567182 53.8155128 58.693113 63.2725554	0.070345 0.337205 0.024913 0.144563 0.343887	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926
I-95 SB	Sys-to-Sys South of Sys-to-Sys	76169 64742 76185 76314 78100 78132 76311	5.16 18.65 1.66 8.85 19.53 7.76	0.09 0.31 0.03 0.15 0.33 0.13	00:05 00:19 00:02 00:09 00:20 00:08	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644
I-95 SB		76169 64742 76185 76314 78100 78132 76311 76157	5.16 18.65 1.66 8.85 19.53 7.76 121.93	0.09 0.31 0.03 0.15 0.33 0.13 2.03	00:05 00:19 00:02 00:09 00:20 00:08 02:02	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922
I-95 SB		76169 64742 76185 76314 78100 78132 76311 76157 76154	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157
I-95 SB		76169 64742 76185 76314 78100 78132 76311 76157 76154	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:02	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916
I-95 SB		76169 64742 76185 76314 78100 78132 76311 76157 76154	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:02 00:55	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178 66.7436308	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537 1.013395	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916
I-95 SB		76169 64742 76185 76314 78100 78132 76311 76157 76154	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:02	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173 746.3482078
I-95 SB	South of Sys-to-Sys	76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04 0.91	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:02 00:55 09:47	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178 66.7436308 63.98867842	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537 1.013395	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173 746.3482078 23.10303344
I-95 SB	South of Sys-to-Sys	76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55 Tr.	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04 0.91 otal Time 0.89	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:22 00:02 00:55 09:47 00:53	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178 66.7436308 63.98867842 39.5070196	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537 1.01395 11.03165 0.584783	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173 746.3482078 23.10303344 17.26967344
I-95 SB Sys-to-Sys	South of Sys-to-Sys 1-26 EB to 1-95 SB 1-95 NB to 1-26 EB	76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55 To 53.18 28.77	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04 0.91 otal Time 0.89 0.48	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:02 00:55 <b>99:47</b> 00:53 00:29	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178 66.7436308 63.98867842 39.5070196 46.3946696	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537 1.013395 11.03165 0.584783 0.372234	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173 746.3482078 23.10303344 28.88098545
	South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55 To 53.18 28.77 61.05	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04 0.91 otal Time 0.89 0.48 1.02	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:02 00:55 09:47 00:53 00:29 01:01	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178 66.7436308 63.98867842 39.5070196 46.3946696 41.226806	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537 1.01395 11.03165 0.584783 0.372234 0.700539	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173
Sys-to-Sys	South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76169 64742 76185 76314 78100 78132 76311 76157 76154 76309 78098 76186 76180 76187	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55 T. 53.18 28.77 61.05 38.47	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04 0.91 otal Time 0.89 0.48 1.02 0.64	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:22 00:22 00:02 00:55 09:47 00:53 00:29 01:01 00:38	48.979868 64.9567182 53.8155128 58.603113 63.2725554 66.9791596 67.773066 63.9947412 56.5462178 66.7436308 49.95070196 46.39346696 41.226806 44.5252046	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388003 0.036537 1.013395 11.03165 0.584783 0.700539 0.502597	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173 746.3482078 23.10303344 17.26967344 28.88098545 23.59838899
Sys-to-Sys	South of Sys-to-Sys  I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop)	76169 64742 76185 76314 78100 78332 76311 76157 76154 76309 78098 76186 76180 76174 76168	5.16 18.65 1.66 8.85 19.53 7.76 121.93 21.78 2.32 54.55 Tr. 53.18 28.77 61.05 38.47 46.02	0.09 0.31 0.03 0.15 0.33 0.13 2.03 0.36 0.04 0.91 otal Time 0.89 0.48 1.02 0.64 0.77	00:05 00:19 00:02 00:09 00:20 00:08 02:02 00:02 00:02 00:55 09:47 00:53 00:29 01:01 00:38 00:46	48.9979868 64.9567182 53.8155128 58.693113 63.2725554 66.9791596 67.773066 63.9947412 66.7436308 63.98867842 64.3946696 41.226806 46.9529046 30.0556348	0.070345 0.337205 0.024913 0.144563 0.343887 0.144688 2.300157 0.388803 0.036537 1.013395 11.03165 0.584783 0.770539 0.502597 0.385004	3.446763381 21.90373016 1.34070587 8.484852495 21.75860926 9.691080644 155.8886922 24.83015157 2.06602916 67.63766173 23.10303344 17.26967344 28.88098545 23.59838899 11.57153962

Travel Ti	me Path	Total Travel Time	Average	Weighted Avg Speeds
Start	End	Total Travel Time	Speed	weighted Avg Speeds
	I-26 EB	08:12	65	68
I-26 EB	I-95 NB	11:05	60	67
	I-95 SB	09:30	61	66
	I-26 WB	08:12	64	69
I-26 WB	I-95 NB	09:02	64	67
	I-95 SB	08:14	61	66
	I-26 EB	07:36	64	67
I-95 NB	I-26 WB	10:35	57	65
	I-95 NB	10:19	60	66
	I-26 EB	09:34	64	67
I-95 SB	I-26 WB	10:17	65	68
	I-95 SB	09:47	64	68

#### 2030 Build Preferred Alternative Conditions

	2030 Build Preferred Al	ternative conditions			
1ainline	Location	TM Segment ID	Segment Type	Density	LC
	West of SC 210	78076	Basic	18.05	
	Off-Ramp to SC 210	78104	Diverge	13.94	1
	Between SC 210 Ramps	77405	Basic	18.02	
	On-Ramp from SC 210	76161	Merge	14.16	
	West of I-26/I-95 Interchange	78105	Basic	18.31	
		78131		12.19	
	Off-Ramp to I-95 SB		Diverge		
	Between Ramps	76187	Basic	8.60	
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.62	
I-26 EB	Between Ramps	78106	Basic	8.36	
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.56	
	East of I-26/I-95 Interchange	78151	Basic	11.54	1
	Off-Ramp to US 15 SB	78107	Diverge	11.43	
	Between Ramps	77374	Basic	14.14	
	Weave to/from US 15	77377	Weave	6.13	
	Between Ramps	77372	Basic	14.90	
	On-Ramp from US 15 NB	77369	Merge	13.16	
	East of US 15	78108	Basic	14.30	
	East of US 15	77362	Basic	14.99	
	Off-Ramp to US 15 NB	78130	Diverge	11.18	
		78123			
	Between Ramps		Basic	14.83	
	Weave to/from US 15	77360	Weave	5.75	
	Between Ramps	77357	Basic	14.96	
	On-Ramp from US 15 SB	78075	Merge	12.18	
	East of I-26/I-95 Interchange	78072	Basic	15.02	
	Off-Ramp to I-95 NB	78111	Diverge	15.41	
	Between Ramps	76172	Basic	10.30	
I-26 WB	Loop Off-Ramp to I-95 SB	76162	Diverge	7.79	
		76170	Basic	8.57	
	Between Ramps				
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.99	
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	13.77	
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	18.99	
	Off-Ramp to SC 210	78124	Diverge	18.12	
	Between SC 210 Ramps	77403	Basic	18.56	
	On-Ramp from SC 210	77410	Merge	13.83	
	West of SC 210	78113	Basic	18.15	
	South of US 178	76308	Basic	29.20	
	I-26 NB Off-Ramp to US 178	78126	Diverge	34.49	
	I-26 EB Between US 178 Ramps	76152	Basic	27.63	
	I-26 EB On-Ramp from US 178	76159	Basic	19.76	
	South of I-26/I-95 Interchange	76310	Basic	19.76	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.95	
	Between Ramps	76178	Basic	12.44	
I-95 NB	System-to-System Weave	75978	Merge	8.17	
	Between Ramps	76176	Basic	12.95	
	On-Ramp from I-26 WB	78099	Merge	21.10	
	North of I-26/I-95 Interchange	76315	Basic	20.63	
	Off-Ramp to US 176	78128	Diverge	21.81	
	Between US 176 Ramps	76191	Basic	19.54	
	On-Ramp from US 176	76198	Merge	18.92	
	North of US 176	78102	Basic	19.55	
	North of US 176	78079	Basic	19.00	
	Off-Ramp to US 176	78127	Diverge	22.43	
	Between US 176 Ramps	76193	Basic	18.89	
		76320		19.72	
	On-Ramp from US 176		Merge		
	North of I-26/I-95 Interchange	76318	Basic	20.50	
	Off-Ramp to I-26 WB	78167	Diverge	18.64	
	Between Ramps	76169	Basic	12.23	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	11.18	
	Between Ramps	76185	Basic	16.31	
	On-Ramp from I-26 EB	78100	Merge	20.29	
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	20.17	
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	30.47	
	Off-Ramp to US 178	78175	Diverge	19.95	
	Between U 178 Ramps	76154	Basic	30.45	
	On-Pamp from US 179				
	On-Ramp from US 178 South of US 178	76309 78098	Merge Basic	31.32 30.15	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
c	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

#### 2030 Build Preferred Alternative Conditions

Mainline	Location	TM Segment ID	Density	LOS
I-26/I-95 Ramps	I-26 EB Off-Ramp to I-95 SB	78137	20.4295	С
	I-26 EB On-Ramp from I-95 SB	78155	20.354	С
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.34568	Α
	I-26 EB On-Ramp from I-95 NB	78144	7.57848	Α
	I-26 WB Off-Ramp to I-95 NB	76174	21.7019	С
	I-26 WB On-Ramp from I-95 NB	78149	20.088	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	7.9727	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.09547	Α
CD Roads	I-95 NB to I-26	78148	19.9	С
	I-95 to I-26 EB	78154	12.8	В
	I-95 SB to I-26	78165	19.9	С
	I-95 to I-26 WB	78161	13.6	В

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

		0 Build Preferred Alte							,
Mainline	Location			Minutes	Travel Time (mm:ss		Lengths	AS x L	-
		78076 78104	79.45 2.08	1.32 0.03	01:19 00:02	69.85680325 59.93727525		107.9979891 2.080422824	Tra: Sta
		77405	20.95	0.35	00:02	68.6388342		27.47296794	310
	West of	76161	2.20	0.04	00:02	64.4583888		2.549071443	1-26
	Sys-to-Sys		142.10	2.37	02:22	69.2703126		189.7959461	
		78135	12.95	0.22	00:13	67.59615675		16.47473811	
		78138	10.13	0.17	00:10	66.51526925	0.187705	12.48524861	I-26
		78131	2.31	0.04	00:02	56.00643275	0.035934	2.012535154	
		76187	16.13	0.27	00:16	71.1838198	0.319508	22.7437999	
	Sys-to-Sys	64745	4.28	0.07	00:04	59.6504738	0.071049	4.238106513	I-95
I-26 EB		78106	20.37	0.34	00:20	70.7627028	0.401276	28.39537433	
1-20 LD		78150	5.58	0.09	00:06	65.75660975	0.102209	6.720917326	
		78074	4.40	0.07	00:04	65.832906		5.303696406	I-95
		78151	11.83	0.20	00:12	68.2585206		15.34745055	
		78152	95.57	1.59	01:36	69.75708575		129.4953798	
	East of	78107	2.86	0.05	00:03	61.7954545		3.039656611	
	Sys-to-Sys	77374	7.79	0.13	00:08	67.7797856		9.964035162	
		77377	3.56	0.06	00:04	66.9116958		4.435041021	
		77372	7.85	0.13	00:08	67.2525138 51.788346		9.877242197 2.844423116	
		77369 78108	3.81 28.87	0.06	00:04 00:29	70.272628	0.564635		
	Total Time	70100	20.07	0.40	08:05	65.68009595	9.312523		1
	Total Time	77362	29.05	0.48	00:29	69.576981	0.562657	39.1479754	1
		78130	3.27	0.05	00:03	66.468585		4.027331565	
		78123	7.63	0.13	00:08	69.27804725		10.18324944	
	East of	77360	3.81	0.06	00:04	66.3240772		4.664174405	
	Sys-to-Sys	77357	7.57	0.13	00:08	69.7249058	0.146935	10.24502903	
		78075	1.83	0.03	00:02	66.7361684		2.267761738	1
			118.51	1.98	01:59	70.323434		163.1428423	1
		78111	2.03	0.03	00:02	56.8514554		1.825955045	1
		76172	18.67	0.31	00:19	70.4658486		25.80550981	
I-26 WB	Sys-to-Sys	76162	5.69	0.09	00:06	56.530634		5.057965416	1
		76170	28.59	0.48	00:29	70.9988142		40.12284988	
		78164	12.39	0.21	00:12	66.63064675	0.229565		1
		78159	15.76	0.26	00:16	68.92569375	0.302228		1
	West of	78160 78124	38.61	0.64	00:39	70.10688125	0.753206	52.8049236	
	Sys-to-Sys	78124 77403	1.46 21.29	0.02	00:01 00:21	56.0006042 68.1292664	0.022767	1.274965756 27.5046024	1
		77403	1.77	0.03	00:02	65.5220186	0.403712	2.11472315	
		78113	79.55	1.33	01:20	69.8107502	1.545881	107.9191123	
	Total Time				06:37	66.57804511	7.683929	534.2363102	1
		76308	54.68	0.91	00:55	67.9750774	1.034563	70.3245	1
		78126	1.01	0.02	00:01	56.5727268	0.015936	0.901542974	
		76152	20.44	0.34	00:20	68.2153152	0.388147	26.47756995	
	South of Sys-to-Sys	76159	3.02	0.05	00:03	65.0998682	0.054699	3.560897691	
	South of Sys-to-Sys	78080	116.31	1.94	01:56	69.21055625		155.1040402	
		76310	1.65	0.03	00:02	62.4806916		1.793508252	
		76313	9.75	0.16	00:10	66.4754674		11.99190842	
		78143	9.13	0.15	00:09	46.75068625		5.562349899	
I-95 NB	Suc to Suc	76178 75978	12.16 4.93	0.20	00:12 00:05	68.1682236		15.72579567 6.639771848	
1-33 ND	Sys-to-Sys	76176	20.29	0.08	00:05	69.5453406 69.8991886		27.59550067	
		78099	1.56	0.03	00:02	49.693563		1.077157672	
		78101	20.04	0.33	00:20	65.8044934		24.15446057	
		76315	164.35	2.74	02:44	68.9251628		217.3359951	
	North of Sys-to-Sys	76319	21.18	0.35	00:21	66,942773		26.41595294	
	, , , , , , , , , , , , , , , , , , , ,	76191	33.33	0.56	00:33	68.6951042		43.78096989	
		76198	1.90	0.03	00:02	65.2605658		2.252142126	
		78102	61.57	1.03	01:02	69.1949738	1.185951	82.06184837	
	Total Time				09:17	64.81514858	10.57777	722.7559122	
		78079	59.67	0.99	01:00	70.4979698	1.170968	82.5508667	
		78127	2.54	0.04	00:03	64.9157695		2.978075842	
		76193	32.63	0.54	00:33	70.143472	0.637056	44.6853197	
	North of Sys-to-Sys	76320	2.19	0.04	00:02	65.1445116		2.591709249	
		78103	21.79	0.36	00:22	69.1955476		29.03576649	
		76318	164.18	2.74	02:44	68.9229588		217.0892624	
		76166	8.84	0.15	00:09	64.9944132		10.38831704	1
		78167 76169	6.87	0.11	00:07	60.73051425		7.066298986	1
	Sys-to-Sys	76169 64742	23.94 4.44	0.40	00:24 00:04	69.5673356 65.2727298		32.25517342 5.270381295	
I-95 SB	3y3-10-3y5	76185	17.79	0.07	00:04	68.0815374		22.95668592	
		78100	10.07	0.30	00:10	62.10266775		10.81387543	
		78139	12.62	0.17	00:10	65.2211986		14.93963297	1
		78140	5.88	0.10	00:06	67.0871395	0.10989	7.37220576	1
South of Sys-to-Sys	78131	2.31	0.04	00:02	56.00643275		2.012535154	1	
	76157	25.02	0.42	00:25	66.9003308		31.16765991		
		78173	99.08	1.65	01:39	66.4164986	1.831769	121.6596832	1
		76154	21.69	0.36	00:22	64.2637098		24.93406235	1
		76309	2.32	0.04	00:02	56.7094706		2.071937218	1
		78098	54.71	0.91	00:55	66.40917925		67.29766766	1
	Total Time				09:39	65.39993028	10.9054	739.1371167	1.
	I-26 EB to I-95 SB	78137	43.54	0.73	00:44	47.8471895	-	27.74567609	
		78172	13.54	0.23	00:14	26.715737		2.690782315	4
	I-95 NB to I-26 EB	78148	12.66	0.21	00:13	36.3587206		4.657406674 16.77789367	1
	i .	78144	28.58	0.48	00:29	45.9180205		16.77789367 7.558823095	1
		78154 76174	9.67 54.57	0.16 0.91	00:10 00:55	53.0157255 46.1213314	-	7.558823095	5
	I-26 WR to I-DE MD		8.65	0.91	00:09	47.20374625		5.369237321	
	I-26 WB to I-95 NB			0.14	00.03	-,,,203/4023	0.095021	0.309237321	
	I-26 WB to I-95 NB	78165			00:24	48.6422656		15.67458095	
	I-26 WB to I-95 NB	78165 78170		0.40				6.223832188	1
		78165 78170 76168	23.81			46,3431015			
iys-to-Sys		78165 78170 76168 78161	23.81 10.42	0.17	00:10	46.3431015 54.2788835			
		78165 78170 76168	23.81			46.3431015 54.2788835 47.20374625	0.159276	8.645323448 5.369237321	2
ys-to-Sys Ramps	I-95 SB to I-26 WB	78165 78170 76168 78161 78163	23.81 10.42 10.55	0.17 0.18	00:10 00:11	54.2788835	0.159276	8.645323448	2
		78165 78170 76168 78161 78163 78165	23.81 10.42 10.55	0.17 0.18	00:10 00:11	54.2788835	0.159276 0.113746 0.095021	8.645323448 5.369237321	2
	I-95 SB to I-26 WB	78165 78170 76168 78161 78163 78165 78170	23.81 10.42 10.55 8.65	0.17 0.18 0.14	00:10 00:11 00:09	54.2788835 47.20374625	0.159276 0.113746 0.095021 0.933615	8.645323448 5.369237321 0	2
	I-95 SB to I-26 WB	78165 78170 76168 78161 78163 78165 78170 78155	23.81 10.42 10.55 8.65 69.37	0.17 0.18 0.14 1.16	00:10 00:11 00:09	54.2788835 47.20374625 48.3524398	0.159276 0.113746 0.095021 0.933615 0.142577	8.645323448 5.369237321 0 45.14256308	
	I-95 SB to I-26 WB	78165 78170 76168 78161 78163 78165 78170 78155 78154	23.81 10.42 10.55 8.65 69.37 9.67	0.17 0.18 0.14 1.16 0.16	00:10 00:11 00:09 01:09 00:10	54.2788835 47.20374625 48.3524398 53.0157255	0.159276 0.113746 0.095021 0.933615 0.142577 0.336545	8.645323448 5.369237321 0 45.14256308 7.558823095	3
	I-95 SB to I-26 WB	78165 78170 76168 78161 78163 78165 78170 78155 78154 76183	23.81 10.42 10.55 8.65 69.37 9.67 28.37	0.17 0.18 0.14 1.16 0.16 0.47	00:10 00:11 00:09 01:09 00:10 00:28	54.2788835 47.20374625 48.3524398 53.0157255 42.6161618	0.159276 0.113746 0.095021 0.933615 0.142577 0.336545 0.100719	8.645323448 5.369237321 0 45.14256308 7.558823095 14.34225617	3
	I-95 SB to I-26 WB	78165 78170 76168 78161 78163 78165 78170 78155 78154 76183 78172	23.81 10.42 10.55 8.65 69.37 9.67 28.37 13.54	0.17 0.18 0.14 1.16 0.16 0.47 0.23	00:10 00:11 00:09 01:09 00:10 00:28 00:14	54.2788835 47.20374625 48.3524398 53.0157255 42.6161618 26.715737 36.3587206 48.640799	0.159276 0.113746 0.095021 0.933615 0.142577 0.336545 0.100719 0.128096	8.645323448 5.369237321 0 45.14256308 7.558823095 14.34225617 2.690782315	3
	I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	78165 78170 76168 78161 78163 78165 78170 78155 78154 76183 78372 78148	23.81 10.42 10.55 8.65 69.37 9.67 28.37 13.54 12.66 69.64 10.42	0.17 0.18 0.14 1.16 0.16 0.47 0.23 0.21	00:10 00:11 00:09 01:09 00:10 00:28 00:14 00:13	54.2788835 47.20374625 48.3524398 53.0157255 42.6161618 26.715737 36.3587206	0.159276 0.113746 0.095021 0.933615 0.142577 0.336545 0.100719 0.128096 0.942263 0.134299	8.645323448 5.369237321 0 45.14256308 7.558823095 14.34225617 2.690782315 4.657406674 45.83242519 6.223832188	3
Sys-to-Sys Ramps	I-95 SB to I-26 WB I-95 SB to I-26 EB (Flyover) I-26 EB to I-95 NB (Loop)	78165 78170 76168 78161 78163 78165 78170 78155 78154 76183 78172 78148 78149	23.81 10.42 10.55 8.65 69.37 9.67 28.37 13.54 12.66 69.64	0.17 0.18 0.14 1.16 0.16 0.47 0.23 0.21 1.16	00:10 00:11 00:09 01:09 00:10 00:28 00:14 00:13 01:10	54.2788835 47.20374625 48.3524398 53.0157255 42.6161618 26.715737 36.3587206 48.640799	0.159276 0.113746 0.095021 0.933615 0.142577 0.336545 0.100719 0.128096 0.942263 0.134299 0.159276	8.645323448 5.369237321 0 45.14256308 7.558823095 14.34225617 2.690782315 4.657406674 45.83242519	3 6

Travel Time Path		Total Travel Time	Average	Weighted Avg Speeds	
Start	End	Total Travel Tille	Speed	weighted Avg Speeds	
	I-26 EB	08:05	66	69	
I-26 EB	I-95 NB	10:50	64	68	
	I-95 SB	09:09	63	66	
	I-26 WB	06:37	67	70	
I-26 WB	I-95 NB	08:52	65	67	
	I-95 SB	08:01	64	67	
	I-26 EB	07:33	60	66	
I-95 NB	I-26 WB	08:24	59	65	
	I-95 NB	09:17	65	68	
	I-26 EB	09:18	64	66	
I-95 SB	I-26 WB	08:43	63	67	
	I-95 SB	09:39	65	68	

# 2050 No Build Conditions

ainline	Location	TM Segment ID	Segment Type	Density	LO
	West of SC 210	78076	Basic	61.93	
	Off-Ramp to SC 210	78104	Basic	39.90	
	Between SC 210 Ramps	77405	Basic	85.10	
	On-Ramp from SC 210	76161	Merge	87.64	
	West of I-26/I-95 Interchange	78105	Basic	110.20	1
	Off-Ramp to I-95 SB	78131	Diverge	30.49	
	Between Ramps	76187	Basic	11.03	- 1
	System-to-System Weave	64745	Weave	15.75	1
I-26 EB	Between Ramps	76179	Basic	17.53	1
	On-Ramp from I-95 NB	78073	Merge	15.73	1
	East of I-26/I-95 Interchange	78074	Basic	17.95	1
	Off-Ramp to US 15 SB	78107	Basic	13.76	1
	Between Ramps	77374	Basic	17.31	
	Weave to/from US 15	77377	Weave	5.65	,
	Between Ramps	77372	Basic	17.56	
	On-Ramp from US 15 NB	77369	Merge	14.42	
	East of US 15	78108	Basic	18.22	
	East of US 15	77362	Basic	22.71	-
	Off-Ramp to US 15 NB	78130	Diverge	17.72	
	Between Ramps	78123	Basic	22.31	
	Weave to/from US 15	77360	Weave	11.21	
	Between Ramps	77357	Basic	21.43	
	On-Ramp from US 15 SB	78075	Merge	19.92	
	East of I-26/I-95 Interchange	78110	Basic	23.77	
	Off-Ramp to I-95 NB	78111	Basic	20.83	
I-26 WB	Between Ramps	76172	Basic	16.41	
. 20 ***	System-to-System Weave	76162	Weave	33.71	- 1
	Between Ramps	76170	Basic	25.84	
	On-Ramp from I-95 SB	76163	Merge	20.77	
	West of I-26/I-95 Interchange	78112	Basic	23.26	
	Off-Ramp to SC 210	78124	Diverge	22.53	
	Between SC 210 Ramps	77403	Basic	23.30	
	On-Ramp from SC 210	77403	Merge	17.31	
	West of SC 210	78113	Basic	22.44	
	South of US 178	76308	Basic	87.03	
		78126	Diverge	106.54	
	I-26 NB Off-Ramp to US 178 I-26 EB Between US 178 Ramps	76152	Basic	93.15	
	I-26 EB On-Ramp from US 178	76152	Basic	121.77	
		78080	Basic	121.77	
	South of I-26/I-95 Interchange	76313	Basic	121.77	
	Off-Ramp to I-26 EB				
	Between Ramps	76178	Basic	86.98	
I-95 NB	System-to-System Weave	75978	Weave	51.31	
	Between Ramps	76176	Basic	10.95	
	On-Ramp from I-26 WB	78099	Merge	22.55	
	North of I-26/I-95 Interchange	76315	Basic	20.55	
	Off-Ramp to US 176	78128	Diverge	23.37	
	Between US 176 Ramps	76191	Basic	19.21	
	On-Ramp from US 176	76198	Merge	18.41	
	North of US 176	78102	Basic	19.61	- 1
	North of US 176	78079	Basic	24.13	
	Off-Ramp to US 176	78127	Diverge	25.30	
	Between US 176 Ramps	76193	Basic	23.95	
	On-Ramp from US 176	76320	Merge	24.80	
	North of I-26/I-95 Interchange	76318	Basic	25.62	
	Off-Ramp to I-26 WB	76166	Diverge	24.71	- (
	Between Ramps	76169	Basic	29.35	
I-95 SB	System-to-System Weave	64742	Weave	29.69	
	Between Ramps	76185	Basic	19.84	- (
	On-Ramp from I-26 EB	76314	Merge	30.22	
	South of I-26/I-95 Interchange	76311	Basic	32.59	i
	Off-Ramp to US 178	76157	Diverge	32.63	i
	Between U 178 Ramps	76154	Basic	31.89	i
	On-Ramp from US 178	76309	Merge	32.70	i
				34.70	
	South of US 178	78098	#N/A	31.92	

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

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# APPENDIX Q. I-26 AT I-95 TRANSMODELER 2030 AND 2050 PREFERRED ALTERNATIVE ANALYSIS

### 2050 No Build Conditions

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	76186	44.1184	Е
	I-26 EB On-Ramp from I-95 SB	76189	47.0562	F
	I-26 EB Loop Off-Ramp to I-95 NB	76183	2.05663	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	76180	6.6043	Α
1-20/1-55 Natitips	I-26 WB Off-Ramp to I-95 NB	76174	36.6718	Е
	I-26 WB On-Ramp from I-95 NB	76177	87.4824	F
	I-26 WB Loop Off-Ramp to I-95 SB	76171	12.6148	В
	I-26 WB On-Ramp from I-95 SB	76168	1.5409	Α

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainter	Incation		Build Cor		House	Tenual Time (many)	Average Case 1	Longtha	AC 1
Mainline	Location	TM Segment ID 78076	201.39	Minutes 3.36	Hours 0.06	Travel Time (mm:ss) 03:21	Average Speed 27.6443188	Lengths 1.545991	AS x L 42.7378680
		78104	4.81	0.08	0.00	00:05	25.967877	0.03471	0.90134501
	West of	77405	83.49	1.39	0.02	01:23	17.2447928	0.400276	6.90267668
	Sys-to-Sys	76161	9.38	0.16	0.00	00:09	15.162665	0.039546	0.5996227
		78105	908.11	15.14	0.25	15:08	12.589196	3.180857	40.0444322
		78131	3.15	0.05	0.00	00:03	42.254651	0.037053	1.56566158
		76187	17.97	0.30	0.00	00:18	64.1253484	0.32068	20.5637167
	Sys-to-Sys	64745	3.83	0.06	0.00	00:04	55.8703888	0.059514	3.32507031
		76179	14.33	0.24	0.00	00:14	65.979682	0.263146	17.362289
I-26 EB		78073	2.56	0.04	0.00	00:03	64.1941462	0.045661	2.9311689
		78106	11.36	0.19	0.00	00:11	68.6581374	0.217201	14.912616
		78074	112.87	1.88	0.03	01:53	68.9590678	2.166471	149.397820
	East of	78107	3.02	0.05	0.00	00:03	58.4767896	0.049144	2.87378334
	Sys-to-Sys	77374	8.03	0.13	0.00	00:08	65.7137734	0.146898	9.65322188
	-,,-	77377	3.64	0.06	0.00	00:04	65.4748178	0.066282	4.33980187
		77372	7.93	0.13	0.00	00:08	66.5401938	0.146868	9.77262518
		77369	3.88	0.06	0.00	00:04	50.796499	0.054924	2.78994691
		78108	29.03	0.48	0.01	00:29	69.8740902	0.564635	39.4533569
	Total Distance			otal Time	0.39688	23:49	50.30702417	9.339857	370.127024
		77362	30.59	0.51	0.01	00:31	66.0853294	0.562657	37.1833731
		78130	3.49	0.06	0.00	00:03	62.3276552	0.06059	3.77643262
		78123	8.03		0.00	00:08	65.793927	0.146991	9.67111512
	East of	77360 77357	4.03 7.87	0.07	0.00	00:04 00:08	62.6258904 67.0799174	0.070324 0.146935	4.40410311 9.85638766
	Sys-to-Sys	7/357 78075	1.89	0.13	0.00	00:08	64.431909	0.146935	2.189460
		78110	119.05	1.98	0.00	01:59	65.8748712	2.182443	143.768151
		78072	9.00	0.15	0.00	00:09	54.0699652	0.13527	7.31404419
		78111	2.34	0.13	0.00	00:03	49.3350326	0.032118	1.58454257
-26 WB		76172	20.87	0.35	0.01	00:02	63.0288556	0.366213	23.081986
	Sys-to-Sys	76162	6.49	0.11	0.00	00:06	42.389895	0.076524	3.24384432
	.,,	76170	15.96	0.27	0.00	00:16	59.2771834	0.263288	15.6069710
		76163	1.67	0.03	0.00	00:02	61.3371252	0.02859	1.75362840
		78112	173.58	2.89	0.05	02:54	67.0849866	3.24049	217.388228
	West of	78124	1.59	0.03	0.00	00:02	51.602147	0.022767	1.17482608
	Sys-to-Sys	77403	22.02	0.37	0.01	00:22	65.880109	0.403734	26.5980399
		77410	1.79	0.03	0.00	00:02	64.6380656	0.032277	2.08632284
		78113	80.12	1.34	0.02	01:20	69.3208214	1.545997	107.169781
	Total Distance			Total Time	0.14177	08:30	61.23242701	9.351189	617.851239
		76308	166.06	2.77	0.05	02:46	22.4001328	1.034563	23.1743485
		78126	3.28	0.05	0.00	00:03	17.4453672	0.015936	0.27800937
		76152	72.19	1.20	0.02	01:12	19.3282532	0.388154	7.50233879
	South of Sys-to-Sys	76159	11.77	0.20	0.00	00:12	16.7070832	0.054721	0.914228
		78080	820.46	13.67	0.23	13:40	9.8260348	2.243634	22.0460257
		76310	63.64	1.06	0.02	01:04	8.5930342	0.15221	1.30794573
		76313	191.48	3.19	0.05	03:11	10.589099	0.564328	5.9757250
		76178	49.39	0.82	0.01	00:49	18.4191082	0.253229	4.6642523
I-95 NB	Sys-to-Sys	75978	10.91	0.18	0.00	00:11	26.6740266	0.080978	2.16000932
		76176	23.23	0.39	0.01	00:23	61.0574202	0.39479	24.1048589
		78099	1.86	0.03	0.00	00:02	41.8777794	0.021676	0.90774274
		78101	21.04	0.35	0.01	00:21	62.6816	0.367172	23.0149284
		76315	163.49	2.72 0.35	0.05	02:43 00:21	69.2891096 67.2205812	3.153217 0.394605	218.483598
	North of Sys-to-Sys	76319 78128	21.09 3.02	0.35	0.01	00:21	62.4614452	0.05252	3.28047510
		76191	33.14	0.05	0.00	00:03	69.078429	0.637323	44.0252716
		76198	1.90	0.03	0.00	00:02	65.4239986	0.037323	2.25778219
		78102	61.29	1.02	0.02	01:01	69.513648	1.185951	82.4397803
	Total Distance	70102		Total Time	0.48	28:39	39.9214528	10.26774	493.062898
	Total Distance	78079	60.39	1.01	0.02	01:00	69.6579612	1.170968	81.5672435
		78127	2.56	0.04	0.00	00:03	64.3245002	0.045876	2.95095077
		76193	33.06	0.55	0.01	00:33	69.229082	0.637056	44.1028020
	North of Sys-to-Sys	76320	2.26	0.04	0.00	00:02	63.3119122	0.039784	2.5188011
		78103	22.19	0.37	0.01	00:22	67.9498644	0.419619	28.513054
		76318	165.89	2.76	0.05	02:46	68.2806652	3.152917	215.283270
		76166	20.77	0.35	0.01	00:21	66.721938	0.385741	25.7373870
		76169	22.74	0.38	0.01	00:23	59.3936518	0.375997	22.331834
	Sys-to-Sys	64742	5.95	0.10	0.00	00:06	42.4814918	0.070345	2.98836054
I-95 SB		76185	19.33	0.32	0.01	00:19	62.6631352	0.337205	21.1303225
		76314	1.64	0.03	0.00	00:02	54.550094	0.024913	1.3590064
		78100	8.87	0.15	0.00	00:09	58.5680782	0.144563	
		78132	19.68		0.01	00:20	62.7700014	0.343887	21.585787
	South of Sys-to-Sys	76311	7.76	0.13	0.00	00:08	66.9868254	0.144688	
		76157	121.93		0.03	02:02	67.7693102	2.300157	155.88005
		76154	21.91	0.37	0.01	00:22	63.6285154	0.388003	
		76309	2.36	0.04	0.00	00:02	55.6041296	0.036537	2.03160808
		78098	54.91	0.92	0.02	00:55	66.306023	1.013395	67.194192
				Total Time	0.17	09:54	62.78873218	11.03165	
	Total Distance		52.39	0.87	0.01	00:52	40.1014056	0.584783	23.450620
	I-26 EB to I-95 SB	76186			0.01	00:29	45.7272792	0.372234	17.021248
	I-26 EB to I-95 SB I-95 NB to I-26 EB	76180	29.19	0.49			40.04		20.05 :
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB	76180 76174	29.19 62.84	1.05	0.02	01:03	40.0473782	0.700539	
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB	76180 76174 76168	29.19 62.84 38.97	1.05 0.65	0.02 0.01	01:03 00:39	46.344053	0.700539 0.502597	23.2923820
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop)	76180 76174 76168 76189	29.19 62.84 38.97 48.16	1.05 0.65 0.80	0.02 0.01 0.01	01:03 00:39 00:48	46.344053 28.7217782	0.700539 0.502597 0.385004	23.2923820 11.0579994
ys-to-Sys Ramps	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop) I-26 EB to I-95 NB (Loop)	76180 76174 76168 76189 76183	29.19 62.84 38.97 48.16 29.79	1.05 0.65 0.80 0.50	0.02 0.01 0.01 0.01	01:03 00:39 00:48 00:30	46.344053 28.7217782 31.0828214	0.700539 0.502597 0.385004 0.257708	28.0547502 23.2923820 11.0579994 8.01029173
	I-26 EB to I-95 SB I-95 NB to I-26 EB I-26 WB to I-95 NB I-95 SB to I-26 WB I-95 SB to I-26 EB (Loop)	76180 76174 76168 76189	29.19 62.84 38.97 48.16	1.05 0.65 0.80	0.02 0.01 0.01	01:03 00:39 00:48	46.344053 28.7217782	0.700539 0.502597 0.385004	23.2923820 11.0579994

Travel T	ime Path	Total Travel Time	Average	Weighted Avg Speeds
Start	End	Total Haver Hille	Speed	weighted Avg Speeds
	I-26 EB	23:49	50	40
I-26 EB	I-95 NB	26:43	47	45
	I-95 SB	25:02	45	40
	I-26 WB	08:30	61	66
I-26 WB	I-95 NB	09:16	61	65
	I-95 SB	08:29	59	64
	I-26 EB	25:40	43	38
I-95 NB	I-26 WB	29:09	36	42
	I-95 NB	28:39	40	48
	I-26 EB	09:44	62	66
I-95 SB	I-26 WB	10:27	64	67
	I-95 SB	09:54	63	67

West of SC 210	2050 Build Preferred Alternative Conditions							
Off-Ramp to SC 210 Earners	Mainline					LOS		
Between SC 210 Namps On-Ramp from SC 210 West of 1-26/19 Sinterchange Off-Samp to 1-95 SB Between Ramps Loop Off-Ramp to 1-95 NB Loop Off-Ramp to	l					D		
On-Bamp from SC 210 West of 1-26/1-95 Interchange Off-Bamp to 1-95 SB Off-Bamp to 1-95 SB Off-Bamp to 1-95 NB Between Ramps Loop Off-Bamp to 1-95 NB Loop Off-Bamp to 1-95 NB CRAMP CONTRIBUTION OFF-BAMP TO 1-95 NB Loop Off-Bamp to 1-95 NB Between Ramps CRAMP CONTRIBUTION OFF-BAMP TO 1-95 NB 1-95 SB East of 1-26/1-95 Interchange Off-Bamp to 1-95 NB 1-95 SB East of 1-26/1-95 Interchange Off-Bamp to 1-95 NB Determen Ramps Off-Bamp to 1-								
West of I-26/195 Interchange         78105         Bask         46.61           Off-Ramp to 195 NB         64745         Diverge         58.88         1           Loo Off-Ramp to 195 NB         64745         Diverge         78.81           Lob GD Off-Ramp to 195 NB         78105         Bask         11.32         B           CD Boad On-Ramp from 195 NB + 195 SB         78150         Merge         15.93         B           CD Boad On-Ramp from 195 NB + 195 SB         78151         Basic         11.52         B           Off-Ramp to US 15 SB         78107         Diverge         15.60         B           Between Ramps         77374         Basic         20.00         B           Weave to/from US 15         77377         Weave         9.28         A           Between Ramps         77377         Weave         9.28         A           East of US 15         78108         Basic         12.73         B           East of US 15         78108         Basic         12.73         B         E         25.00         G         B         12.93         B         E         12.93         B         E         12.93         B         E         12.93         B         2.25	l							
Off-Ramp to 1-95 NB Between Ramps   76187 Basic   13.14 BB Between Ramps   76187 Basic   13.14 BB   Loop Off-Ramp to 1-95 NB   64745   Diverge   7.88 BAS   13.15 Basic   13.12 Basic   13.12 Basic   13.15 Basic   14.15 Basic	l							
Between Ramps	l							
Loop Off-Ramp to 1-95 NB	1					_		
1-26 EB   Between Ramps	l							
CD Road On-Aamp from I-55 NB + I-95 SB	l							
East of I-26/I-95 Interchange	I-26 EB			Basic				
Off-Ramp to US 15 SB         78107         Diverge Double         15.60         Between Ramps         77374         Bask: 20.00         CO           Weave to f/from US 15 S         77377         Weave 9.28         A           Between Ramps         77369         Merge 17-39         Basic 20.50           On-Ramp from US 15 NB         77369         Merge 17-39         Basic 22.59           East of US 15         77360         Basic 22.76         C           Off-Ramp to US 15 NB         78130         Diverge 17.08         Basic 22.76           Off-Ramp to US 15 NB         78130         Diverge 17.08         Basic 22.76         C           Weave to f/Tom US 15         77360         Weave 11.49         Basic 22.76         C         Meave to f/Tom US 15         Meave 17.55         Merge 18.30         Basic 22.48         C         C         Meave 17.55         Merge 18.30         Basic 22.48         C         C         Merge 17.56         Merge 17.56         Merge 17.56         Merge 18.30         Be         East of 1.26/1-95 Interchange 3         78072         Basic 22.48         C         Merge 17.56         Merge 17.56         Merge 17.56         Merge 18.30         Be         East of 1.26/1-95 Interchange 3         761112         Basic 22.48         C         Merge 17.56         <	l		78150	Merge		В		
Between Ramps	l	East of I-26/I-95 Interchange	78151	Basic	16.59	В		
Weave to firm US 15   Fasting   Fa		Off-Ramp to US 15 SB	78107	Diverge	15.60	В		
Between Ramps	i	Between Ramps	77374	Basic	20.00	С		
Dn-Ramp from US 15 NB	i	Weave to/from US 15	77377	Weave	9.28	A		
East of US 15		Between Ramps	77372	Basic	20.50	С		
East of US 15 Off-Ramp to US 15 NB Between Ramps Weave to/from US 15 Between Ramps 78123 Basic 22.76 Weave to/from US 15 Between Ramps 77360 Weave 11.49 Between Ramps 77367 Basic 21.76 On-Ramp from US 15 SB Between Ramps 77367 Basic 22.48 On-Ramp from US 15 SB East of 1-26/195 Interchange 78072 Basic 22.48 Off-Ramp to 195 NB Off-Ramp to 195 NB Between Ramps 76172 Basic 12.48 Between Ramps 76162 Diverge 10.79 Basic 12.84 Between Ramps To CD On-Ramp from 195 NB +195 SB Between Ramps To CD On-Ramp from 195 NB +195 SB Between Ramps To CD On-Ramp from 195 NB +195 SB Between SC 210 Ramps On-Ramp from SC 210 To Than SC 2	i	On-Ramp from US 15 NB	77369	Merge	17.93	В		
Off-Ramp to US 15 NB Between Ramps Weave to/from US 15 Between Ramps Weave to/from US 15 Between Ramps On-Ramp from US 15 SB Rest of 1-26/1-95 Interchange Absolute of 1-26/1-95 Interchange Off-Ramp to 1-95 NB Between Ramps On-Ramp from US 15 SB Rest of 1-26/1-95 Interchange Off-Ramp to 1-95 NB Rest of 1-26/1-95 Interchange Off-Ramp to 1-95 NB Rest of 1-26/1-95 Interchange CD On-Ramp from 1-95 NB Rest of 1-26/1-95 Interchange - 4 Lanes West of 1-26/1-95 Interchange - 4 Lanes On-Ramp from US 178 On-Ramp from US 178 Off-Ramp to US 178 Off-Ramp to US 178 Off-Ramp to US 178 Retween US 178 Ramps On-Ramp from US 178 On-Ramp from US 178 South of 1-26/1-95 Interchange CD Off-Ramp to US 178 On-Ramp from US 178 On-Ramp from US 176 Ramp to US 176 Restween Ramps Figure On-Ramp from US 176 Restween US 178 Ramps Figure On-Ramp from US 176 Restween US 178 Ramps Figure On-Ramp from US 178 Restween Ramps Figure On-Ramp from US 178 Restween US 178 Ramps Figure On-Ramp from US 178 Restween		East of US 15	78108	Basic	19.78	С		
Between Ramps		East of US 15	77362	Basic	22.59	С		
Between Ramps		Off-Ramp to US 15 NB	78130	Diverge	17.08	В		
Weave to from US 15   Family   Page   Family						С		
Between Ramps	ì			Weave		В		
On-Ramp from US 15 SB East of 1-26/1-95 Interchange Off-Ramp to 1-95 NB East of 1-26/1-95 Interchange Off-Ramp to 1-95 NB Between Ramps F6172 Besid: 22.48 C F6172 Besid: 22.48 C F6172 Besid: 12.68 C F6172 Besid: 12.68 C F6172 Besid: 12.68 C F6172 Besid: 14.84 B Between Ramps F6170 Besid: 12.68 C Between Ramps F6170 Besid: 12.84 B Between Ramps F6170 Besid: 78.61 B B Besid: 78.61 B B B Besid: 78.61 B B B Besid: 78.61 B B B B B B B B B B B B B B B B B B B			77357	Basic		c		
East of i-26/i-95 interchange   78072   Basic   22.48   Coff-Ramp to i-95 NB   78111   Diverge   22.48   Coff-Ramp to i-95 NB   76162   Diverge   10.79   Basic   14.84   Basic   18.84   Ba						В		
Off-Ramp to 1-95 NB         78111         Diverge         22.84           Lobo Deff-Ramp to 1-95 SB         76122         Basic         1.48.4         Between Ramps         76162         Diverge         10.79         B Between Ramps           CD On-Ramp from 1-95 NB         78162         Diverge         10.79         B Between Ramps         76170         Basic         12.84         B Between Ramps         76170         Basic         12.84         B Revised F1.66/1-95 Interchange - 4 Lanes         78159         Basic         12.86         78.61         Between C5.210         78114         Basic         25.54         C         Off-Ramp to SC 210         77410         Merge         19.02         B Between SC 210 Ramps         77403         Basic         25.54         C         On-Ramp from SC 210         77410         Merge         19.02         B Between SC 210 Ramps         76130         Basic         25.54         C         O         78113         Basic         25.24         C         O         78113         Basic         25.21         C         O         78113         <				-				
L26 WB   Between Ramps   76172   Basic   14.84   Between Ramps   76162   Diverge   10.79   Between Ramps   76170   Basic   12.84   Between Ramps   76170   Basic   12.84   Between Ramps   76170   Basic   12.84   Between Ramps   78164   Merge   47.42   Between Ramps   78164   Basic   99.66   Between St. 210   Ramps   78174   Basic   99.66   Between St. 210   Ramps   77403   Basic   25.54   Merge   19.02   Between St. 210   Ramps   77403   Basic   25.54   Merge   19.02   Between St. 210   Ramps   77413   Basic   22.39   Getween St. 210   Ramps   78113   Basic   22.39   Getween St. 210   Ramps   76138   Basic   83.60   Ee   76308   Basic   83.6	l							
Log Off-Ramp to 1-95 SB	l							
Between Ramps	I-26 WB					_		
CD On-Ramp from I-95 NB + I-95 SB	i							
West of 1-26/1-95 Interchange - 4 Lanes  West of 1-26/1-95 Interchange - 3 Lanes  Off-Ramp to SC 210  Between SC 210 Ramps  On-Ramp from C210  West of SC 210 Ramps  On-Ramp from C210  West of SC 210  North of US 178  Off-Ramp to US 178  Off-Ramp to US 178  On-Ramp from US 178  Between Ramps  On-Ramp from 1-26 EB +1-26 WB  Between Ramps  → 195 NB  On-Ramp from 1-26 EB → 1-26 WB  Between Ramps  → 100  □ Ramp from 1-26 WB  ○ N-Ramp from 1-26 WB  ○ N-R								
West of 1-26/-95 Interchange - 3 Lanes				- 0-		-		
Off-Ramp to SC 210         78124         Obverge         30.03         Description           Between SC 210 Bamps         77403         Basic         25.54         COn-Ramp from SC 210         77410         Merge         19.02         B           West of SC 210         78113         Basic         23.23         C         28         C         2.39         C         B         26         C         2.39         C         C         B         C         2.39         C         C         B         B         26         C         2.39         C         C         D         B         B         26         2.23         C         C         D         N         A         6         C         2.39         C         C         D         R         6         1.00         A         A         6         1.00         A         A         2.21         C         O         A         A         1.00         A         A         2.21         C         O         A         A         A         A         3.81         2.5         2.1         C         O         A         A         A         A         A         A         4         4         4         4								
Between SC 210 Ramps         77403         Basic         25.54           On-Ramp from SC 210         77410         Merge         19.02         B           West of SC 210         78113         Basic         22.39         C           South of US 178         76308         Basic         23.99         C           Off-Ramp to US 178         78126         Diverge         41.55         E           Between US 178 Ramps         76152         Basic         25.21         C           On-Ramp from US 178         76159         Basic         25.21         C           South of 1-26/1-95 interchange         76310         Basic         25.21         C           CD Off-Ramp to 1-26 EB         78918         Basic         25.21         C           Between Ramps         76176         Basic         13.70         Merge         9.38         A           On-Ramp from 1-26 WB         78099         Merge         9.38         A         A         14.15         Basic         14.15         B         Merge         19.8         14.15         B         A         15.0         On-Ramp from 12.6 WB         78099         Merge         27.27         C         On-Ramp from US 26 WB         78099         Basic </td <td>l</td> <td></td> <td></td> <td></td> <td></td> <td></td>	l							
On-Ramp from SC 210	l							
West of SC 210         78113         Basic         22.39           South of US 178         76308         Basic         32.60           Off-Ramp to US 178         78126         Diverge         41.35           Between US 178 Ramps         76152         Basic         35.89         8           On-Ramp from US 178         76159         Basic         25.21         €           South of 1-26/-95 interchange         76310         Basic         25.21         €           CD Off-Ramp to 1-26 EB + 1-26 WB         78143         Diverge         23.39         €           Between Ramps         76176         Basic         13.70         Merge         9.38         A           Namp from 1-26 WB         78099         Merge         9.38         A         Merge         7.27         €           North of 1-26/-95 interchange         76315         Basic         25.40         €         G         Merge         27.27         €         G         G         A         4.21         €         €         5.30         €         5.30         €         5.30         €         5.30         €         5.40         €         6         5.40         €         6         6.11         Basic	l							
South of US 178	l							
Off-Ramp to US 178         78126         Diverge 4.1.35         et al.35         et al.35         et al.35         et al.41.35         et al.41.35 <t< td=""><td>ļ</td><td></td><td></td><td></td><td></td><td></td></t<>	ļ							
Between US 178 Ramps         76152         Basic         35.89         Between US 178 Ramps from US 178         76159         Basic         25.21         CO           On-Ramp from US 178         76159         Basic         25.21         CC         CD         CF         CD         CF         15.21         CC         CD         CF         CF         CF         25.21         CC         CD         CF         CF <td>l</td> <td></td> <td></td> <td></td> <td></td> <td></td>	l							
On-Ramp from US 178         76159         Basic         25_21         CS           South of 1-26/1-95 interchange         76310         Basic         25_21         CC           CD Off-Ramp to 1-26 EB + 1-26 WB         78143         Diverge         23_39         CC           Between Ramps         76176         Basic         13_70	l							
South of 1-26/-95 interchange   76310						_		
CD Off-Ramp to 1-26 EB +1-26 WB  Between Ramps 76178 Between Ramps 76176 Between Ramps 76176 North of 1-26 FB North of 1-26 F	i							
Between Ramps	l							
1-95 NB On-Ramp from 1-26 EB Between Ramps				Diverge				
Between Ramps 76176 Basic 14.15 B On-Ramp from 1-26 WB 78099 Merge 27.27 C F F F F F F F F F F F F F F F F F F	l	Between Ramps	76178	Basic	13.70	В		
On-Ramp from 1-26 WB 78099 Merge 27.27 North of 1-26/1-95 Interchange 76315 Basic 25.30 C G G G G G G G G G G G G G G G G G G	I-95 NB	On-Ramp from I-26 EB	75978	Merge	9.38	Α		
North of 126/1-95 Interchange 76315 Basic 25.30 COFF-Ramp to US 176 Ramps 76319 Basic 25.40 COFF-Ramp to US 176 Ramps 76319 Basic 24.21 COFF-Ramp to US 176 Ramps 76319 Basic 24.21 COFF-Ramp from US 176 Ramps 76319 Basic 24.21 COFF-Ramp from US 176 Ramps 783102 Basic 24.07 COFF-Ramp to US 176 Ramps 783102 Basic 24.07 COFF-Ramp to US 176 Ramps 76319 Basic 24.07 COFF-Ramp to US 176 Ramps 76319 Basic 24.07 COFF-Ramp to US 176 Ramps 76319 Basic 24.07 COFF-Ramp to US 176 Ramps 76318 Basic 24.06 COFF-Ramp from US 176 Ramps 76318 Basic 24.06 COFF-Ramp to 12.07 COFF-Ramp to US 176 Ramps 76318 Basic 25.63 COFF-Ramp to 12.07 COFF-Ramp to US 176 Ramps 76318 Basic 25.63 COFF-Ramp to 12.07 COFF-Ramp to US 176 Ramps 76310 Marge 23.68 COFF-Ramp to US 176 Ramps 76330 Basic 34.57 Basic 33.38 COFF-Ramp from 12.07 COFF-Ramp to US 178 Ramps 76330 Marge 33.38 COFF-Ramp to US 178 Ramps 76330 Marge 33.38 COFF-Ramp from US 178 Ramps 76330 Marge 33.35 COFF-Ramp from US 178 Ramps 76330 Marge 33.35 COFF-Ramp from US 178 Ramps 76330 Marge 33.35 COFF-Ramp from US 178 Ramps 76330 Marge 33.55 COFF-Ramp from US 178 Ramps 76330 Marge	ì	Between Ramps	76176	Basic	14.15	В		
Off-Ramp to US 176         76319         Basic         25.40           Between US 176 Ramps         76191         Basic         24.21         CO-Ramp from US 176         76198         Merge         22.06         CO           North of US 176         78102         Basic         24.40         CO         CO <td>l</td> <td>On-Ramp from I-26 WB</td> <td>78099</td> <td>Merge</td> <td>27.27</td> <td>С</td>	l	On-Ramp from I-26 WB	78099	Merge	27.27	С		
Off-Ramp to US 176         76319         Basic         25.40           Between US 176 Ramps         76191         Basic         24.21         CO-Ramp from US 176         76198         Merge         22.06         CO           North of US 176         78102         Basic         24.40         CO         CO <td>ì</td> <td>North of I-26/I-95 Interchange</td> <td>76315</td> <td>Basic</td> <td>25.30</td> <td>С</td>	ì	North of I-26/I-95 Interchange	76315	Basic	25.30	С		
Between US 176 Ramps         76191         Basic         24.21           On-Ramp from US 176         76198         Merge         22.06         C           North of US 176         78102         Basic         24.40         C           North of US 176         78079         Basic         24.07         C           Off-Ramp to US 176         78127         Diverge         25.21         C           Between US 176 Ramps         76193         Basic         24.26         C           On-Ramp from US 176         76320         Merge         23.68         C           North of 1-26/1-95 Interchange         76318         Basic         25.63         C           Off-Ramp to 1-26 WB         78167         Diverge         24.61         C           Between Ramps         76169         Basic         24.61         C           On-Ramp from 1-26 WB         64742         Merge         14.57         B           Between Ramps         76185         Basic         23.15         C           On-Ramp from 1-26 WB         78100         Merge         11.05         E           South of 1-26/1-95 Interchange - 3 Lane         76157         Basic         23.50         O           South of			76319	Basic	25.40	С		
North of US 176		Between US 176 Ramps	76191	Basic	24.21	С		
North of US 176	l					c		
North of US 176 Off-Ramp to US 176 Off-Ramp to US 176 Between US 176 Ramps On-Ramp from US 176 North of US 176 North of US 176 North of 1-26/1-95 Interchange Off-Ramp to 1-26 WB Between Ramps Loop On-Ramp from 1-26 WB Between Ramps On-Ramp from 1-26 WB Between Ramps On-Ramp from 1-26 BB South of 1-26/1-95 Interchange - 3 Lane Off-Ramp to US 178 South of 1-26/1-95 Interchange - 2 Lane Off-Ramp to US 178 Between US 178 Between US 178 Ramps On-Ramp from 1-26 BB Remps On-Ramp from 1-26 Ramps Off-Ramp to US 178 Ramps On-Ramp from 1-26 Ramps Off-Ramp to US 178 Ramps On-Ramp from 1-26 Ramps	ì							
Off-Ramp to US 176         78127         Diverge Description         25.21         Construction           Between US 176 Ramps         76193         Basic 24,26         Construction         24,26         Construction         24,26         Construction         Construction         24,26         Construction         Construction         Construction         Construction         25,63         Construction						С		
Between US 176 Ramps   76193	ì			Diverge				
On-Ramp from US 176 North of 1-26/1-95 Interchange Off-Ramp to 1-26 WB Detween Ramps On-Ramp from 1-26 WB Detween US 175 Detween US 176 Detween US 178 Ramps On-Ramp from US 178 Detween US								
North of I-26/I-95 Interchange   76318   Basic   25.63   CONTRAINED   78167   Diverge   24.61   CONTRAINED   78167   Diverge   24.61   CONTRAINED   78167   Diverge   24.61   CONTRAINED   24.67   Basic   24.67   Basic   24.67   Basic   24.67   Basic   24.67   Basic   24.13   Basic   24.13   Basic   24.13   Basic   24.13   Basic   24.13   Basic   24.13   Basic   24.10   Basic   24.13   Basic   24.10   Basic   2						c		
Off-Ramp to 1-26 WB 8-tween US 178 Ramps On-Ramp to US 178 Ramps On-Ramp to US 178 Ramps On-Ramp from US 178 Ramps On-Ramp from US 178 Ramps On-Ramp to US 178 Ramps On-Ramp from US 178 Ram								
Between Ramps   76169   Basic   14.57   Basic   14.57   Basic   14.57   Basic   14.57   Basic   14.57   Basic   14.57   Basic   14.58   Between Ramps   76185   Basic   23.15   Common   14.58   Basic   12.50   Fasting   14.58   Basic   12.50   Fasting   15.50   F								
Log On-Ramp from L-26 WB   64742   Merge   14.13   Between Ramps   76185   Basic   23.15   Color								
1-95   Between Ramps   76185   Basic   23.15   CO-Amap from 1-26 EB   78100   Merge   10.55   E   78100   Merge   10.55   Merge   10.55   E   78100   Merge   10.55   Me								
On-Ramp from I-26 EB         78100         Merge         11.55         E           South of I-26/I-95 Interchange - 3 Lane         76157         Basic         135.03         18           South of I-26/I-95 Interchange - 2 Lane         78173         Basic         33.38         0           Off-Ramp to US 178         78175         Diverge         104.16         E           Between US 178 Ramps         76154         Basic         28.35         On           On-Ramp from US 178         76309         Merge         30.52         D	I-95 SB							
South of 1-26/1-95 Interchange - 3 Lane         76157         Basic         125.03         F           South of 1-26/1-95 Interchange - 2 Lane         78173         Basic         33.38         I           Off-Ramp to US 178         78175         Diverge         104.16         E           Between US 178 Ramps         76154         Basic         28.35         On-Ramp from US 178           On-Ramp from US 178         76309         Merge         30.52         D								
South of I-26/I-95 Interchange - 2 Lane         78173         Basic         33.38         D           Off-Ramp to US 178         78175         Diverge         104.16         E           Between US 178 Ramps         76154         Basic         28.35           On-Ramp from US 178         76309         Merge         30.52         D								
Off-Ramp to US 178         78175         Diverge         104.16         E           Between US 178 Ramps         76154         Basic         28.35         D           On-Ramp from US 178         76309         Merge         30.52         D								
Between US 178 Ramps         76154         Basic 28.35         D           On-Ramp from US 178         76309         Merge 30.52         D	ì							
On-Ramp from US 178 76309 Merge 30.52 D						-		
	l							
South of US 178 78098 Basic 29.50 D						D		
		South of US 178	78098	Basic	29.50	D		

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	121.281	F
	I-26 EB On-Ramp from I-95 SB	78155	28.617	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.38965	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	9.30762	Α
1-26/1-95 Kamps	I-26 WB Off-Ramp to I-95 NB	76174	33.2237	D
	I-26 WB On-Ramp from I-95 NB	78149	29.3049	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	11.0859	В
	I-26 WB On-Ramp from I-95 SB	76168	1.32657	Α
	I-95 NB to I-26	78148	29.4	D
CD Roads	I-95 to I-26 EB	78154	18.6	С
CD MOSOS	I-95 SB to I-26	78165	30.6	D
	I-95 to I-26 WB	78161	22.3	С

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	20	50 Build Preferred Alte	arriative C	Ullultions				
	Location		Seconds	Minutes	Travel Time (mm:ss)	Average Speed	Lengths	AS x L
		78076	83.37	1.39	01:23	66.639971	1.545991	103.0247954
		78104	2.18	0.04	00:02	57.07334675	0.03471	
		77405	21.48	0.36	00:21	66.9355484	0.400254	26.79122099
	West of	76161	2.25	0.04	00:02	63.1913716	0.039546	2.498965981
	Sys-to-Sys	78105	224.79	3.75	03:45	44.0317776	2.739932	
		78135	37.54	0.63	00:38	23.2254915	0.243723	5.660586465
		78138	45.37	0.76	00:45	14.892156	0.187705	2.795332142
		78131	9.87	0.16	00:10	13.12798075	0.035934	0.47174086
		76187	17.67	0.29	00:18	64.9723286	0.319508	20.75917877
	Sys-to-Sys	64745	4.37	0.07	00:04	58.3967698	0.071049	4.149032098
I-26 EB		78106	20.58	0.34	00:21	70.0527426	0.401276	
-		78150	5.68	0.09	00:06	64.6466795		
		78074	4.55	0.08	00:05	63.5742512		5.121732399
		78151	12.25	0.20	00:12	65.9559042		14.82972337
		78152	96.64	1.61	01:37	69.03069725		128.1469296
	East of	78107	2.91	0.05	00:03	60.68413725	0.049189	2.984992027
	Sys-to-Sys	77374	8.03	0.13	00:08	65.801442	0.147006	
		77377	3.69	0.06	00:04	64.5507968	0.066282	
		77372	8.06	0.13	00:08	65.4256244	0.146868	
		77369	3.96	0.07	00:04	49.8558342	0.054924	2.738281838
		78108	29.40	0.49	00:29	68.990682	0.564635	38.95455373
		77362	30.86	Total Time	10:45	56.24073969	9.312523	
		78130	3.53	0.51	00:31 00:04	65.5207442 61.7587098	0.562657 0.06059	36.86570537 3.741960227
		78123	8.09	0.00	00:04	65.19105625	0.146991	
	East of	77360	4.05	0.13	00:08	62.3104992	0.070324	
	Sys-to-Sys	77357	7.92	0.07	00:04	66.66088	0.070324	
	5,5 10 5,3	78075	1.90	0.13	00:02	64.1365798		2.179425118
		78072	121.21	2.02	02:01	68.7601284		159.5161406
		78111	2.11	0.04	00:02	54.803229	0.032118	
		76172	18.94	0.32	00:02	69.4553946		25.43546842
I-26 WB	Sys-to-Sys	76162	5.70	0.10	00:06	56.3573376	0.089473	
	-,	76170	29.00	0.48	00:29	70.0138028	0.56512	
		78164	23.29	0.39	00:23	36.87067325	0.229565	8.464216105
		78159	42.48	0.71	00:42	26.0796875	0.302228	
		78160	172.36	2.87	02:52	15.91715625		11.98889759
	West of	78124	2.10	0.04	00:02	38.932512	0.022767	
	Sys-to-Sys	77403	23.92	0.40	00:24	60.6406842	0.403712	24.4813719
		77410	1.81	0.03	00:02	63.9922976	0.032275	2.065351405
		78113	79.65	1.33	01:20	69.7239444	1.545881	107.7849209
				Total Time	09:39	56.50696205	7.683929	
		76308	58.01	0.97	00:58	64.0723754	1.034563	66.28690891
		78126	1.04	0.02	00:01	55.031046	0.015936	0.876974749
		76152	21.04	0.35	00:21	66.288542	0.388147	25.72969871
	Courth of Cur to Cur	76159	3.11	0.05	00:03	63.1597534	0.054699	3.454775351
	South of Sys-to-Sys	78080	117.49	1.96	01:57	68.52185425	2.241046	153.5606274
		76310	1.69	0.03	00:02	61.0973546	0.028705	1.753799564
		76313	10.32	0.17	00:10	62.8018646	0.180396	11.32920517
		78143	9.86	0.16	00:10	43.39667925	0.118979	5.1632935
		76178	12.16	0.20	00:12	68.1327476	0.230691	15.71761168
I-95 NB	Sys-to-Sys	75978	4.94	0.08	00:05	69.4949666	0.095474	6.634962441
		76176	20.70	0.34	00:21	68.5269438	0.39479	27.05375214
		78099	1.86	0.03	00:02	41.84240475		0.906975965
		78101	21.49	0.36	00:21	61.3558198	0.367064	22.52151264
		76315	165.17	2.75	02:45	68.5837086	3.153217	216.2593159
	North of Sys-to-Sys	76319	21.32	0.36	00:21	66.4858286	0.394605	26.23564039
		76191	33.64	0.56	00:34	68.0712168	0.637323	43.3833521
		76198	1.93	0.03	00:02	64.3442718	0.03451	2.22052082
		78102	62.05	1.03	01:02	68.666847	1.185951	81.43551587
				Total Time	09:28	62.77079027	10.57777	710.5244433
		78079	60.36	1.01	01:00	69.6903786	1.170968	
			2.56	0.04	00:03	64.34038875	0.045876	2.951679674
		78127					0.00-0-	
		76193	33.07	0.55	00:33	69.2151316	0.637056	44.09391488
	North of Sys-to-Sys	76193 76320	2.25	0.04	00:33 00:02	69.2151316 63.5502016	0.039784	44.09391488 2.52828122
	North of Sys-to-Sys	76193 76320 78103	2.25 22.17	0.04 0.37	00:33 00:02 00:22	69.2151316 63.5502016 68.0018576	0.039784 0.419619	44.09391488 2.52828122 28.53487148
	North of Sys-to-Sys	76193 76320 78103 76318	2.25 22.17 166.21	0.04 0.37 2.77	00:33 00:02 00:22 02:46	69.2151316 63.5502016 68.0018576 68.081578	0.039784 0.419619 3.149738	44.09391488 2.52828122 28.53487148 214.4391333
	North of Sys-to-Sys	76193 76320 78103 76318 76166	2.25 22.17 166.21 9.27	0.04 0.37 2.77 0.15	00:33 00:02 00:22 02:46 00:09	69.2151316 63.5502016 68.0018576 68.081578 61.9774682	0.039784 0.419619 3.149738 0.159834	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652
	North of Sys-to-Sys	76193 76320 78103 76318 76166 78167	2.25 22.17 166.21 9.27 7.11	0.04 0.37 2.77 0.15 0.12	00:33 00:02 00:22 02:46 00:09 00:07	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125	0.039784 0.419619 3.149738 0.159834 0.116355	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256
I-95 SB		76193 76320 78103 76318 76166 78167 76169	2.25 22.17 166.21 9.27 7.11 24.02	0.04 0.37 2.77 0.15 0.12	00:33 00:02 00:22 02:46 00:09 00:07	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406
I-95 SB	North of Sys-to-Sys Sys-to-Sys	76193 76320 78103 76318 76166 78167 76169 64742	2.25 22.17 166.21 9.27 7.11 24.02 4.53	0.04 0.37 2.77 0.15 0.12 0.40 0.08	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609
I-95 SB		76193 76320 78103 76318 76166 78167 76169 64742 76185	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984
I-95 SB		76193 76320 78103 76318 76166 78167 76169 64742 76185 78100	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087
I-95 SB		76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638
I-95 SB		76193 76320 78103 76318 76318 76166 78167 76169 64742 76185 78100 78139	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:10 02:32	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744
I-95 SB	Sys-to-Sys	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178
I-95 SB	Sys-to-Sys	76193 76320 783103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02	69.2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536	44.09391488 2.52828122 28.53487148 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 2.094490869
I-95 SB	Sys-to-Sys	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:10 02:32 00:21 00:02 00:05	69,2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178 2.094490869 67.94250326
I-95 SB	Sys-to-Sys South of Sys-to-Sys	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26	0.04 0.37 2.77 0.15 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04 0.90	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0655076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178 2.094490869 67.94250326
1-95 SB	Sys-to-Sys	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04 0.90 Total Time 4.65	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39	69,2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 74.90758821	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.37194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805	44.09391488 2.52828122 22.8.53487148 214.4391333 9.906106652 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 2.094490869 67.94250326 551.3977613
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	76193 76319 76318 76318 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54	69.2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0655076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.579881 0.100719	44.09391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178 2.094490869 67.94250326 51.397613 4.324617531
I-95 SB	Sys-to-Sys South of Sys-to-Sys	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.04 0.90 Total Time 4.65 0.23 0.22	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13	69,2151316 63.5502016 68.0018576 68.081578 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.030744 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.579881 0.100719 0.128096	44.0391488 2.52828122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.17298609 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178 2.094490869 67.94250326 551.39797613 4.324617531 2.59026799
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	76193 76320 78103 76318 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04 0.90 Total Time 4.65 0.23 0.22 0.24	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29	69,2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.579881 0.100719 0.128096 0.128096 0.128096	44.0931488 2.52828122 28.53487148 214.4391333 9.90.610652 5.827197256 32.14862406 1.734734087 2.6889638 5.133799744 25.46768178 2.044490896 67.94250326 55.13977613 4.324617531 2.599026799 4.481613385 16.81565872
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78093 78137 78172 78148 78144 78154	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.04 0.90 Total Time 4.65 0.23 0.22	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:103 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.63990318 57.32677 67.0455015 54.90758821 7.45776725 52.7243102 34.9863648 46.0213765 51.82370375	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.579881 0.100719 0.128096 0.365388	44.0931488 2.52828122 2.52828122 2.52828122 2.8.53487144 214.4391333 9.906110652 6.827197256 3.2.14862406 5.1729809 18.12758984 7.1734734087 2.6889638 5.133799744 2.094490896 67.94250326 551.3977613 4.324617531 2.59926799 4.481613385 16.81565872 7.38886821
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 9.674	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.35 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57	69,2151316 63.5502016 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.102799 0.128096 0.365388 0.142577 0.700539	44.0931488 2.52828122 28.53487148 214.4391333 9.906106652 5.1729800 18.12758994 1.734734087 2.6889638 5.133799744 2.094490869 67.94250326 58.51397631 4.324617531 2.559026799 4.48161388 16.81565872 7.3886821 31.07316645
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76193 76320 78103 76318 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 9.89	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765 51.82370375 44.3556836 46.1722215	0.039784 0.419619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465582 0.36796 0.036536 1.013379 8.927805 0.128096 0.128096 0.128096 0.36538 0.142577 0.700539 0.113746	44.0931488 2.552828122 2.552828122 2.552828122 2.53887148 214.4391333 9.906106652 32.14862406 5.17298609 5.17298609 5.17298609 5.173979744 25.46768178 2.04490869 67.94250326 551.3977613 4.324617531 2.55902679 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78156 78170	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 56.74	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.15	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 51.82370375 44.3560836 46.1722215	0.039784 0.419619 0.116355 0.463654 0.80744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.579881 0.100719 0.128096 0.365388 0.142577 0.700539 0.113746	44.0391488 2.52828122 28.5387148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.6889638 5.133799744 2.6849638 5.133799744 2.04490899 6.734250326 5.13570374 4.324617531 2.599026799 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507 4.172304384
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 9.89 56.74 8.84 7.78 23.77	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.04 0.90  Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.15 0.13	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765 51.82370375 44.3560836 46.1722215 43.90928725 43.90928725	0.039784 0.41961 0.159834 0.159834 0.159834 0.0453654 0.080744 0.0337194 0.174129 0.229061 0.36536 0.36536 0.12079 0.128096 0.36538 0.142577 0.700539 0.113746 0.095021	44.0931488 2.552828122 2.552828122 2.552828122 2.53887148 214.4391333 9.906106652 32.14862406 5.17298609 5.17298609 5.17298609 5.173979744 25.46768178 2.04490869 67.94250326 551.3977613 4.324617531 2.55902679 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507
I-95 SB	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 56.74	0.04 0.37 2.77 0.15 0.12 0.40 0.08 0.38 1.05 1.17 2.53 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.15	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09 00:00 00:00	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 51.82370375 44.3560836 46.1722215	0.039784 0.419619 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.102799 0.128096 0.365388 0.142577 0.700539 0.113746 0.035021 0.113746 0.0352242	44.09391488 2.52828122 2.52828122 2.52828122 2.52828122 2.14.4391333 9.06106652 5.1729800 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178 2.094490869 67.94250326 55.13977613 4.324617531 2.590926799 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507 4.172304384
	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168 78160 78163	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 56.74 8.84 7.78 23.77 10.93 11.64	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90 0.04 0.90 0.22 0.48 0.16 0.95 0.13 0.40 0.95 0.15 0.13	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:57 00:09 00:08 00:24 00:11 00:13	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 48.963648 46.0213765 51.82370375 44.3560836 46.1722215 48.6944522 44.67374774 74.750102425	0.039784 0.149619 3.149738 0.159834 0.116355 0.463654 0.080744 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 0.128096 0.36538 0.100719 0.128096 0.365388 0.102577 0.700539 0.113746 0.095021 0.395242 0.134299 0.134299 0.134299	44.0931488 2.52828122 28.5387148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.6889638 5.133799744 25.46768118 2.546768118 2.59026793 4.81617531 2.59026793 16.8155872 7.38886821 31.07316645 5.25190507 7.38886821 31.07316645 5.25190507 4.172304384 5.69139767 6.026498643 7.565773139767
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 56.74 8.84 7.78 8.37 10.93 11.64 8.84	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90  Total Time 4.65 0.23 0.23 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.90 0.15	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09 00:08	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.06563076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765 51.82370375 51.82370375 44.3560836 46.1722215 43.90928725 44.87374179 47.50102425 46.1722215	0.039784 0.419619 0.116355 0.463654 0.080744 0.337194 0.174129 0.22961 0.36536 1.013379 8.927805 0.128096 0.128096 0.136536 0.015398 0.142577 0.700539 0.113746 0.035021 0.13294	44.09391488 2.52828122 2.52828122 2.52828122 2.53827148 214.4391333 9.906106652 5.12798609 18.12758984 1.734734087 2.6889638 5.133799744 25.46768178 2.094490869 67.94250326 55.13977631 4.324617531 4.324617531 5.251905507 4.1720348 5.251905507 4.1720349863 5.251905507 4.172034984 5.251905507 5.69139767 6.026498643 7.565773138 5.251905507
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to 1-95 SB  1-95 NB to 1-26 EB  1-26 WB to 1-95 NB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098 78172 78148 78144 78154 76174 78165 78170 76168 78171 76168 78171 78165 78170 76168 78171 78165 78173 78173	2.25 22.17 7.11 166.21 9.27 7.11 151.89 54.26 212.4 2.29 54.26 279.12 14.07 28.59 9.89 9.89 151.49 17.78 8.84 17.78 8.84 17.78 8.84 17.78 17.78	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90 0.04 0.90 0.05 0.22 0.48 0.16 0.95 0.13 0.40 0.18 0.16 0.18 0.16 0.18 0.11 0.11 0.11	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765 51.82370375 44.3560336 46.1722215 48.694522 44.87374175 47.50102425 44.87374175 47.50102425	0.039784 0.419619 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 0.279081 0.100719 0.128096 0.365388 0.142577 0.700539 0.113746 0.095021 0.342299 0.134299 0.134299 0.134746	44.0391488 2.52828122 28.5387148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.6889638 5.133799744 2.04490869 6.74250326 551.3977613 4.324617531 2.599026799 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507 4.172304384 15.69139767 4.172304384 7.565773138 5.55776133 7.565773138 7.565773138
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76193 76320 78103 76318 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78163 78165 78170 76188	2.25 22.17 166.21 9.27 7.11 24.02 4.53 22.54 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 56.74 8.84 7.78 8.37 10.93 11.64 8.84	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90  Total Time 4.65 0.23 0.23 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.90 0.15	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:57 00:09 00:08 00:24 00:11 00:09 00:08 00:09 00:08	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 7.45776725 25.7243102 34.9863648 46.0213765 51.82370375 44.3550836 46.1722215 43.90928725 44.87374175 47.50102425 46.1722215 43.90928725 43.90928725	0.039784 0.149619 3.149738 0.159834 0.116355 0.463654 0.080744 0.337194 0.129061 0.465882 0.387996 0.036536 1.013379 8.927805 0.579881 0.100719 0.128096 0.365388 0.142577 0.700539 0.113746 0.095021 0.32242 0.134299 0.159276 0.113746 0.095021	44.0931488 2.5282122 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.0849685 5.133799744 2.094490869 67.94250326 58.13977631 4.324617531 2.559026799 4.481613388 16.81565872 7.3886821 3.073168641 3.172304348 15.69139767 6.026498643 7.565773138 5.251905507 4.172304385 5.251905507 4.172304385 5.251905507 4.172304385 5.251905507
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76193 76320 78103 76318 76166 78167 76166 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78161 78165 78170 78168 78161 78165 78170 78168	2.25 2.21,7 166.21 9.27 7.11 24.02 4.53 63.16 70.15 151.89 21.24 2.29 54.26 279.12 14.07 13.15 28.59 9.89 9.89 12.64 7.78 8.84 7.78 7.10 8.84 7.10 9.89 7.10 9.89 9.89 9.89 9.89 9.89	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.21 0.15 0.13	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:10 00:57 00:09 00:08 00:24 00:11 00:13 00:09 00:08 01:11 00:10	69,2151316 68.0018576 68.0018576 68.0018576 68.0018576 68.0018576 68.0018576 68.0018576 69.337532 69.337532 64.0656076 53.7601198 59.96235025 11.739073 11.019528 65.63990318 57.32677 67.0455015 54.90758821 7.45776725 51.82370375 44.3560836 46.1722215 43.90928725 44.87374175 47.50102425 48.6944522 44.87374175 47.50102425 48.9944522 44.87374175 47.50102425 48.9944522 44.87374175 47.90102425 48.9944522 44.87374175 47.90102425 48.9944522 48.87374175 47.90102425 48.9944522 48.87374175 47.90102425	0.039784 0.419619 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.100719 0.128096 0.365388 0.142577 0.700539 0.113746 0.095021 0.322422 0.113746 0.095021 0.113746 0.095021 0.113746 0.095021 0.113746 0.095021 0.113746 0.095021	44.0931488 214.439133 219.06166246 28.53487148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 7.1734734087 2.6889638 5.133799744 2.054490809 6.794250326 5513977613 4.324617531 2.599026799 4.481613385 6.81565872 7.38886821 31.07316645 5.251905507 6.026498643 7.565773138 5.251905507 6.026498643 7.565773138 5.251905507 6.026498643 4.46491146 4.738886821 4.738886821 4.73888821
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098 78137 78172 78148 78144 78154 76174 78165 78170 76168 78170 76168 78161 78163 78163 78163 78163 78165 78170 76168	2252 22.17 16621 92.7 7.11 24.02 4.53 63.16 63.16 70.15 151.89 54.26 2.29 54.26 14.07 2.29 9.89 9.89 56.74 8.84 8.74 8.74 8.74 8.74 8.74 8.74 8	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.90 Total Time 4.65 0.22 0.48 0.16 0.95 0.13 0.40 0.18 0.21 0.15 0.13	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:54 11:57 04:39 00:14 00:13 00:29 00:00 00:57 00:09 00:08 00:24 00:11 00:13 00:09 00:08 00:11 00:13 00:09 00:08 00:11 00:13 00:09 00:08 00:11 00:13 00:09 00:08 00:11 00:13 00:09 00:08 00:11 00:13 00:09 00:08 00:11 00:13 00:09 00:08	69,2151316 63.5502016 68.0018576 68.0018576 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 25.7443102 25.7443103 44.3560836 46.1722215 48.6944522 48.693734175 47.50102425 46.1722215 47.1981614 43.90928725 47.1981614 51.82370375 42.8496518	0.039784 0.149619 3.149738 0.159834 0.159834 0.080744 0.037194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 0.128096 0.365388 0.102577 0.700539 0.113746 0.095021 0.322242 0.134299 0.159276 0.113746 0.095021 0.322242 0.134299 0.159276 0.113746	44.0931488 2.52828122 28.5387148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.6889638 5.133799744 2.546768112 2.546768113 4.324617531 2.5497681 4.34617531 2.590926799 4.481613385 16.81565872 7.38886821 3.107316645 5.251905907 4.47230348 4.5691399767 6.56973138 5.251905507 4.172304384 4.472304384 4.472304384 4.472304384 4.738886821 7.38886821 7.38886821
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78172 78172 78174 78175 76174 78165 78170 76168 78161 78163 78165 78170 78155 78154 76134	2.25 2.17 7.11 24.02 4.53 2.54 6.3.16 7.15 15.189 21.24 4.53 21.25 4.26 2.29 54.26 4.26 2.29 5.25 6.74 8.84 7.78 9.89 9.89 9.89 9.89 9.89 9.89 9.89	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90  Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.18 0.11 0.15 0.13 1.18 0.16 0.77	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:50 00:08 00:24 00:11 00:13 00:09 00:08 00:14 00:13	69,2151316 63.5502016 68.0018576 68.0018576 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 74.957045015 25.7243102 24.87374775 44.3560836 46.1722215 43.90928725 48.6944522 44.87374175 44.3560836 45.1722215 43.90928725 44.95818 45.1722215 43.90928725 44.95918 45.182370375 42.8496518	0.039784 0.419619 0.149619 0.116355 0.463654 0.080744 0.337194 0.129061 0.465882 0.387996 0.036536 1.013379 8.927005 0.579881 0.100719 0.128096 0.128096 0.128096 0.128096 0.13374 0.095021 0.30536 0.13374 0.095021 0.30536 0.13374 0.095021 0.30536 0.13374 0.095021 0.30536 0.13374 0.095021 0.336545 0.14057 0.0336545	44.0931488 2.52828122 28.53487148 214.4391333 9.906106652 5.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.6889638 5.133799744 2.09490869 67.94250326 55.13977631 4.324617531 2.559026799 4.8161388 5.251905507 4.17230484 1.59339767 6.02698643 7.59386821 3.07316664 1.73473888821 4.172304384 4.106491146 7.48888821 7.442083607 2.559026799
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to I-95 SB  1-95 NB to I-26 EB  1-26 WB to I-95 NB  1-95 SB to I-26 WB  1-95 SB to I-26 EB (Flyover)  1-26 EB to I-95 NB (Loop)	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 781147 78165 78170 76168 78170 76168 78170 76168 78171 78165 78170 76168 78171 78165 78170 76168 78171 78165 78170 78165 78170 78155 78170 78155 78171 78155 78170 78155 78170 78155 78170 78155 78170 78155 78170 78155 78154	2.25 22.17 7.11 166.21 9.27 7.11 166.21 9.27 7.11 24.02 4.53 9.25 4.63.16 70.15 54.26 9.89 9.89 9.56.74 7.78 8.84 7.78 8.74 7.80 9.89 9.89 9.89 28.22 14.07 14.07 14.07 14.07 15.15 16.07	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.13 0.40 0.18 0.21 0.15 0.13 1.18 0.16 0.47 0.23 0.22	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:103 01:10 02:32 00:54 11:57 04:39 00:14 00:13 00:29 00:06 00:09 00:08 00:24 00:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 00:11 00:13	69,2151316 63.5502016 68.0018576 68.0018576 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 51.82370375 44.3560836 46.1722215 43.90928725 44.637374175 47.50102425 46.1722215 43.90928725 47.1981614 43.90928725 47.1981614 51.82370375 42.8496518 25.7243102	0.039784 0.419619 0.116355 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.036536 1.013379 8.927805 0.102799 0.128096 0.365388 0.142577 0.700539 0.113746 0.095021 0.32242 0.134299 0.159276 0.113746 0.095021 0.933615 0.142577 0.336545 0.142577 0.336545 0.100719	44.0931488 2.52828122 2.52828122 2.52828122 2.52828122 2.52828122 2.68.5387148 2.14.4391333 9.906110652 3.2.14862406 5.1729809 18.12758984 2.6889638 5.133799744 2.6889638 5.133799744 2.546768112 2.094490869 6.7.94250326 551.3977613 4.324617531 2.599026799 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507 4.172304384 4.06941146 7.565773138 7.565773138 7.565773138 2.51905507 4.172304384 4.06941146 7.38886821 4.42083607 2.59026799
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  I-26 EB to I-95 SB  I-95 NB to I-26 EB  I-26 WB to I-95 NB  I-95 SB to I-26 WB	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78172 78148 78144 78154 76174 78165 78170 76168 78163 78163 78165 78170 76168 78163 78163 78164 78165 78170 76168 78164 78165 78170 76168 78161 78163 78172 78184	2252 22.17 24.02 24.02 24.53 27.11 24.02 24.53 27.11 25.12 24.02 27.12 27.11 28.59 28.29 27.12 28.59 28.39 28.20 27.10 28.37 10.93 28.21 28.46 28.47 29.12 29.12 29.12 20.11 2	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 4.65 0.23 0.22 0.48 0.16 0.95 0.15 0.13 0.40 0.18 0.11 0.11 0.11 0.12 0.15 0.13	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:03 01:10 02:32 00:21 00:02 00:54 11:57 04:39 00:14 00:13 00:29 00:57 00:09 00:08 00:24 00:11 00:13 00:09 00:08 01:11 00:10 00:28 00:14 00:13 00:29	69,2151316 63.5502016 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.63930318 57.32677 67.0455015 54.90758821 7.45776725 25.7243102 34.9863648 46.0213765 51.82370375 44.3560836 46.1722215 48.6944522 48.6944522 47.1921614 51.82370375 44.5360836 46.1722215 47.991614 51.82370375 42.8496518 25.7243102 34.9863648 47.88828875	0.039784 0.149619 3.149738 0.159834 0.159835 0.463654 0.080744 0.337194 0.174129 0.229061 0.465882 0.387996 0.36536 1.013379 8.927805 0.579881 0.100719 0.128096 0.36538 0.142577 0.700539 0.113746 0.095021 0.322242 0.134299 0.159276 0.113746 0.095021 0.325245 0.100719 0.1386577 0.036555 0.100719 0.128096	44.09391488 2.52828122 28.5387148 214.4391333 9.906106652 6.827197256 32.14862406 5.1729809 18.12758984 1.734734087 2.6889638 5.133799744 2.04490869 67.94250326 55.45768118 2.590926799 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385 5.251905507 4.48161385
Sys-to-Sys	Sys-to-Sys  South of Sys-to-Sys  1-26 EB to I-95 SB  1-95 NB to I-26 EB  1-26 WB to I-95 NB  1-95 SB to I-26 WB  1-95 SB to I-26 EB (Flyover)  1-26 EB to I-95 NB (Loop)	76193 76320 78103 76318 76166 78167 76169 64742 76185 78100 78139 76157 76154 76309 78098  78137 78172 78148 781147 78165 78170 76168 78170 76168 78170 76168 78171 78165 78170 76168 78171 78165 78170 76168 78171 78165 78170 78165 78170 78155 78170 78155 78171 78155 78170 78155 78170 78155 78170 78155 78170 78155 78170 78155 78154	2.25 22.17 7.11 166.21 9.27 7.11 166.21 9.27 7.11 24.02 4.53 9.25 4.63.16 70.15 54.26 9.89 9.89 9.56.74 7.78 8.84 7.78 8.74 7.80 9.89 9.89 9.89 28.22 14.07 14.07 14.07 14.07 15.15 16.07	0.04 0.37 2.77 0.15 0.12 0.40 0.08 1.05 1.17 2.53 0.35 0.04 0.90 Total Time 4.65 0.23 0.22 0.48 0.16 0.95 0.13 0.40 0.18 0.21 0.15 0.13 1.18 0.16 0.47 0.23 0.22	00:33 00:02 00:22 02:46 00:09 00:07 00:24 00:05 00:23 01:103 01:10 02:32 00:54 11:57 04:39 00:14 00:13 00:29 00:06 00:09 00:08 00:24 00:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 01:11 00:13 00:09 00:08 00:11 00:13	69,2151316 63.5502016 68.0018576 68.0018576 68.0018576 68.0018576 68.081578 61.9774682 58.67558125 69.337532 64.0665076 53.7601198 9.96235025 11.739073 11.019528 65.6390318 57.32677 67.0455015 54.90758821 7.45776725 51.82370375 44.3560836 46.1722215 43.90928725 44.637374175 47.50102425 46.1722215 43.90928725 47.1981614 43.90928725 47.1981614 51.82370375 42.8496518 25.7243102	0.039784 0.419619 0.116355 0.463654 0.080744 0.337194 0.174129 0.22961 0.36536 1.013379 8.927805 0.103379 0.128096 0.36538 1.013379 0.128096 0.36538 0.142577 0.075981 0.13746 0.095021 0.36236 0.113746 0.095021 0.32242 0.134299 0.19276 0.113746 0.095021 0.336545 0.102719 0.19276 0.113746 0.095021 0.336545 0.102719 0.19276 0.102719 0.128096 0.942263 0.142597	44.0931488 2.52828122 2.52828122 2.52828122 2.52828122 2.52828122 2.68.5387148 2.14.4391333 9.906110652 3.2.14862406 5.1729809 18.12758984 2.6889638 5.133799744 2.6889638 5.133799744 2.546768112 2.094490869 6.7.94250326 551.3977613 4.324617531 2.599026799 4.481613385 16.81565872 7.38886821 31.07316645 5.251905507 4.172304384 4.06941146 7.565773138 7.565773138 7.565773138 2.51905507 4.172304384 4.06941146 7.38886821 4.42083607 2.59026799

Travel Ti	me Path	Total Travel Time	Average	Weighted Avg Speeds
Start	End	Total Havel Hille	Speed	Weighted Avg Speeds
	I-26 EB	10:45	56	58
I-26 EB	I-95 NB	13:30	55	60
	I-95 SB	17:49	39	46
	I-26 WB	09:39	57	60
I-26 WB	I-95 NB	09:04	62	66
	I-95 SB	10:22	53	58
	I-26 EB	07:43	58	65
I-95 NB	I-26 WB	11:30	50	56
	I-95 NB	09:28	63	67
	I-26 EB	09:36	61	65
I-95 SB	I-26 WB	11:53	53	60
	I-95 SB	11:57	55	62

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# APPENDIX R. I-26 AT I-95 TRANSMODELER PREFERRED ALTERNATIVE YEAR OF FAILURE OUTPUT

	2030 Build Preferred Alte			_			
ainline	Location	TM Segment ID	Segment Type		LOS		
	West of SC 210	78076	Basic	18.05	С		
	Off-Ramp to SC 210	78104	Diverge	13.94	В		
	Between SC 210 Ramps	77405	Basic	18.02	С		
	On-Ramp from SC 210	76161	Merge	14.16	В		
	West of I-26/I-95 Interchange	78105	Basic	18.31	С		
	Off-Ramp to I-95 SB	78131	Diverge	12.19	В		
	Between Ramps	76187	Basic	8.60	Α		
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.62	Α		
I-26 EB	Between Ramps	78106	Basic	8.36	Α		
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	11.56	В		
	East of I-26/I-95 Interchange	78151	Basic	11.54	В		
	Off-Ramp to US 15 SB	78107	Diverge	11.43	В		
	Between Ramps	77374	Basic	14.14	В		
	Weave to/from US 15	77377	Weave	6.13	A		
	Between Ramps	77372	Basic	14.90	В		
	On-Ramp from US 15 NB	77369	Merge	13.16	В		
	East of US 15	78108	Basic	14.30	В		
	East of US 15	77362	Basic	14.99	В		
	Off-Ramp to US 15 NB	78130	Diverge	11.18	В		
	Between Ramps	78123	Basic	14.83	В		
	Weave to/from US 15	77360	Weave	5.75	Α		
	Between Ramps	77357	Basic	14.96	В		
	On-Ramp from US 15 SB	78075	Merge	12.18	В		
	East of I-26/I-95 Interchange	78072	Basic	15.02	В		
	Off-Ramp to I-95 NB	78111	Diverge	15.41	В		
	Between Ramps	76172	Basic	10.30	Α		
I-26 WB	Loop Off-Ramp to I-95 SB	76162	Diverge	7.79	Α		
	Between Ramps	76170	Basic	8.57	А	3 - Lanes	7
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	13.99		5 - Lanes	
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	13.77		4 - Lanes	
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	18.99		3 - Lanes	
		78124		18.12	В	2 - railez	٩
	Off-Ramp to SC 210	78124 77403	Diverge	18.12			
	Between SC 210 Ramps		Basic		С		
	On-Ramp from SC 210	77410	Merge	13.83	В		
	West of SC 210	78113 76308	Basic	18.15	С		
	South of US 178	763U8 78126	Basic	34 49	D D		
	I-26 NB Off-Ramp to US 178		Diverge		D		
	I-26 EB Between US 178 Ramps	76152	Basic	27.63			
	I-26 EB On-Ramp from US 178	76159	Basic	19.76	В		
	South of I-26/I-95 Interchange	76310	Basic	19.76	С		
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	16.95	В		
	Between Ramps	76178	Basic	12.44	В		
I-95 NB	System-to-System Weave	75978	Merge	8.17	Α		
	Between Ramps	76176	Basic	12.95	В		
	On-Ramp from I-26 WB	78099	Merge	21.10	C		
	North of I-26/I-95 Interchange	76315	Basic	20.63	C		
	Off-Ramp to US 176	78128	Diverge	21.81	C		
	Between US 176 Ramps	76191	Basic	19.54	С		
	On-Ramp from US 176	76198	Merge	18.92	В		
	North of US 176	78102	Basic	19.55	С		
	North of US 176	78079	Basic	19.00	С		
	Off-Ramp to US 176	78127	Diverge	22.43	c		
	Between US 176 Ramps	76193	Basic	18.89	c		
	On-Ramp from US 176	76320	Merge	19.72	В		
	North of I-26/I-95 Interchange	76318	Basic	20.50	c		
	Off-Ramp to I-26 WB	78167	Diverge	18.64	В		
	Between Ramps	76169	Basic	12.23	В		
	Loop On-Ramp from I-26 WB	64742	Merge	11.18	B		
I-95 SB	Between Ramps	76185	Rasic	16.31		2 - Lanes	
	On-Ramp from I-26 EB	78100	Merge	20.29		4 - Lanes	
		76157	Rasic	20.29		3 - Lanes	
	South of I-26/I-95 Interchange - 3 Lane						
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	30.47		2 - Lanes	1
	Off-Ramp to US 178	78175	Diverge	19.95	В		
	Between U 178 Ramps	76154	Basic	30.45	D		
	On-Ramp from US 178	76309	Merge	31.32	D		
					D		
	South of US 178	78098	Basic	30.15	U		
	South of US 178 I-95 to I-26 WB I-26 EB to I-95 SB	78098 78149 78137	Ramp	48.6059 47.8437	U		

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	20.4295	С
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 SB	78155	20.354	С
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.34568	Α
	I-26 EB On-Ramp from I-95 NB	78144	7.57848	Α
	I-26 WB Off-Ramp to I-95 NB	76174	21.7019	С
	I-26 WB On-Ramp from I-95 NB	78149	20.088	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	7.9727	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.09547	Α
	I-95 NB to I-26	78148	19.9	С
CD Roads	I-95 to I-26 EB	78154	12.8	В
CD ROBUS	I-95 SB to I-26	78165	19.9	С
	I-95 to I-26 WB	78161	13.6	В

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
B	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2030 Build Preferred Alte	ernative Conditions					
Mainline	Location	TM Segment ID	Segment Type	Density	LOS		
	West of SC 210	78076	Basic	20.06	С		
	Off-Ramp to SC 210	78104	Diverge	14.79	В		
	Between SC 210 Ramps	77405	Basic	19.89	c		
	On-Ramp from SC 210	76161	Merge	15.65	В		
		78105					
	West of I-26/I-95 Interchange		Basic	20.25	С		
	Off-Ramp to I-95 SB	78131	Diverge	13.23	В		
	Between Ramps	76187	Basic	9.00	A		
	Loop Off-Ramp to I-95 NB	64745	Diverge	4.98	A		
I-26 EB	Between Ramps	78106	Basic	10.40	A		
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	12.56	В		
	East of I-26/I-95 Interchange	78151	Basic	12.55	В		
	Off-Ramp to US 15 SB	78107	Diverge	13.23	В		
	Between Ramps	77374	Basic	14.05	В		
	Weave to/from US 15	77377	Weave	6.12	A		
	Between Ramps	77372	Basic	16.74	В		
	On-Ramp from US 15 NB	77369	Merge	13.61	В		
	East of US 15	78108	Basic	16.78	В		
	East of US 15	77362	Basic	16.93	В		
	Off-Ramp to US 15 NB	78130	Diverge	12.07	В		
	Between Ramps	78123	Basic	16.38	В		
	Weave to/from US 15	77360	Weave	7.22	A		
	Between Ramps	77357	Basic	15.71	В		
		78075					
	On-Ramp from US 15 SB		Merge	13.53	В		
	East of I-26/I-95 Interchange	78072	Basic	17.05	В		
	Off-Ramp to I-95 NB	78111	Diverge	16.19	В		
I-26 WB	Between Ramps	76172	Basic	11.58	В		
1-20 WD	Loop Off-Ramp to I-95 SB	76162	Diverge	9.66	A		
	Between Ramps	76170	Basic	9.67	A 3	- Lanes	71
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	14.90	B 5	- Lanes	66
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	15.57		- Lanes	68
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	21.42		- Lanes	66
						- ranes	00
	Off-Ramp to SC 210	78124	Diverge	20.75	С		
	Between SC 210 Ramps	77403	Basic	21.36	C		
	On-Ramp from SC 210	77410	Merge	15.10	В		
	West of SC 210	78113	Basic	20.40	С		
	South of US 178	76308	Basic	29.45	D		
	I-26 NB Off-Ramp to US 178	78126	Diverge	39.38	Е		
	I-26 EB Between US 178 Ramps	76152	Basic	28.90	D		
	I-26 EB On-Ramp from US 178	76159	Basic	21.07	C		
	South of I-26/I-95 Interchange	76310	Basic	21.07	С		
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	18.35	В		
	Between Ramps	76178	Basic	12.78	В		
I-95 NB	System-to-System Weave	75978	Merge	9.22	A		
	Between Ramps	76176	Basic	13.39	В		
	On-Ramp from I-26 WB	78099	Merge	23.01	С		
	North of I-26/I-95 Interchange	76315	Basic	21.88	С		
	Off-Ramp to US 176	78128	Diverge	25.96	c		
	Between US 176 Ramps	76191	Basic	19.30	c		
	On-Ramp from US 176	76198	Merge	22.01	С		
	North of US 176	78102	Basic	20.43	С		
	North of US 176	78079	Basic	20.37	С		
	Off-Ramp to US 176	78127	Diverge	21.29	С		
	Between US 176 Ramps	76193	Basic	20.57	С		
	On-Ramp from US 176	76320	Merge	20.59	c		
	North of I-26/I-95 Interchange	76318	Basic	21.88	c		
		78167		19.51	В		
	Off-Ramp to I-26 WB		Diverge				
	Between Ramps	76169	Basic	13.65	В		
105.50	Loop On-Ramp from I-26 WB	64742	Merge	11.66	В		
I-95 SB	Between Ramps	76185	Basic	15.24		- Lanes	68
1-95 30	On-Ramp from I-26 EB	78100	Merge	22.36	C 4	- Lanes	61
1-95 36	Un-Ramp from 1-26 EB		Basic	21.81		- Lanes	65
1-95 30							
1-93 36	South of I-26/I-95 Interchange - 3 Lane	76157 78173			D 2	- Lanes	66
1-95 36	South of I-26/I-95 Interchange - 3 Lane South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.01		- Lanes	66
1-93 30	South of I-26/I-95 Interchange - 3 Lane South of I-26/I-95 Interchange - 2 Lane Off-Ramp to US 178	78173 78175	Basic Diverge	33.01 21.40	С	- Lanes	66
1-93 30	South of I-26/I-95 Interchange - 3 Lane South of I-26/I-95 Interchange - 2 Lane Off-Ramp to US 178 Between U 178 Ramps	78173 78175 76154	Basic Diverge Basic	33.01 21.40 31.80	C D	- Lanes	66
1-93 30	South of I-26/I-95 Interchange - 3 Lane South of I-26/I-95 Interchange - 2 Lane Off-Ramp to US 178	78173 78175	Basic Diverge	33.01 21.40	C D E	- Lanes	66
1-95 36	South of I-26/I-95 Interchange - 3 Lane South of I-26/I-95 Interchange - 2 Lane Off-Ramp to US 178 Between U 178 Ramps	78173 78175 76154	Basic Diverge Basic	33.01 21.40 31.80	C D	- Lanes	66
1-93 36	South of I-26/I-95 Interchange - 3 Lane South of I-26/I-95 Interchange - 2 Lane Off-Ramp to US 178 Between U 178 Ramps On-Ramp from US 178	78173 78175 76154 76309	Diverge Basic Merge Basic	33.01 21.40 31.80 35.14	C D E D	- Lanes	66

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
Ċ	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

1-26 EB Off-Ramp to 1-95 SB 78137 22.172   1-26 EB Off-Ramp from 1-95 SB 78155 22.670   1-26 EB On-Ramp from 1-95 NB 76183 1.5339   1-26 FB On-Ramp from 1-95 NB 78144 8.3935   1-26 WB Off-Ramp to 1-95 NB 76174 24.282	LOS
126 EB Loop Off-Ramp to I-95 NB   76183   1.5339   1.26/I-95 Ramps   1.26 EB On-Ramp from I-95 NB   78144   8.3935   1.26 WB Off-Ramp to I-95 NB   76174   24.282   2.26 WB Off-Ramp to I-95 NB   76174   24.282   2.26 WB Off-Ramp to I-95 NB   76174   24.282   2.26 WB Off-Ramp to I-95 NB   76174   2.26 WB Off-Ramp to I-95 NB   76	С
I-26/I-95 Ramps	С
I-26/I-95 Ramps	Α
I-26 WB Off-Ramp to I-95 NB 76174 24.282	Α
	С
I-26 WB On-Ramp from I-95 NB 78149 22.127	С
I-26 WB Loop Off-Ramp to I-95 SB 76171 9.125	Α
I-26 WB On-Ramp from I-95 SB 76168 0.9010	Α
I-95 NB to I-26 78148 21.	С
CD Roads I-95 to I-26 EB 78154 13.	В
I-95 SB to I-26 78165 22.0	С
I-95 to I-26 WB 78161 15.	В

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
С	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2040 Build Preferred Alt						
1ainline	Location	TM Segment ID	Segment Type		LOS		
	West of SC 210	78076	Basic	22.08	C		
	Off-Ramp to SC 210	78104	Diverge	17.87	В		
	Between SC 210 Ramps	77405	Basic	21.36	С		
	On-Ramp from SC 210	76161	Merge	17.75	В		
	West of I-26/I-95 Interchange	78105	Basic	22.10	С		
	Off-Ramp to I-95 SB	78131	Diverge	16.92	В		
	Between Ramps	76187	Basic	12.04	В		
	Loop Off-Ramp to I-95 NB	64745	Diverge	6.44	Α		
I-26 EB	Between Ramps	78106	Basic	9.76	Α		
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	14.76	В		
	East of I-26/I-95 Interchange	78151	Basic	16.13	В		
	Off-Ramp to US 15 SB	78107	Diverge	14.75	В		
	Between Ramps	77374	Basic	17.76	В		
	Weave to/from US 15	77377	Weave	7.24	A		
	Between Ramps	77372	Basic	19.97	С		
	On-Ramp from US 15 NB	77369	Merge	16.19	В		
	East of US 15	78108	Basic	17.56	В	,	
	East of US 15	77362	Basic	18.57	С		
	Off-Ramp to US 15 NB	78130	Diverge	14.90	В		
	Between Ramps	78123	Basic	18.31	C		
	Weave to/from US 15	77360	Weave	8.25	A		
	Between Ramps	77357	Basic	18.37	С		
	On-Ramp from US 15 SB	78075	Merge	15.15	В		
	East of I-26/I-95 Interchange	78072	Basic	18.46	С		
	Off-Ramp to I-95 NB	78111	Diverge	18.71	В		
I-26 WB	Between Ramps	76172	Basic	12.37	В		
. 20 113	Loop Off-Ramp to I-95 SB	76162	Diverge	9.15	А	ı	
	Between Ramps	76170	Basic	10.73		3 - Lanes	
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	16.94		5 - Lanes	
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	16.96		4 - Lanes	
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	24.04		3 - Lanes	
	Off-Ramp to SC 210	78124	Diverge	22.29	С		
	Between SC 210 Ramps	77403	Basic	23.57	С		
	On-Ramp from SC 210	77410	Merge	17.28	В		
	West of SC 210	78113	Basic	22.35	С		
	South of US 178	76308	Basic	30.48	D		
	I-26 NB Off-Ramp to US 178	78126	Diverge	27.87	С		
	I-26 EB Between US 178 Ramps	76152	Basic	30.25	D		
	I-26 EB On-Ramp from US 178	76159	Basic	22.84	С		
	South of I-26/I-95 Interchange	76310	Basic	22.84	C		
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	19.33	В		
	Between Ramps	76178	Basic	13.54	В		
I-95 NB	System-to-System Weave	75978	Merge	9.56	A		
	Between Ramps	76176	Basic	14.20	В		
	On-Ramp from I-26 WB	78099	Merge	24.34	C		
	North of I-26/I-95 Interchange	76315	Basic	23.29	С		
	Off-Ramp to US 176	78128	Diverge	26.09	С		
	Between US 176 Ramps	76191	Basic	21.71	С		
	On-Ramp from US 176	76198	Merge	22.48	С		
	North of US 176	78102	Basic	22.34	c		
	North of US 176	78079	Basic	21.65	C		
	Off-Ramp to US 176	78127	Diverge	20.78	c		
	Between US 176 Ramps	76193	Basic	21.36	Č		
	On-Ramp from US 176	76320	Merge	22.17	c		
	North of I-26/I-95 Interchange	76318	Basic	23.03	c		
	Off-Ramp to I-26 WB	78167	Diverge	22.20	c		
	Between Ramps	76169	Basic	13.37	В		
	Loop On-Ramp from I-26 WB	64742	Merge	9.35	A		
I-95 SB	Between Ramps	76185	Basic	19.14		2 - Lanes	
	On-Ramp from I-26 EB	78100	Merge	53.16		4 - Lanes	
	South of I-26/I-95 Interchange - 3 Lane	76100	Basic	76.48		3 - Lanes	
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.21		2 - Lanes	
		78175	Diverge	57.01	Е		
	Off-Ramp to US 178						
	Off-Ramp to US 178 Between U 178 Ramps	76154	Basic	29.97	D		
	Off-Ramp to US 178 Between U 178 Ramps On-Ramp from US 178	76154 76309	Merge	29.95	D		
	Off-Ramp to US 178 Between U 178 Ramps	76154	Merge Basic		D D		

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	28.9881	D
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 SB	78155	23.2538	С
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.28069	Α
	I-26 EB On-Ramp from I-95 NB	78144	8.28094	Α
	I-26 WB Off-Ramp to I-95 NB	76174	27.0302	D
	I-26 WB On-Ramp from I-95 NB	78149	23.7266	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.15074	Α
	I-26 WB On-Ramp from I-95 SB	76168	0.99264	Α
	I-95 NB to I-26	78148	26.1	D
CD Roads	I-95 to I-26 EB	78154	16.2	В
CD Roads	I-95 SB to I-26	78165	28.1	D
	I-95 to I-26 WB	78161	16.2	В

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2045 Build Preferred Alt	ernative Conditions				
lainline	Location	TM Segment ID	Segment Type		LOS	
	West of SC 210	78076	Basic	24.38	С	
	Off-Ramp to SC 210	78104	Diverge	18.08	В	
	Between SC 210 Ramps	77405	Basic	23.31	С	
	On-Ramp from SC 210	76161	Merge	19.82	В	
	West of I-26/I-95 Interchange	78105	Basic	28.44	D	
	Off-Ramp to I-95 SB	78131	Diverge	47.21	Е	
	Between Ramps	76187	Basic	12.60	В	
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.44	A	
I-26 EB	Between Ramps	78106 78150	Basic	12.19	В	
	CD Road On-Ramp from I-95 NB + I-95 SB		Merge	14.75	В	
	East of I-26/I-95 Interchange	78151	Basic	15.00	В	
	Off-Ramp to US 15 SB	78107	Diverge	15.40	В	
	Between Ramps	77374 77377	Basic Weave	18.11 7.15	C	
	Weave to/from US 15				A	
	Between Ramps On-Ramp from US 15 NB	77372 77369	Basic Merge	17.24 15.83	B B	
					C	
	East of US 15 East of US 15	78108 77362	Basic Basic	20.77	C	
		7/362 78130		16.81	В	
	Off-Ramp to US 15 NB	78130 78123	Diverge	19.92		
	Between Ramps	77360	Basic Weave	7.32	C	
	Weave to/from US 15	77357		19.44	A C	
	Between Ramps On-Ramp from US 15 SB	7/357	Basic Merge	16.69		
					В	
	East of I-26/I-95 Interchange	78072	Basic	20.54	С	
	Off-Ramp to I-95 NB Between Ramps	78111 76172	Diverge Basic	19.59	B B	
I-26 WB	Loop Off-Ramp to I-95 SB	76172 76162	Diverge	11.46	В	
	Between Ramps	76162	Diverge	11.46	B R 3 - Lar	
		78164		18.52	U	
	CD On-Ramp from I-95 NB + I-95 SB West of I-26/I-95 Interchange - 4 Lanes	78159	Merge	18.47		
			Basic		_	
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	67.96	F 3 - Lar	ies
	Off-Ramp to SC 210	78124	Diverge	32.61	D	
	Between SC 210 Ramps	77403	Basic	25.36	С	
	On-Ramp from SC 210	77410	Merge	19.27	В	
	West of SC 210	78113	Basic	22.76	С	
	South of US 178	76308	Basic	30.76	D	
	I-26 NB Off-Ramp to US 178	78126	Diverge	32.47	D	
	I-26 EB Between US 178 Ramps	76152	Basic	30.08	D	
	I-26 EB On-Ramp from US 178	76159 76310	Basic	23.69	С	
	South of I-26/I-95 Interchange		Basic		С	
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	21.72	С	
I-95 NB	Between Ramps	76178	Basic	14.47	В	
I-95 NB	System-to-System Weave	75978	Merge	9.01	A	
	Between Ramps	76176	Basic	14.76	В	
	On-Ramp from I-26 WB	78099	Merge	26.77	С	
	North of I-26/I-95 Interchange	76315	Basic	24.66	С	
	Off-Ramp to US 176	78128	Diverge	25.82	С	
	Between US 176 Ramps	76191	Basic	23.43	С	
	On-Ramp from US 176	76198	Merge	23.36	С	
	North of US 176	78102	Basic	23.60	С	
	North of US 176	78079	Basic	22.92	С	
	Off-Ramp to US 176	78127	Diverge	24.12	С	
	Between US 176 Ramps	76193	Basic	22.82	С	
	On-Ramp from US 176	76320	Merge	23.05	С	
	North of I-26/I-95 Interchange	76318	Basic	24.44	С	
	Off-Ramp to I-26 WB	78167	Diverge	22.49	С	
	Between Ramps	76169	Basic	13.62	В	
I-95 SB	Loop On-Ramp from I-26 WB	64742	Merge	13.85	В	
. 55 55	Between Ramps	76185	Basic	22.27	C 2 - Lar	
	On-Ramp from I-26 EB	78100	Merge	99.73	E 4 - Lar	
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	119.35	F 3 - Lar	ies
	South of I-26/I-95 Interchange - 2 Lane	78173	Basic	33.26	D 2 - Lar	ies
	Off-Ramp to US 178	78175	Diverge	95.44	Е	
	Between U 178 Ramps	76154	Basic	27.11	D	
	On-Ramp from US 178	76309	Merge	29.02	D	
	South of US 178	78098	Basic	28.59	D	
	I-95 to I-26 WB	78149	Ramp	48.2445		

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
Ċ	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	101.569	F
	I-26 EB On-Ramp from I-95 SB	78155	26.3878	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.19945	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	8.16387	Α
1-20/1-55 Kallips	I-26 WB Off-Ramp to I-95 NB	76174	28.7417	D
	I-26 WB On-Ramp from I-95 NB	78149	24.997	С
	I-26 WB Loop Off-Ramp to I-95 SB	76171	9.35768	Α
	I-26 WB On-Ramp from I-95 SB	76168	1.39479	Α
	I-95 NB to I-26	78148	25.4	C
CD Roads	I-95 to I-26 EB	78154	16.0	В
CD Roads	I-95 SB to I-26	78165	25.8	C
	I-95 to I-26 WB	78161	18.0	С

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

	2050 Build Preferred Alt						
//ainline	Location	TM Segment ID	Segment Type	Density	LOS		
	West of SC 210	78076 78104	Basic	26.33	D		
	Off-Ramp to SC 210 Between SC 210 Ramps	78104 77405	Diverge Basic	20.92	C		
		7/405 76161	Merge	25.58	c		
	On-Ramp from SC 210 West of I-26/I-95 Interchange	78105	Basic	46.61	F		
	Off-Ramp to I-95 SB	78131	Diverge	58.88	E		
	Between Ramps	76187	Rasic	13.14	В		
	Loop Off-Ramp to I-95 NB	64745	Diverge	7.88	A		
I-26 EB	Between Ramps	78106	Basic	11.32	В		
	CD Road On-Ramp from I-95 NB + I-95 SB	78150	Merge	15.93	В		
	East of I-26/I-95 Interchange	78151	Basic	16.59	В		
	Off-Ramp to US 15 SB	78107	Diverge	15.60	В		
	Between Ramps	77374	Basic	20.00	c		
	Weave to/from US 15	77377	Weave	9.28	A		
	Between Ramps	77372	Basic	20.50	С		
	On-Ramp from US 15 NB	77369	Merge	17.93	В		
	East of US 15	78108	Basic	19.78	С		
	East of US 15	77362	Basic	22.59	С		
	Off-Ramp to US 15 NB	78130	Diverge	17.08	В		
	Between Ramps	78123	Basic	22.76	С		
	Weave to/from US 15	77360	Weave	11.49	В		
	Between Ramps	77357	Basic	21.76	С		
	On-Ramp from US 15 SB	78075	Merge	18.30	В		
	East of I-26/I-95 Interchange	78072	Basic	22.48	С		
	Off-Ramp to I-95 NB	78111	Diverge	22.84	С		
I-26 WB	Between Ramps	76172	Basic	14.84	В		
1-20 WD	Loop Off-Ramp to I-95 SB	76162	Diverge	10.79	В		
	Between Ramps	76170	Basic	12.84	B 3 - Lai		
	CD On-Ramp from I-95 NB + I-95 SB	78164	Merge	47.42	E 5 - Lai		
	West of I-26/I-95 Interchange - 4 Lanes	78159	Basic	78.61	F 4 - Lai		
	West of I-26/I-95 Interchange - 3 Lanes	78174	Basic	99.66	F 3 - Lai	nes	
	Off-Ramp to SC 210	78124	Diverge	30.03	D		
	Between SC 210 Ramps	77403	Basic	25.54	С		
	On-Ramp from SC 210	77410	Merge	19.02	В		
	West of SC 210	78113	Basic	22.39	С		
	South of US 178	76308	Basic	38.60	Е		
	Off-Ramp to US 178	78126	Diverge	41.35	Е		
	Between US 178 Ramps	76152	Basic	35.89	Е		
	On-Ramp from US 178	76159	Basic	25.21	С		
	South of I-26/I-95 Interchange	76310	Basic	25.21	С		
	CD Off-Ramp to I-26 EB + I-26 WB	78143	Diverge	23.39	С		
I-95 NB	Between Ramps	76178	Basic	13.70	В		
1-95 NB	On-Ramp from I-26 EB	75978	Merge	9.38	A		
	Between Ramps	76176	Basic		В		
	On-Ramp from I-26 WB	78099	Merge	27.27	С		
	North of I-26/I-95 Interchange	76315	Basic Basic	25.30	С		
	Off-Ramp to US 176 Between US 176 Ramps	76319 76191	Basic Basic	25.40 24.21	C C		
		76191 76198		24.21	C		
	On-Ramp from US 176 North of US 176	76198 78102	Merge Basic	24.40			
	North of US 176 North of US 176	78102	Basic	24.40	C		
	Off-Ramp to US 176	78127	Diverge	25.21	C		
	Between US 176 Ramps	76127 76193	Basic	24.26	C		
	On-Ramp from US 176	76320		23.68	c		
	North of I-26/I-95 Interchange	76320 76318	Merge Basic	25.63	C		
	Off-Ramp to I-26 WB	76318 78167	Diverge	24.61	c		
	Off-Ramp to 1-26 WB Between Ramps	78167 76169	Basic	14.57	В		
	Loop On-Ramp from I-26 WB	64742	Merge	14.13	В		
I-95 SB	Between Ramps	76185	Basic	23.15	C 2 - Lai	nec	
	On-Ramp from I-26 EB	78100	Merge	110.55	E 4 - Lai		
	South of I-26/I-95 Interchange - 3 Lane	76157	Basic	125.03	F 3 - Lai		
	South of I-26/I-95 Interchange - 3 Lane	78173	Basic	33.38	D 2 - Lai		
						IC3	
	Off-Ramp to US 178 Between US 178 Ramps	78175 76154	Diverge Basic	104.16 28.35	E D		
	On-Ramp from US 178	76309	Merge	30.52	D		
	South of US 178	76309 78098	ivierge Basic	29.50	D		
					U		
	I-95 to I-26 WB	78149		47.8768			

Level Of Service	Weave	Merge	Diverge	Basic Freeway
A	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

Mainline	Location	TM Segment ID	Density	LOS
	I-26 EB Off-Ramp to I-95 SB	78137	121.281	F
	I-26 EB On-Ramp from I-95 SB	78155	28.617	D
	I-26 EB Loop Off-Ramp to I-95 NB	76183	1.38965	Α
I-26/I-95 Ramps	I-26 EB On-Ramp from I-95 NB	78144	9.30762	Α
1-26/1-95 Kamps	I-26 WB Off-Ramp to I-95 NB	76174	33.2237	D
	I-26 WB On-Ramp from I-95 NB	78149	29.3049	D
	I-26 WB Loop Off-Ramp to I-95 SB	76171	11.0859	В
	I-26 WB On-Ramp from I-95 SB	76168	1.32657	Α
	I-95 NB to I-26	78148	29.3532	D
CD Roads	I-95 to I-26 EB	78154	18.5887	С
CD ROdus	I-95 SB to I-26	78165	30.5885	D
	I-95 to I-26 WB	78161	22.2811	С

Level Of Service	Weave	Merge	Diverge	Basic Freeway
Α	10	10	10	11
В	20	20	20	18
C	28	28	28	26
D	35	35	35	35
E	43			45
F	>	Demand Exceeds Capacity		>

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# APPENDIX S. I-26 AT I-95 CONCEPTUAL SIGNING PLAN

