

Columbia Area Congestion Management Process (CMP)

FINAL REPORT

Prepared for:

**The Central Midlands Council of
Governments (CMCOG)**



Prepared by:



1718 Peachtree Street NW, Suite 400
Atlanta, Georgia 30309
Phone: (404) 249-7550
Fax: (404) 249-7705
www.jacobs.com

October 2008

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

TABLE OF CONTENTS

EXECUTIVE SUMMARY – FINAL REPORT	1
Congested Corridors	1
How to Interpret Tables & Figures	11
Potential Intersection Hot Spots.....	13
Future Updates.....	14
1 INTRODUCTION.....	18
Federal Requirements	18
Project Coordination & Guidance.....	18
2 CONGESTION MONITORING NETWORK.....	20
3 CONGESTED CORRIDORS	22
4 INTERSECTION HOT SPOTS	52
Intersection LOS Criteria	52
Analysis Results	53
Further Discussion of Results.....	53
5 MITIGATION STRATEGIES & SCHEDULED UPDATES.....	57
FHWA Five (5) Levels of Mitigation	58
Level 1 - Decrease Need for Trip Making	58
Level 2 - Shift Trips from Automobiles to Other Modes.....	58
Level 3 - Increase Vehicle Occupancy.....	58
Level 4 - Enhance Operations on Existing Roadway Facilities.....	59
Level 5 - Increase Roadway Capacity.....	59
Corridor Characteristics.....	61
6 2008 CMP FINDINGS	65
1001/1002 - Clemson Road (near I-20)	66
1001/1002 - Clemson Road (near Village at Sandhill)	66
1003/1004 - Columbia Drive	67

1005/1006 - Columbiana Drive	67
1009/1010 - Harbison Blvd	67
1011/1012 - Hardscrabble Rd.....	68
1013/1014 - Edmond Hwy/SC 302/Airport Blvd	68
1021/1022 - Longs Pond Rd/Mt. Pisgah Church Rd	69
1023/1024 - Longtown Road	69
1027/1028 - Old Cherokee Road.....	69
1029/1030 - Park Terrace/Bower Pkwy	70
1033/1034 - Pineview Rd/SC 768 at US 76	70
1035/1036 - Platt Springs Rd at SC 6.....	70
1037/1038 - SC 12/Forest Dr/Percival Rd/Taylor St, East of Downtown Columbia	71
1041/1042 - SC 262/Leesburg Rd	71
1043/1044 - SC 277/Bull St, Downtown Columbia.....	71
1047/1048 - SC 6/Lake Dr/Dreher Shoals Rd, Downtown Lexington	72
1049/1050 - SC 768/Shop Rd/US 76, Downtown Columbia.....	72
1051/1052 - St. Andrews Rd, Near Irmo High School	73
1053/1054 - Sunset Drive, Near Richland Medical Center	73
1055/1056 - Two Notch Rd at Muddy Springs Rd.....	73
1059/1060 - US 176/River Dr/Broad River Rd (Near I-20)	74
1059/1060 - US 176/River Dr/Broad River Rd (Near I-26)	74
1061/1062 - US 21/US 176/ US 321/Blossom St/Charleston Hwy,Columbia	75
1063/1064 - US 321/Huger St, Downtown Columbia	75
1065/1066 - US 321/US 21/Elmwood Ave, Downtown Columbia.....	75
1067/1068 - US 321/US21/Main St/Wilson Blvd, Downtown Columbia.....	76
1069/1070 - US 378/Columbia Ave/Augusta Hwy (in Downtown Columbia)	76
1069/1070 - US 378/Columbia Ave/Augusta Hwy (in Downtown Lexington)	77
1071/1072 - US 378/US 1/Millwood Ave/Two Notch Rd (in Downtown Columbia)	77
1071/1072 - US 378/US 1/Millwood Ave/Two Notch Rd (near Columbia Place Mall)	78
1073/1074 - US 1/SC 12/Main St/Augusta Rd, Downtown Lexington	78
1077/1078 - US 76/Devine St/Garners Ferry Rd at I-77 and SC 16.....	79
 7 COATS 2035 LRTP VISION PLAN.....	 80
 8 FUTURE CMP UPDATES.....	 82

Future Data Collection Considerations	82
APPENDICES	84
Appendix A – Congested Corridors Map books	84
Appendix B – Congested Corridor Analyses	84
Appendix C – Matrix for Mitigation Strategies	84
Appendix D – Stakeholder Feedback	84
Appendix E – Technical Memorandum 1	84
Appendix F – Time-of-Day Profiles in Congested Areas	84

LIST OF FIGURES

Figure ES 1: 2008 CMP Corridors.....	3
Figure ES 2: Congested Corridors AM Peak Period.....	9
Figure ES 3: Congested Corridors PM Peak Period.....	10
Figure ES 4: Potential Intersection Hot Spots	17
Figure 1. 2008 CMP Corridors	21
Figure 2. Congested Corridors AM Peak Period.....	23
Figure 3. Congested Corridors PM Peak Period.....	24
Figure 4. Process and Toolbox of Strategies.....	57
Figure 5. Congested Corridors & 2035 LRTP Vision Plan Projects.....	81

LIST OF TABLES

Table ES 1: 2008 Columbia Area CMP Corridors.....	4
Table ES 2A: 2008 Congested Corridors – AM Peak Period	5
Table ES 2B: 2008 Potentially Congested Corridors – AM Peak Period.....	5
Table ES 2B: 2008 Potentially Congested Corridors – AM Peak Period.....	6
Table ES 3A: 2008 Congested Corridors – PM Peak Period	6
Table ES 3A: 2008 Congested Corridors – PM Peak Period	7
Table ES 3B: 2008 Potentially Congested Corridors – PM Peak Period.....	7
Table ES 3B: 2008 Potentially Congested Corridors – PM Peak Period.....	8
Table ES 4: 2008 Potential Hot Spot Intersections – AM Peak Period	15
Table ES 5: 2008 Potential Hot Spot Intersections – PM Peak Period	15
Table ES 5: 2008 Potential Hot Spot Intersections – PM Peak Period	16
Table 1: Corridors Identified for Congestion Screening	20
Table 2A: 2008 Entire Corridor Network – AM Peak Period	25
Table 2B: 2008 Entire Corridor Network – AM Peak Period	26
Table 2C: 2008 Entire Corridor Network – AM Peak Period	27
Table 2D: 2008 Entire Corridor Network – AM Peak Period	28
Table 2E: 2008 Entire Corridor Network – AM Peak Period	29
Table 2F: 2008 Entire Corridor Network – AM Peak Period.....	30
Table 2G: 2008 Entire Corridor Network – AM Peak Period.....	31
Table 2H: 2008 Entire Corridor Network – AM Peak Period	32
Table 2I: 2008 Entire Corridor Network – AM Peak Period.....	33
Table 2J: 2008 Entire Corridor Network – AM Peak Period	34
Table 2K: 2008 Entire Corridor Network – AM Peak Period	35
Table 2L: 2008 Entire Corridor Network – AM Peak Period.....	36
Table 2M: 2008 Entire Corridor Network – AM Peak Period.....	37
Table 3A: 2008 Entire Corridor Network – PM Peak Period	38
Table 3B: 2008 Entire Corridor Network – PM Peak Period	39
Table 3C: 2008 Entire Corridor Network – PM Peak Period	40
Table 3D: 2008 Entire Corridor Network – PM Peak Period	41
Table 3E: 2008 Entire Corridor Network – PM Peak Period	42
Table 3F: 2008 Entire Corridor Network – PM Peak Period.....	43

Table 3G: 2008 Entire Corridor Network – PM Peak Period.....	44
Table 3H: 2008 Entire Corridor Network – PM Peak Period	45
Table 3I: 2008 Entire Corridor Network – PM Peak Period.....	46
Table 3J: 2008 Entire Corridor Network – PM Peak Period.....	47
Table 3K: 2008 Entire Corridor Network – PM Peak Period	48
Table 3L: 2008 Entire Corridor Network – PM Peak Period.....	49
Table 3M: 2008 Entire Corridor Network – PM Peak Period.....	50
Table 4: Time-of-Day Profiles in Congested Areas.....	51
Table 5: LOS Intersection Criteria (Source: <i>FHWA HCM 2000</i>)	52
Table 6: 2008 Potential Hot Spot Intersections – AM Peak Period	54
Table 7: 2008 Potential Hot Spot Intersections – PM Peak Period	55
Table 8A: Toolbox of Mitigation Strategies	60
Table 8B: Definitions of Mitigation Strategies	61
Table 9: Corridor Characteristics Examined	63
Table 10: Evaluation Matrix for Identifying Potential Mitigation Strategies.....	64

Executive Summary – FINAL REPORT

Jacobs Carter Burgess was retained by the Central Midlands Council of Governments (CMCOG) to develop a Congestion Management Process/Plan for the Columbia Area. A Congestion Management Process/Plan (CMP) is a process in which a transportation system is periodically monitored for congestion and mitigation strategies are recommended in response to identified deficiencies.

The CMP process is required in accordance with the 23rd Code of Federal Regulations, section 500, in the Federal Register, under the U.S. Department of Transportation. A CMP provides state Department of Transportations and MPOs with a methodical framework for addressing congestion. Federal rules require that a CMP area and network be defined by each MPO. In air quality non-attainment areas, projects that increase capacity for Single Occupancy Vehicles (SOV's) must be derived from a CMP

Aside from the CMP being a federal requirement for a MPO with a population of over 200,000, CMP's helps qualify and/or identify potential projects for inclusion into their regional transportation program. They identify potential improvements based on quantifiable data and they consider congestion in developing transportation improvements. CMP's establish a baseline condition for future comparison of conditions and allow for project prioritization based on potential congestion mitigation. CMP's can provide solutions beyond merely adding road capacity as mitigation development includes other solutions that may be more effective and cost-efficient. CMP's encourage economic competitiveness and increases the reliability of planning for all modes and all journey purposes. Environmental programs that involve air quality and natural hazard mitigation also benefit from the CMP process.

Approximately 330 centerline miles of key roadways were examined in the Columbia area. The roadways were identified and selected from the Year 2002 CMP corridors, an examination of Year 2005 and 2035 travel demand model volume-to-capacity projections, and CMCOG staff and stakeholder input. These resulting 2008 CMP corridors are shown in Figure ES 1 and in Table ES 1.

From the list of corridors shown in Table ES 1, sub-set corridors were created in order to facilitate a more accurate identification of congested segment locations within the corridors. Approximately 775 directional corridors were created from the corridors in Table ES 1 and they were examined with travel time runs in the AM and PM peak period. Two (2) runs using the standard "floating car" travel time run method was performed for each corridor and each peak period. Most of the sub-set corridors are half a mile in length or greater. Approximately thirty (30) of these directional corridors are between 500 and 1500 feet in length.

Congested Corridors

Based on the *FWHA HCM 2000*-based congestion thresholds evaluated in this study, approximately 4% of the corridors were found to be congested (LOS E and F) and 4% were found to be potentially congested (LOS D) for both the AM and PM peak period (7-9AM, 4-6PM). Approximately 92% of the corridors examined were not congested.

Tables ES 2A and ES 2B summarize the corridors that were identified as congested or potentially congested for the AM Peak Period. Table ES 3A and ES 3B summarize the corridors that were identified as congested or potentially congested for the PM Peak Period. It should be noted that NB, SB, EB, WB indicate the direction of the corridor (i.e. NB = northbound, SB = southbound, etc.).

Figures ES 2 and ES 3 show the congested and potentially congested corridors for the AM and PM peak periods, respectively. It should be noted that the closer spacing for the congestion index lines for the AM peak period compared to the PM peak period was intentionally designed so that the AM and PM peak period could also be combined and overlaid into one map showing the AM results as the inner lines and the PM results in the outer lines.

The corridors identified with congestion were subsequently analyzed for potential mitigation strategies. Various unique characteristics pertaining to each corridor were examined in relation to the potential strategies to reduce congestion. The following list describes the mitigation treatments considered for each corridor, along with typical improvement strategies, in the order in which they would be considered for application:

- Level 1) Decrease need for trip making (strategies at regional level versus corridor level)
 - Land use policies and regulations to limit growth in areas with limited infrastructure
 - Land use policies and regulations to enhance jobs to housing balance along corridors and within sections of the region
- Level 2) Shift trips from automobiles to other modes
 - Public transit capital improvements (exclusive right-of-way, commuter express, circulator, park and ride)
 - Public transit operational improvements (service enhancements, queue jumpers, information systems)
 - Encourage the use of non-motorized modes (sidewalks, bicycle facilities, transit park and ride)
- Level 3) Increase HOV use
 - Parking management/fee adjustment
 - Vanpooling programs
 - Ride share matching services
- Level 4) Enhance operations on existing roadway facilities
 - Traffic operations improvements (intersection widening, signal coordination, traffic surveillance and control systems)
 - Incident Management (detection and clearing of incidents)
 - Access management (medians, signal and driveway spacing, frontage roads, interparcel connections)
- Level 5) Increase roadway capacity through additional infrastructure
 - Arterial roadway capacity (widening and new roads)

The recommended strategies and potential implementation costs for reducing congestion on each of the identified congested corridors are described in Section 6.

Figure ES1: 2008 CMP Corridors

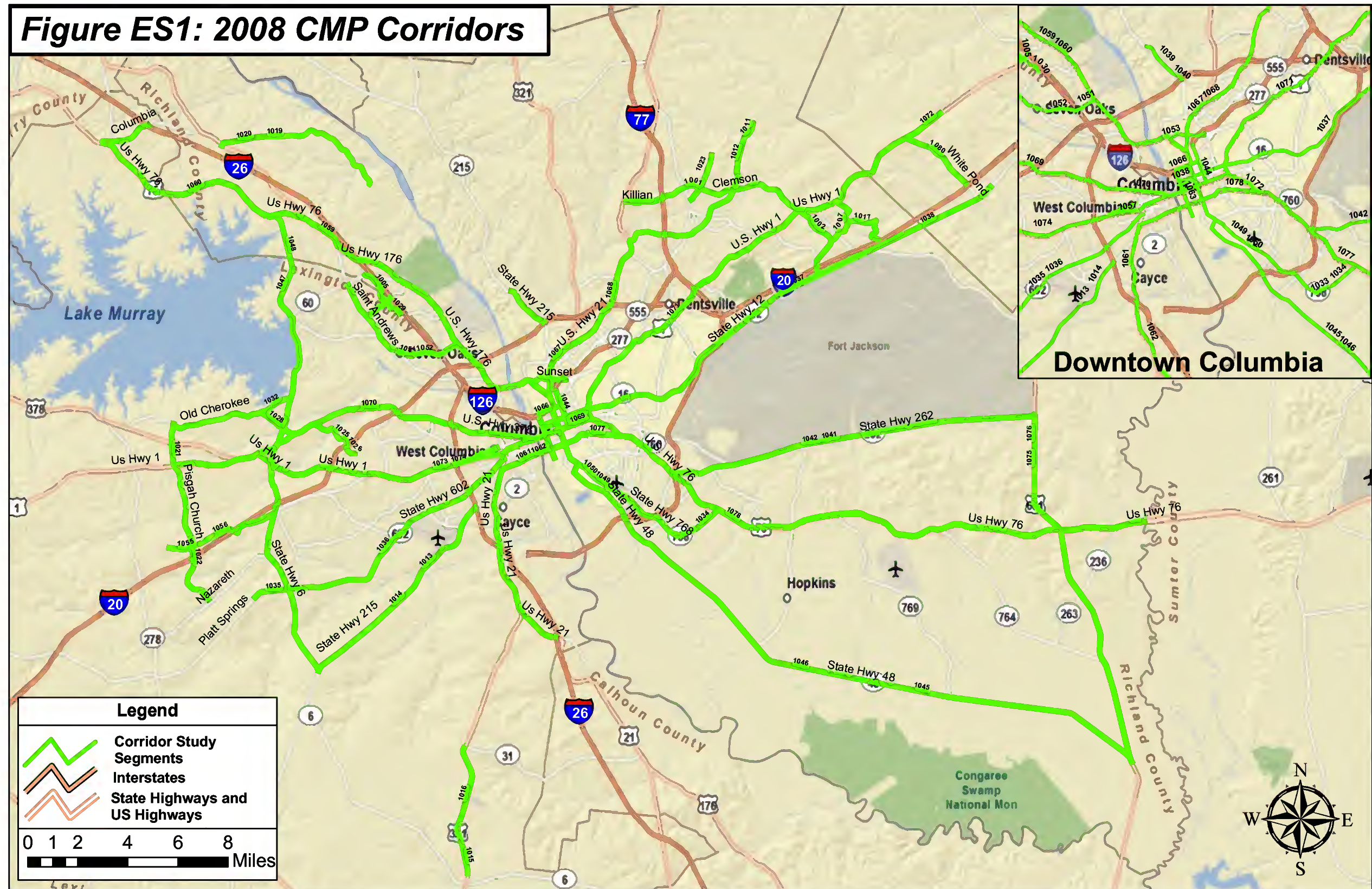


Table ES 1: 2008 Columbia Area CMP Corridors

New Route ID	Route Name	To	From	Length (Miles)
1001	Clemson Rd / Killian Rd	SC Hwy 12 / Percival Rd	US Hwy 21 / Wilson Blvd / Main St	12.3
1003	Columbia Ave	Amicks Ferry Rd	I-26	5.4
1005	Columbiana Dr	SC Hwy 60 / Lake Murray Blvd	Harbison Blvd	0.9
1007	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	Clemson Rd	US Hwy 1 / Two Notch Rd	1.9
1009	Harbison Blvd	St Andrews Rd	I-26	1.6
1011	Hardscrabble Rd	US 21 / Wilson Blvd / Main St	Rimer Pond Rd / Kelly Mill Pond Rd	24.3
1013	Hwy 302 / Edmund Hwy	SC Hwy 6 / Lake Dr	I-26	2.2
1015	Hwy 321	Mack St / SC Hwy 31	Craft St	7.3
1017	Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd	I-20 Frontage Rd	Woodcreek Farms Rd	1.3
1019	Kennerly Rd	US Hwy 176 / Broad River Rd	Hollingshed Rd (North Intersection)	8.0
1021	Longs Pond Rd / Pisgah Church Rd	Nazareth Rd	Old Cherokee Rd	1.5
1023	Longtown Rd	SC Hwy 555 / Farrow Rd	Lee Rd	17.8
1025	Mineral Springs Rd	US Hwy 378 / Sunset Blvd	Laurel Rd	2.4
1027	Old Cherokee Rd	St Peters Church Rd	US Hwy 378 / Sunset Blvd	22.6
1029	Park Terr / Bower Pkwy	Harbison Blvd	Piney Grove	8.1
1031	Pilgrim Church Rd	Old Cherokee Rd	SC Hwy 6 / Lake Dr	11.1
1033	Pineview Rd	Shop Rd	US Hwy 378 / US Hwy 76 / Garners Ferry Rd	2.4
1035	Platt Springs Rd	Saddle Horn Way	SC Hwy 602 / Charleston Hwy	26.6
1037	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson	US Hwy 321 / US Hwy 176 / Huger St	MPO Boundary (.9 Miles NE of White Pond Rd)	21.1
1039	SC Hwy 215 / Monticello Rd	The Blvd	I-20E Ramp	2.0
1041	SC Hwy 262 / Leesburg Rd	US Hwy 76 / Garnders Ferry Rd	US Hwy 601 / McCords Ferry Rd	12.3
1043	SC Hwy 277 / Bull St	Harden St	US Hwy 378 / US Hwy 1 / Gervais St	4.9
1045	SC Hwy 48 / Rosewood Dr / Bluff Rd	SC Hwy 48 / Assembly St / George Rogers Blvd	US Hwy 601 / McCords Ferry Rd	1.6
1047	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	US Hwy 76 / Dutch Fork Rd	SC Hwy 302 / Edmund Hwy	2.1
1049	SC Hwy 768 / Shop Rd	Pineview Dr	US Hwy 76 / Elmwood Ave	7.6
1051	St Andrews Rd	Fork Ave	US Hwy 176 / Broad River Rd	1.3
1053	Sunset Dr	US Hwy 176 / River Dr	Broad St / Richland Medical Dr	5.4
1055	Two Notch Rd	SC Hwy 6	Barr Rd	19.7
1057	US Hwy 1 / Meeting St / Augusta Hwy	US Hwy 378 / Sunset Blvd	US Hwy 1 / SC Hwy 12 / Klapman Blvd	10.4
1059	US Hwy 176 / River Dr / Broad River Rd	Amicks Ferry Rd	US Hwy 321 / US Hwy 21 / Huger St	22.6
1061	US Hwy 21 / US Hwy 321 / Blossom St / Charleston Hwy	I-26	Harden St	9.4
1063	US Hwy 321 / Huger St	I-26 / US Hwy 76 / US Hwy 321 / US Hwy 176	Heyward ST	2.4
1065	US Hwy 321 / US Hwy 21 / Elmwood Ave	US Hwy 321 / US Hwy 21 / Huger St	US Hwy 76 / SC Hwy 277 / Bull St	3.4
1067	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	US Hwy 21 / US Hwy 176 / Elmwood Ave	Hardscrabble Rd	2.2
1069	US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis St	Charter Oak Rd / Pisgah Church Rd	US Hwy 378 / Gibson Rd	7.3
1071	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	Devine St	Watts Hill Rd	0.9
1073	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	US Hwy 1 / US Hwy 378 / Columbia Ave / Augusta Hwy	Senn St	11.7
1075	US Hwy 601 / McCords Ferry Rd	SC Hwy 48 Bluff Rd	SC Hwy 262 / Leesburg Rd / Westvaco Rd	21.4
1077	US Hwy 76 / Devine St / Garners Ferry Rd	Richland/Sumter County Line	Harden St	6.1
1079	White Pond Rd / Church St	I-20	US Hwy 1 / Main St	26.6

Table ES 2A: 2008 Congested Corridors – AM Peak Period

Route ID	Map ID	Roadway	Start	End	C.I.	Length (mi)
1001	1D	Clemson Rd / Killian Rd - EB	Earth Rd / Spears Creek Church Rd	SPARKLEBERRY LN LN	0.42	1.0
1002	1D	Clemson Rd / Killian Rd - WB	No Name	SUMMIT PKWY PKWY	0.38	0.6
1006	2B	Columbiana Dr - SE	Columbiana Cir/Lanneau Ct	Harbison Blvd	0.42	0.2
1011	1C	Hardsorabble Rd - NE	Elders Pond Dr	Lee Rd	0.45	0.2
1012	1C	Hardsorabble Rd - SW	Lee Rd	Elders Pond Dr	0.36	0.2
1012	1C	Hardsorabble Rd - SW	Summit Pkwy	Lee Rd	0.37	0.5
1012	1C	Hardsorabble Rd - SW	Bud Keef Rd	Summit Pkwy	0.37	1.5
1012	1C	Hardsorabble Rd - SW	Elders Pond Dr	Clemson Rd / Killian Rd	0.41	0.6
1021	3A	Longs Pond Rd / Pisgah Church Rd - NB	I 20 NB	Two Notch Rd	0.30	0.5
1023	1C	Longtown Rd - NB	Clemson Rd / Killian Rd	Longtown Rd	0.41	0.3
1030	2B	Park Terr / Bower Pkwy - WB	Park Terraoe Rd/Bower Pkwy	Harbison Blvd	0.47	0.3
1035	3A	Platt Springs Rd - EB	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	NEW ORANGEBURG RD RD	0.48	0.4
1037	2C	SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St - EB	GADSDEN ST ST	SC Hwy 768 / Shop Rd	0.31	0.4
1038	2C	SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St - WB	Lakeshore Dr	No Name	0.43	0.5
1038	2C	SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St - WB	GADSDEN ST ST	US Hwy 321 / Huger St	0.49	0.3
1042	2C	SC Hwy 262 / Leesburg Rd - WB	I-77 NB on Ramp	US Hwy 76 / Devine St / Garners Ferry Rd	0.38	0.2
1043	2C	SC Hwy 277 / Bull St - NB	COLONIAL DR DR	HARDEN STREET EXT EXT	0.37	0.4
1043	2C	SC Hwy 277 / Bull St - NB	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St	0.45	0.4
1044	2C	SC Hwy 277 / Bull St - SB	SC Hwy 12 / Forest Dr / Percival Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.36	0.4
1047	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy	Sunset Blvd	0.32	0.3
1047	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US 1 / SC Hwy 12 / Jarvis Klapman Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.35	0.6
1047	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	NEW ORANGEBURG RD RD	Platt Springs Rd	0.37	0.6
1048	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	RR	Industrial Dr	0.42	0.4
1048	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	No Name	Platt Springs Rd	0.48	0.4
1048	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Sunset Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.48	0.3
1049	2C	SC Hwy 768 / Shop Rd - NW	RR	GREENE ST ST	0.37	0.4
1050	2C	SC Hwy 768 / Shop Rd - SE	College St	WHEAT ST ST	0.33	0.4
1050	2C	SC Hwy 768 / Shop Rd - SE	WHEAT ST ST	STATE HWY 48	0.40	0.4
1050	2C	SC Hwy 768 / Shop Rd - SE	Elmwood Ave	Blanding St	0.42	0.4
1053	2C	Sunset Dr - EB	STATE HWY 277 SB	Board St	0.47	0.3
1055	3A	Two Notoh Rd - EB	I 20	Muddy Springs Rd	0.40	0.2
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	RIVERWALK WAY WAY	Kinnerly/Kinley Rd	0.40	0.4
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	Dutoh Square Blvd	I-20 WB Ramp	0.40	0.4
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Rushmore Rd	I-20 WB Ramp	0.19	0.5
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	BUSH RIVER RD RD	GREYSTONE BLVD BLVD	0.49	0.6
1063	2C	US Hwy 321 / Huger St - NB	Heyward St	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St	0.43	0.4
1065	2C	US Hwy 321 / US Hwy 21 / Elmwood Ave - EB	Park St	SC Hwy 277 / Bull St	0.49	0.5
1067	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB	WILKES RD RD	I 20 WB Ramp	0.38	0.4
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Miller Ave	Sunset Dr	0.29	0.3
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Anthony Ave	US Hwy 321 / US Hwy 21 / Elmwood Ave	0.44	0.6
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Clarendon St	COLUMBIA COLLEGE DR DR	0.49	0.3
1069	2C	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB	US HWY 1	GADSDEN ST ST	0.41	0.5
1069	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB	Barr Rd	Gibson Rd	0.42	0.4
1069	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB	No Name	Old Cherokee Rd	0.47	0.4
1070	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - WB	Park Road	Gibson Rd	0.50	0.6
1071	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Woodrow St	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.39	0.5
1071	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St	0.43	0.4
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	I 77	Daulton Dr/Oakway Dr	0.45	0.2
1073	2B	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	I-20 NB ramp	Dooley Rd/Cedar Rd	0.27	0.3
1073	2A	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	US Hwy 378 / Columbia Ave / Augusta Hwy	S Churoh St	0.39	0.5
1077	3C	US Hwy 76 / Devine St / Garners Ferry Rd - EB	Pineview Rd	Universal Dr	0.49	0.2
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	I-77 SB off ramp	Dorn Dr	0.44	0.5

LOS E
LOS F

Table ES 2B: 2008 Potentially Congested Corridors – AM Peak Period

Route ID	Map ID	Roadway	Start	End	C.I.	Length (mi)
1001	1C	Clemson Rd / Killian Rd - EB	No Name	I 77	0.60	0.4
1002	2D	Clemson Rd / Killian Rd - WB	SC hwy 12	SPARKLEBERRY LN LN	0.61	0.6
1013	3B	Hwy 302 / Edmund Hwy - NE	BOSTON AVE AVE	NB Frontage Rd	0.61	0.6
1014	3B	Hwy 302 / Edmund Hwy - SW	Stratford Rd	BOSTON AVE AVE	0.57	0.3
1021	2A	Longs Pond Rd / Pisgah Church Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy	US HWY 378	0.54	0.9
1021	3A	Longs Pond Rd / Pisgah Church Rd - NB	Two Notch Rd	Barr Rd	0.56	0.5
1022	3A	Longs Pond Rd / Pisgah Church Rd - SB	Rawl Rd	Barr Rd	0.52	1.3
1022	3A	Longs Pond Rd / Pisgah Church Rd - SB	Barr Rd	Two Notch Rd	0.60	0.5
1028	2A	Old Cherokee Rd - WB	Maxie Rd	Old Chapin Rd	0.60	0.7
1029	2B	Park Terr / Bower Pkwy - EB	Harbison Blvd	Park Terrace Rd/Bower Pkwy	0.51	0.3
1033	3C	Pineview Rd - EB	RR	US Hwy 76 / Devine St / Garners Ferry Rd	0.58	0.7
1034	3C	Pineview Rd - WB	RR	SC Hwy 768 / Shop Rd	0.52	0.5
1036	3B	Platt Springs Rd - WB	NEW ORANGEBURG RD RD	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.55	0.4
1043	2C	SC Hwy 277 / Bull St - NB	CALHOUN ST ST	COLONIAL DR DR	0.60	0.4
1044	2C	SC Hwy 277 / Bull St - SB	COLONIAL DR DR	CALHOUN ST ST	0.51	0.4
1045	2C	SC Hwy 48 / Rosewood Dr / Bluff Rd - NW	STATE HWY 48	SC Hwy 768 / Shop Rd	0.57	0.4
1045	3C	SC Hwy 48 / Rosewood Dr / Bluff Rd - NW	A st	BELTLINE BLVD BLVD	0.59	0.6
1046	3C	SC Hwy 48 / Rosewood Dr / Bluff Rd - SE	BELTLINE BLVD BLVD	A st	0.60	0.6
1047	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	Two Notch Rd	I 20	0.55	0.4
1047	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	RR	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St	0.60	1.0
1050	2C	SC Hwy 768 / Shop Rd - SE	Lady St	College St	0.54	0.4
1050	2C	SC Hwy 768 / Shop Rd - SE	Blanding St	Lady St	0.56	0.4
1051	2B	St Andrews Rd - NW	ROLLINGVIEW LN LN	TRAM RD RD	0.55	0.6
1054	2B	Sunset Dr - WB	Summeriea Dr/Abingdon Rd	US HWY 176	0.51	0.4
1055	3A	Two Notch Rd - EB	Barr Rd	Longs Pond Rd / Pisgah Church Rd	0.60	1.0
1059	1A	US Hwy 176 / River Dr / Broad River Rd - NW	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Bickley Rd	0.55	0.2
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Columbiana Dr	Western Ln	0.55	0.6
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Huffstetler Dr	St Andrews Rd	0.60	0.9
1061	3B	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - NB	HWY 321	Gardners Terrace Rd	0.58	0.5
1061	2B	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - NB	Glen St	STATE HWY 215	0.58	0.4
1063	2C	US Hwy 321 / Huger St - NB	US Hwy 21 / US Hwy 176 US Hwy 321	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.60	0.6
1064	2C	US Hwy 321 / Huger St - SB	GREENE ST ST	Heyward St	0.52	0.6
1064	2C	US Hwy 321 / Huger St - SB	SC Hwy 12 / Forest Dr / Percival Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.53	0.4
1066	2C	US Hwy 321 / US Hwy 21 / Elmwood Ave - WB	SC Hwy 277 / Bull St	Park St	0.53	0.5
1069	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB	HEBRON DR DR	Hospital Dr W	0.51	0.5
1069	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB	Hospital Dr W	I 26 NB Ramp	0.59	0.4
1070	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - WB	I 26 NB Ramp	Hospital Dr W	0.59	0.4
1070	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - WB	Berly St	Park Road	0.61	0.4
1071	1C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Polo Rd	BRICKYARD RD RD	0.56	0.6
1071	1D	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	No Name	Risdon Way/Valhalla Dr	0.59	0.6
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	Laurel St	HAMPTON ST ST	0.52	0.3
1073	2B	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	Ermine Rd	WATTLING RD RD	0.53	0.6
1073	2B	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	WATTLING RD RD	Methodist Park Rd	0.58	0.7
1073	2B	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	TWO NOTCH RD RD	OAK DR DR	0.61	0.8
1074	2A	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - WB	S Church St	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.57	0.5
1077	2C	US Hwy 76 / Devine St / Garners Ferry Rd - EB	MAPLE ST ST	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.56	0.6
1077	3C	US Hwy 76 / Devine St / Garners Ferry Rd - EB	Patterson Rd	Pineview Rd	0.57	1.2
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	MAPLE ST ST	HARDEN ST ST	0.59	0.7
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	KILBOURNE RD RD	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.60	0.3

Table ES 3A: 2008 Congested Corridors – PM Peak Period

Route ID	Map ID	Roadway	Start	End	C.I.	Length (mi)
1002	2D	Clemson Rd / Killian Rd - WB	SC hwy 12	SPARKLEBERRY LN LN	0.41	0.6
1004	1A	Columbia Ave - WB	CLARK ST ST	Amicks Ferry Rd	0.38	0.3
1006	2B	Columbiana Dr - SE	Columbiana Cir/Lanneau Ct	Harbison Blvd	0.39	0.2
1010	2B	Harbison Blvd - WB	I 26	Columbiana Dr	0.37	0.4
1014	3B	Hwy 302 / Edmund Hwy - SW	NB Frontage Rd	Stratford Rd	0.50	0.4
1021	3A	Longs Pond Rd / Pisgah Church Rd - NB	Two Notch Rd	Barr Rd	0.25	0.5
1023	1C	Longtown Rd - NB	Clemson Rd / Killian Rd	Longtown Rd	0.29	0.3
1027	2A	Old Cherokee Rd - EB	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	US Hwy 378	0.43	0.5
1030	2B	Park Terr / Bower Pkwy - WB	Park Terrace Rd/Bower Pkwy	Harbison Blvd	0.19	0.3
1033	3C	Pineview Rd - EB	RR	US Hwy 76 / Devine St / Garners Ferry Rd	0.25	0.7
1037	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St - EB	Harrison Rd	STATE HWY 16	0.24	0.2
1037	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St - EB	No Name	Lakeshore Dr	0.49	0.5
1041	2C	SC Hwy 262 / Leesburg Rd - EB	US Hwy 76 / Devine St / Garners Ferry Rd	I-77 NB on Ramp	0.33	0.2
1042	2C	SC Hwy 262 / Leesburg Rd - WB	I-77 NB on Ramp	US Hwy 76 / Devine St / Garners Ferry Rd	0.32	0.2
1043	2C	SC Hwy 277 / Bull St - NB	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.40	0.4
1044	2C	SC Hwy 277 / Bull St - SB	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.46	0.4
1047	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US 1 / SC Hwy 12 / Jarvis Klapman Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.45	0.6
1047	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy	Sunset Blvd	0.49	0.3
1047	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	Platt Springs Rd	No Name	0.50	0.4
1048	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	No Name	Platt Springs Rd	0.20	0.4
1048	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Sunset Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.28	0.3
1048	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	US Hwy 378 / Columbia Ave / Augusta Hwy	US 1 / SC Hwy 12 / Jarvis Klapman Blvd	0.33	0.6
1049	2C	SC Hwy 768 / Shop Rd - NW	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	Elmwood Ave	0.26	0.5
1049	2C	SC Hwy 768 / Shop Rd - NW	GREENE ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy	0.35	0.4
1050	2C	SC Hwy 768 / Shop Rd - SE	Blanding St	Lady St	0.42	0.4
1051	2B	St Andrews Rd - NW	RR	Harbison Blvd	0.38	0.3
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	Dutch Square Blvd	I-20 WB Ramp	0.34	0.4
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	I-20 WB Ramp	Seminole Rd/Young Dr	0.36	0.4
1059	1A	US Hwy 176 / River Dr / Broad River Rd - NW	CLARK ST ST	Amicks Ferry Rd	0.46	0.3
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	RIVERWALK WAY WAY	Kinnerly/Kinley Rd	0.48	0.4
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Western Ln	Kinnerly/Kinley Rd	0.41	0.4
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Rushmore Rd	I-20 WB Ramp	0.44	0.5
1061	2C	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / - NB	Barnwell St	HARDEN ST ST	0.26	0.4
1062	2C	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / - NB	Barnwell St	Bull St	0.37	0.3
1062	2C	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - SB	HARDEN ST ST	Barnwell St	0.43	0.4
1062	3B	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - SB	US HWY 21	US HWY 21	0.47	0.4
1063	2C	US Hwy 321 / Huger St - NB	Heyward St	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St	0.31	0.4
1064	2C	US Hwy 321 / Huger St - SB	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.37	0.4
1064	2C	US Hwy 321 / Huger St - SB	Hyw 126	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.37	0.4
1065	2C	US Hwy 321 / US Hwy 21 / Elmwood Ave - EB	Park St	SC Hwy 277 / Bull St	0.50	0.5
1069	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd - EB	US HWY 378	N lake Dr	0.22	0.4
1069	2C	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd- EB	Gregg St	US Hwy 378 / US Hwy 1 / Millwood Ave	0.50	0.6
1070	2C	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd- WB	SC Hwy 768 / Shop Rd	US Hwy 321 / Huger St	0.41	0.6
1070	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd- WB	No Name	Northwood Rd	0.49	0.4
1070	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd- WB	N Hook Ave	I 26 NB Ramp	0.50	0.4
1071	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Columbia Mall Entrance	DECKER BLVD BLVD	0.37	0.4
1071	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	I-20 WB Ramp	Daulton Dr/Oakway Dr	0.49	0.4
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	Maingate Dr/Windsor Lake Blvd	Rabon Rd	0.37	0.3
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	I-20 WB Ramp	Oniel Ct	0.44	0.4
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	HAMPTON ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy	0.46	0.3
1074	2A	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - WB	Harmon St	S Church St	0.36	0.5
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	WILDCAT RD RD	STATE HWY 16	0.39	0.5
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	I-77 SB off ramp	Dorn Dr	0.50	0.5

LOS E

LOS F

Table ES 3B: 2008 Potentially Congested Corridors – PM Peak Period

Route ID	Map ID	Roadway	Start	End	C.I.	Length (mi)
1001	1C	Clemson Rd / Killian Rd - EB	No Name	I 77	0.56	0.4
1005	2B	Columbiana Dr - NW	Crossbow Dr	STATE HWY 60	0.60	0.6
1010	2B	Harbison Blvd - WB	Columbiana Dr	Bower Pkwy	0.53	0.4
1011	1C	Hardscrabble Rd - NE	I 77	STATE HWY 555	0.56	0.9
1011	1C	Hardscrabble Rd - NE	Elders Pond Dr	Lee Rd	0.59	0.2
1012	1C	Hardscrabble Rd - SW	Summit Pkwy	Lee Rd	0.55	0.5
1022	2A	Longs Pond Rd / Pisgah Churoh Rd - SB	Old Cherokee Rd	US HWY 378	0.54	0.7
1022	2A	Longs Pond Rd / Pisgah Churoh Rd - SB	US HWY 378	US Hwy 378 / Columbia Ave / Augusta Hwy	0.59	0.9
1022	3A	Longs Pond Rd / Pisgah Churoh Rd - SB	Barr Rd	Two Notch Rd	0.61	0.5
1028	2A	Old Cherokee Rd - WB	Maxie Rd	Old Chapin Rd	0.54	0.7
1029	2B	Park Terr / Bower Pkwy - EB	Park Terrace Rd/Bower Pkwy	PINEY GROVE RD RD	0.51	0.5
1029	2B	Park Terr / Bower Pkwy - EB	Harbison Blvd	Park Terraoe Rd/Bower Pkwy	0.61	0.3
1035	3A	Platt Springs Rd - EB	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	NEW ORANGEBURG RD RD	0.60	0.4
1036	3A	Platt Springs Rd - WB	NEW ORANGEBURG RD RD	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.51	0.4
1038	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St - WB	Main St	GADSDEN ST ST	0.56	0.4
1043	2C	SC Hwy 277 / Bull St - NB	COLONIAL DR DR	HARDEN STREET EXT EXT	0.56	0.4
1044	2C	SC Hwy 277 / Bull St - SB	COLONIAL DR DR	CALHOUN ST ST	0.54	0.4
1048	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	RR	Industrial Dr	0.59	0.4
1049	2C	SC Hwy 768 / Shop Rd - NW	RR	GREENE ST ST	0.55	0.4
1049	2C	SC Hwy 768 / Shop Rd - NW	RR	SC Hwy 48 / Rosewood Dr / Bluff Rd	0.55	0.5
1050	2C	SC Hwy 768 / Shop Rd - SE	Elmwood Ave	Blanding St	0.61	0.4
1053	2C	Sunset Dr - EB	Summeriea Dr/Abingdon Rd	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.52	0.4
1055	3A	Two Notoh Rd - EB	I 20	Muddy Springs Rd	0.53	0.2
1058	2B	US Hwy 1 / Meeting St / Augusta Hwy - WB	9TH ST ST	13Th ST	0.52	0.5
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	Kinnerly/Kinley Rd	Western Ln	0.61	0.4
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Huffstetler Dr	St Andrews Rd	0.60	0.9
1061	2C	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - NB	Sumter St	Barnwell St	0.55	0.5
1061	2C	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - NB	Linooln St	Sumter St	0.55	0.4
1062	3B	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St - SB	Dixiana Rd	Fish Hatchery Rd	0.58	0.6
1063	2C	US Hwy 321 / Huger St - NB	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.57	0.6
1067	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB	Sunset Dr	STATE HWY 215	0.52	0.6
1067	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB	WILKES RD RD	I 20 WB Ramp	0.53	0.4
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	FRYE RD RD	PRESCOTT RD RD	0.52	0.3
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	LORICK AVE AVE	Miller Ave	0.56	0.6
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Anthony Ave	US Hwy 321 / US Hwy 21 / Elmwood Ave	0.58	0.6
1068	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Miller Ave	Sunset Dr	0.60	0.3
1069	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd t - EB	Mineral Springs Rd	Tom Corley Pl	0.52	0.2
1069	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd t - EB	Berly St	US HWY 378	0.56	0.4
1069	2C	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd t - EB	Main St	Pikens St	0.57	0.4
1070	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB	Berly St	Park Road	0.55	0.4
1070	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB	I 26 NB Ramp	Hospital Dr W	0.56	0.4
1070	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB	No Name	Tom Corley Pl	0.59	0.4
1070	2B	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB	LEXINGTON ST ST	Hummingbird dr/Arehart St	0.60	0.9
1071	1D	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	No Name	Risdon Way/Valhalla Dr	0.51	0.6
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	No Name	Columbia Mall Entrance	0.55	0.5
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	ALPINE RD RD	I 77	0.56	0.4
1073	2B	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	Ermine Rd	WATTLING RD RD	0.53	0.6
1073	2A	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB	US Hwy 378 / Columbia Ave / Augusta Hwy	S Church St	0.55	0.5
1074	2B	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - WB	Ermine Rd	OAK DR DR	0.61	1.1
1078	3C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	Patterson Rd	GREENLAWN DR DR	0.52	0.5
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	MAPLE ST ST	HARDEN ST ST	0.52	0.7
1078	3D	US Hwy 76 / Devine St / Garners Ferry Rd - WB	South Carolina Rd	Arnold Rd	0.54	0.1
1078	2C	US Hwy 76 / Devine St / Garners Ferry Rd - WB	KILBOURNE RD RD	US Hwy 378 / US Hwy 1 / Millwood Ave	0.61	0.3

Figure ES 2: Congested Corridors AM

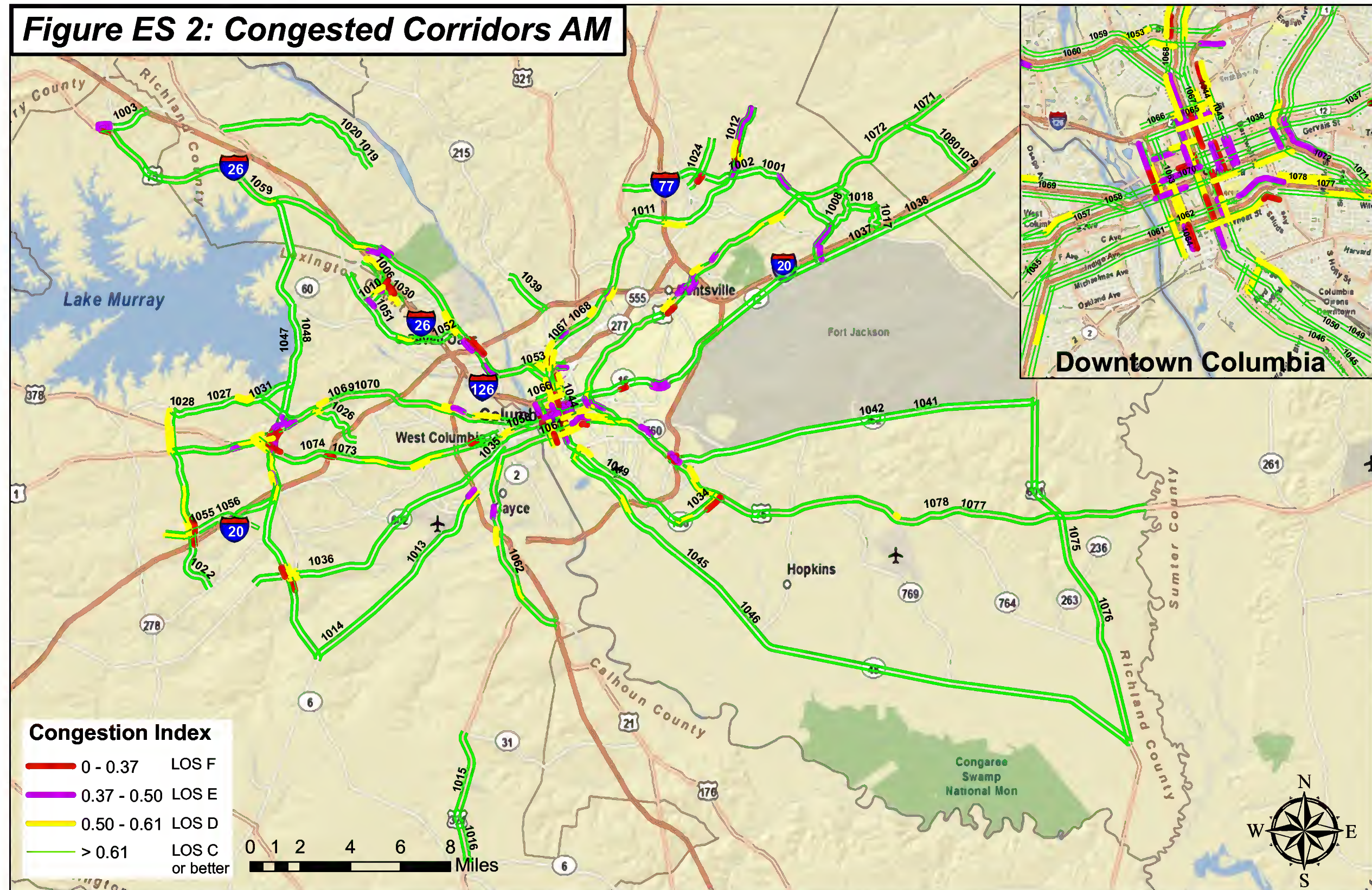
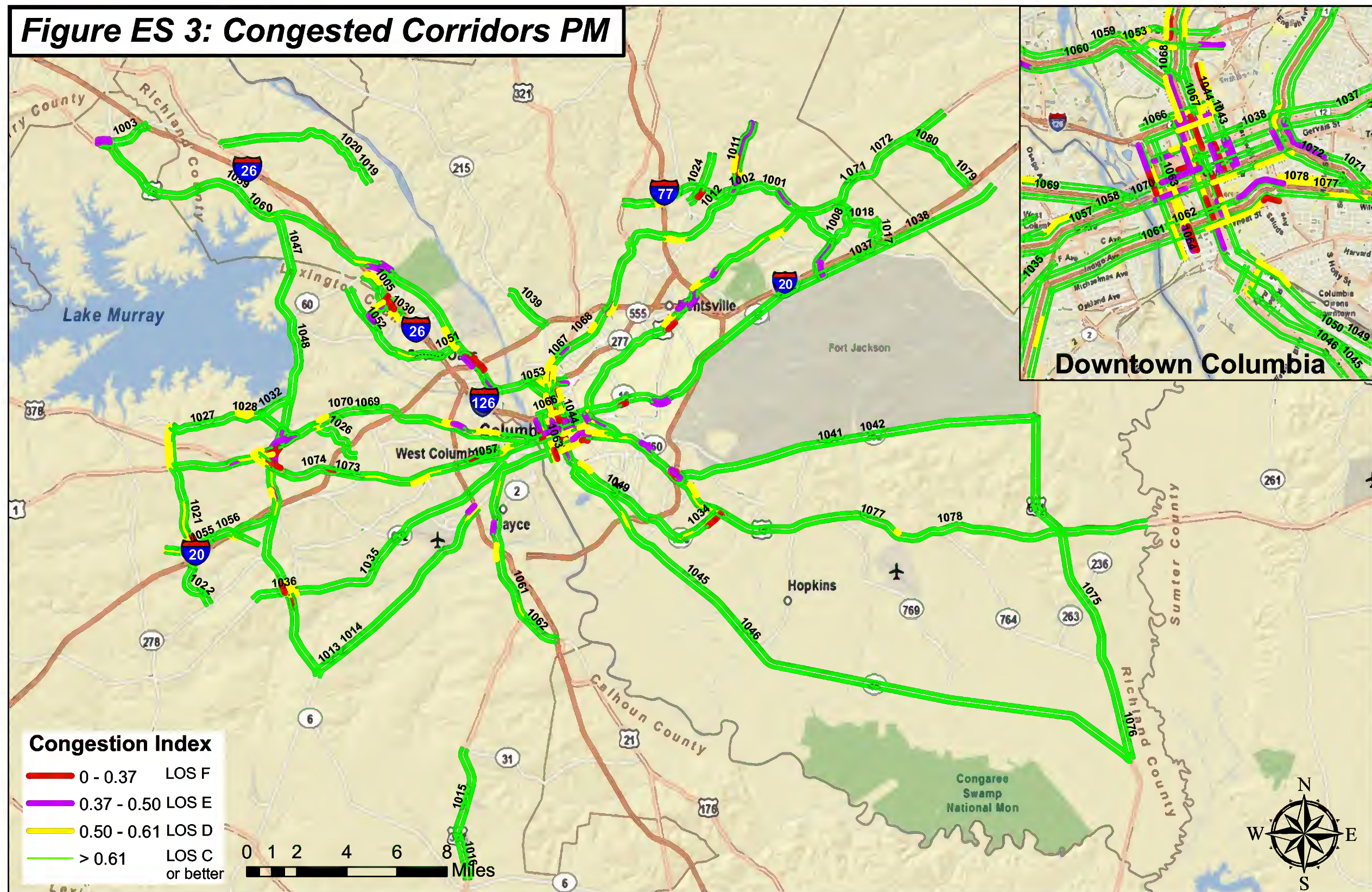


Figure ES 3: Congested Corridors PM



How to Interpret Tables & Figures

This report presents travel time data results for a roadway network consisting of 40 corridors, adding up to 330 centerline miles of roadway that feature over 1,000 intersections (of which 845 are controlled by a traffic signal). Given the vast amount of data captured in this CMP update, the data results have been organized and presented in various formats of tables and figures so that the reader may be able to quickly and efficiently identify any corridor location of interest and determine whether it has been flagged with congestion, potential congestion, or no congestion. Some tables and figures summarize only the congested segments, such as those detailed in tabular format in this Executive Summary. Others provide complete detail for all corridors examined (including small sections within a corridor), whether they are congested or not. This section serves to provide a simple example of how a reader could investigate the results pertaining to a particular corridor through the tables, figures, and appendices of this Report. SC Hwy 6 is used in this example for illustration.

Step 1: Determine whether SC Hwy 6 was surveyed with travel time runs in this 2008 CMP Update

- Scan the corridors in Table 1. SC Hwy 6 was indeed studied and is highlighted. Note the Route numbers for future reference (Routes 1047 and 1048).

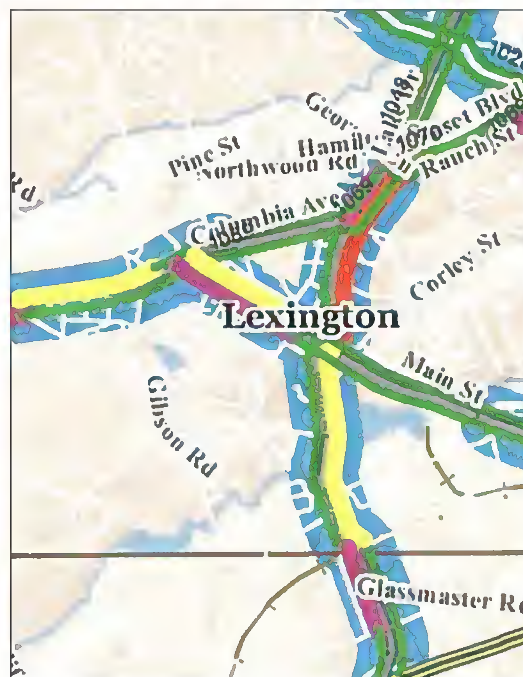
New Route ID	Reverse Route ID	Old Route ID	Route Name	Length (Miles)
1001	1002	54	Clemson Pd / Killian Rd	12.3
1003	1004	32	Columbia Ave	5.4
1005	1006	19	Columbiana Dr	0.9
1007	1008	55	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd / Old National Hwy / Turkey C	1.9
1009	1010	36	Harbison Blvd	1.6
1011	1012	52	Hardscrabble Rd	24.3
1013	1014	2	Hwy 302 / Edmund Hwy	2.2
1015	1016	3	Hwy 321	7.3
1017	1018	56	Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd	1.3
1019	1020	34	Kennerly Rd	8.0
1021	1022	38	Longs Pond Rd / Pisgah Church Rd	1.5
1023	1024	29	Longtown Rd	17.8
1025	1026	46	Mineral Springs Rd	2.4
1027	1028	39	Old Cherokee Rd	22.6
1029	1030	9	Park Terr / Bower Pkwy	8.1
1031	1032	40	Pilgrim Church Rd	11.1
1033	1034	62	Pineview Rd	2.4
1035	1036	1	Platt Springs Rd	26.6
1037	1037	60	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson	21.1
1039	1040	25	SC Hwy 215 / Monticello Rd	2.0
1041	1042	37	SC Hwy 262 / Leesburg Rd	12.3
1043	1044	12	SC Hwy 277 / Bull St	4.9
1045	1046	58	SC Hwy 48 / Rosewood Dr / Bluff Rd	1.6
1047	1048	41	SC Hwy 5 / Lake Dr / Dreher Shoals Rd	2.1
1049	1050	28	SC Hwy 768 / Shop Rd	7.6
1051	1052	35	St Andrews Rd	1.3

Step 2: Determine which sections of SC Hwy 6, if any, were congested in the AM Peak Period

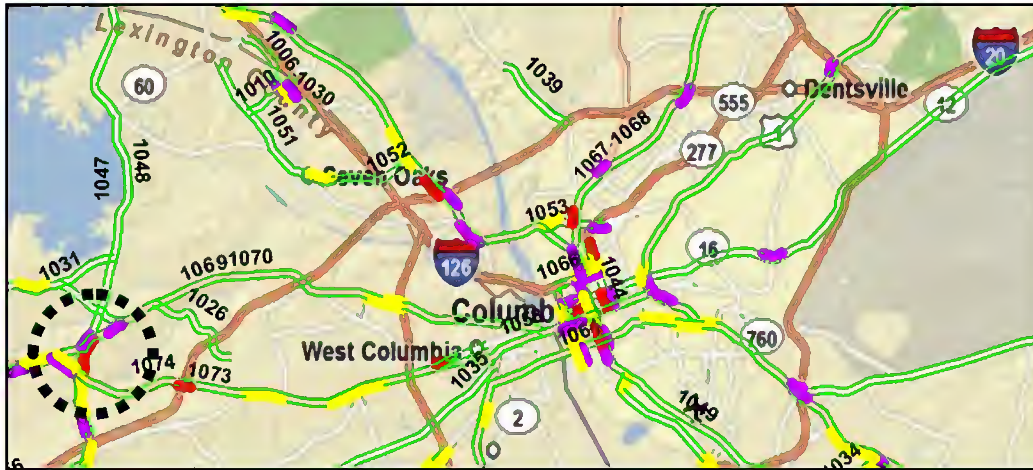
- Recalling the Route Number for the corridor (Route 1047 and 1048), scan Tables 2 for the corridor. The scan should reveal Table 2E containing the results for SC Hwy 6. (Note: For PM Peak Period results, scan Tables 3). As displayed below, some sections on SC Hwy 6 reveal no congestion in the AM. But there are a some sections that show congestion. Note the “Map ID 2A” (second column from the left), corresponding to the orange color coding.

1046	3E	Jennie Collins Rd	US Hwy 601 / McCords Ferry Rd	0.96	2.2
1046	3E	Griffins Creek Rd	Jack Paul Rd	1.02	1.6
1046	3E	Jack Paul Rd	Jennie Collins Rd	1.02	1.8
1046	4E	Jennie Collins Rd	US Hwy 601 / McCords Ferry Rd	0.96	2.2
SC Hwy 6 / Lake Dr / Dreher Shoals Rd - IIR					
1047	1A	Imo Dr	US Hwy 176 / River Dr / Broad River Rd	0.78	2.1
1047	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	Sunset Blvd	0.32	0.3
1047	2A	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.35	0.6
1047	2A	RR	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St	0.60	1.0
1047	2A	Sunset Blvd	Old Cherokee Rd	0.77	0.6
1047	2A	Imo Dr	US Hwy 176 / River Dr / Broad River Rd	0.78	2.1
1047	2A	STATE HWY 6	State Hwy S-32-38	0.79	0.7
1047	2A	Old Cherokee Rd	Pilgrim Church Rd	0.81	1.2
1047	2A	Pilgrim Church Rd	Andrew Corley Rd	0.86	0.4
LOS D LOS E LOS F					

- Noting “Map 2A”, Map 2A can be found in Appendix A, which is organized by Map ID. As shown below and in Map 2A, SC Hwy 6, runs north-south through Downtown Lexington. Between Main St and Sunset Blvd, SC Hwy 6 is shown as red – corresponding with the table above. Red color coding indicates LOS F (congestion).



- SC Hwy 6 can also be found summarized in Figure 2 (see Figure 3 for PM results).



Step 3: Discover what mitigation treatments were recommended for SC Hwy 6

- See Section 6 of this Report and look for Route 1047/1048. The mitigation treatments recommended for SC Hwy 6 are found on Page 71.

Potential Intersection Hot Spots

An additional product of travel time runs performed over a network consisting of approximately 330 centerline miles is the identification of potential intersection hot spot congestion locations. Using average approach delay (for through movements only) at intersections and HCM 2000 delay-LOS thresholds, potential intersection hot spots on the CMP network were identified.

The CMP network consists of approximately 1,170 intersections, of which 845 are controlled by a traffic signal. In the AM peak period, through movement approaches at forty (40) intersections had vehicular delays that correlated with HCM LOS E or F. These are shown in Table ES 4. In the PM peak period, through movement approaches at forty-one (41) intersections had vehicular delays that correlated with HCM LOS E or F. These are shown in Table ES 5. This process identifies intersections which have delay along the main road that results in LOS E or F conditions for those movements. This identifies intersections that are causing problems for the flow of through traffic along the congestion monitoring network. Other intersections may have significant side street or turning movement delay that is not reflected in the through movements travel time delay measured in the CMP. Determination of congested intersections provides additional information to guide the identification of potential mitigation strategies for congested corridors.

Future Updates

The following details the suggested program for updating the CMP for the Columbia Area, once every four years:

Field Data Collection

- **Stage 1:** Examine congestion monitoring network versus travel demand model and note additional corridors for consideration.
- **Stage 2:** Perform travel time runs for defined corridors in congestion monitoring network.
- **Stage 3:** Physical roadway conditions along corridors already coded in GIS system are available for re-use. Collect additional roadway characteristics for new corridors.
- **Stage 4:** Consider increasing number of travel time runs per corridor to increase statistical validity of results (3 to 4 runs).

GIS Database

- **Task 1:** Re-use Linear Reference System for existing corridor network (i.e. 660 directional miles). Update Linear Reference System with any new corridors in the monitoring network.
- **Task 2:** Re-use corridor features for existing corridors and collect additional features for new corridors designated for travel time runs.
- **Task 3:** Use current 2008 CMP data to verify and cross-check future data collection efforts.

It is recommended that the LOS E and F corridors be examined after four (4) years, along with any additional corridors identified by CMCOG and 1/2 of the LOS D corridors. In the Year 2016, a major update would be recommended, encompassing all of the corridors.

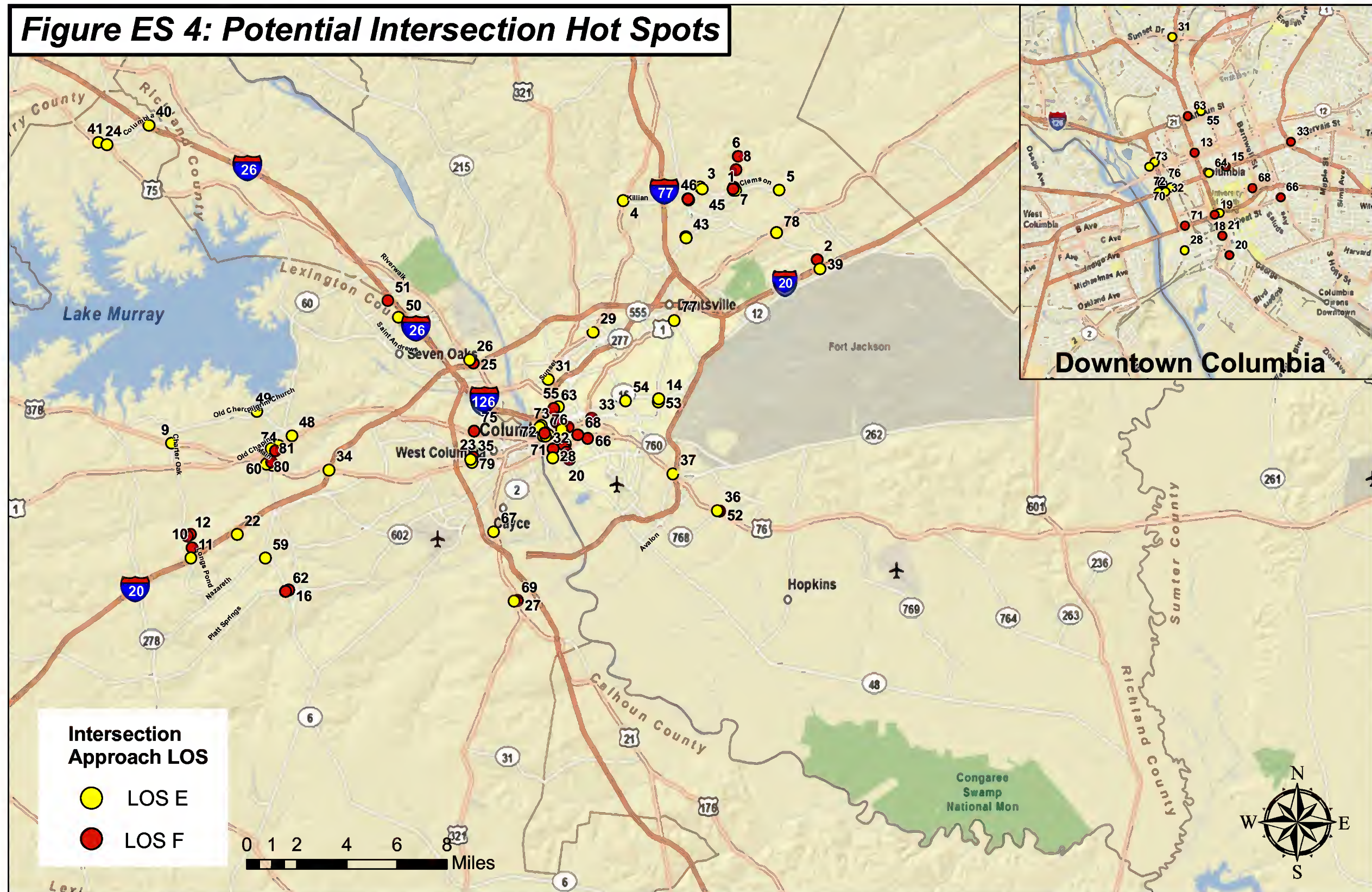
Table ES 4: 2008 Potential Hot Spot Intersections – AM Peak Period

ID	Route Name	Intersecting Street	Intersection Control	LOS
1	Clemson Rd / Killian Rd - EB	Longtown Rd TO Hardscrabble Rd	Signal	E
2	Clemson Rd / Killian Rd - EB	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd / Old National Hwy / Tu	Signal	F
3	Clemson Rd / Killian Rd - WB	Hardscrabble Rd TO Longtown Rd	Signal	E
4	Clemson Rd / Killian Rd - WB	No Name TO WILSON BLVD BLVD	Two-Way Stop	E
5	Clemson Rd / Killian Rd - WB	N Springs/ Rhame Rd TO SUMMIT PKWY PKWY	Signal	E
6	Hardscrabble Rd - SW	Bud Keef Rd TO Summit Pkwy	Signal	F
7	Hardscrabble Rd - SW	Elders Pond Dr TO Clemson Rd / Killian Rd	Signal	F
8	Hardscrabble Rd - SW	Summit Pkwy TO Lee Rd	Signal	F
9	Longs Pond Rd / Pisgah Church Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO US HWY	Signal	E
10	Longs Pond Rd / Pisgah Church Rd - NB	I 20 SB TO Two Notch Rd	Signal	F
11	Longs Pond Rd / Pisgah Church Rd - SB	I 20 SB TO I 20	Cross Street	E
12	Longs Pond Rd / Pisgah Church Rd - SB	Rawl Rd TO Barr Rd	All-Way Stop	F
13	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - EB	Park St TO SC Hwy 768 / Shop Rd	Signal	F
14	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - WB	Lakeshore Dr TO TRENHOLM RD RD	Signal	E
15	SC Hwy 277 / Bull St - SB	Lady St TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	Signal	F
16	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	NEW ORANGEBURG RD RD TO Platt Springs Rd	Signal	F
17	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO Northw	Signal	E
18	SC Hwy 768 / Shop Rd - NW	WHEAT ST ST TO US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charlesto	Signal	E
19	SC Hwy 768 / Shop Rd - SE	GREENE ST ST TO US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charles	Signal	F
20	SC Hwy 768 / Shop Rd - SE	STATE HWY 48 TO RR	Railroad Crossing	F
21	SC Hwy 768 / Shop Rd - SE	RR TO RR	Railroad Crossing	F
22	Two Notch Rd - EB	I 20 TO Muddy Springs Rd	Cross Street	E
23	US Hwy 1 / Meeting St / Augusta Hwy - WB	ALEXANDRIA ST ST TO AUGUSTA RD RD	Cross Street	F
24	US Hwy 176 / River Dr / Broad River Rd - SE	Amicks Ferry Rd TO Lexington Ave	Signal	E
25	US Hwy 176 / River Dr / Broad River Rd - SE	Marley Dr TO I-20 WB Ramp	Signal	F
26	US Hwy 176 / River Dr / Broad River Rd - SE	Seminole Rd/Young Dr TO Marley Dr	Signal	E
27	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	HWY 321 TO Gardners Terrace Rd	Signal	F
28	US Hwy 321 / Huger St - SB	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy TO RR	Railroad Crossing	E
29	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB	Clarendon St TO PRESCOTT RD RD	Signal	E
30	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Confederate Ave TO US Hwy 321 / US Hwy 21 / Elmwood Ave	Signal	E
31	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Miller Ave TO Sunset Dr	Signal	E
32	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	US HWY 1 TO US Hwy 321 / Huger St	Signal	E
33	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Woodrow St TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravi	Signal	F
34	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	I-20 NB ramp TO I 20	Cross Street	E
35	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - WB	Augusta Rd/Klapman Blvd TO Dreher Rd	Cross Street	E
36	US Hwy 76 / Devine St / Garners Ferry Rd - EB	Patterson Rd TO Pineview Rd	Signal	E
37	US Hwy 76 / Devine St / Garners Ferry Rd - WB	I 77 TO SC Hwy 262 / Leesburg Rd	Signal	E

Table ES 5: 2008 Potential Hot Spot Intersections – PM Peak Period

ID	Route Name	Intersecting Street	Intersection Control	LOS
38	Clemson Rd / Killian Rd - WB	SUMMIT PKWY PKWY TO Hardscrabble Rd	Signal	F
39	Clemson Rd / Killian Rd - WB	SC hwy 12 TO I 20	Signal	E
40	Columbia Ave - EB	CLARK ST ST TO I 26	Signal	E
41	Columbia Ave - WB	CLARK ST ST TO Amicks Ferry Rd	Signal	E
42	Hardscrabble Rd - NE	BRICKYARD RD RD TO Clemson Rd / Killian Rd	Signal	E
43	Hardscrabble Rd - NE	I 77 TO STATE HWY 555	Signal	E
44	Longs Pond Rd / Pisgah Church Rd - NB	Two Notch Rd TO Barr Rd	All-Way Stop	F
45	Longtown Rd - NB	Clemson Rd / Killian Rd TO Longtown Rd	Signal	E
46	Longtown Rd - SB	RR Crossing TO STATE HWY 555	Cross Street	F
47	Mineral Springs Rd - WB	I 20 TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	Signal	E
48	Old Cherokee Rd - EB	OLD CHEROKEE RD RD TO US Hwy 378	Signal	E
49	Old Cherokee Rd - WB	SC Hwy 6 / Lake Dr / Dreher Shoals Rd TO Pilgrim Church Rd	Signal	E
50	Park Terr / Bower Pkwy - EB	Park Terrace Rd/Bower Pkwy TO PINEY GROVE RD RD	Signal	E
51	Park Terr / Bower Pkwy - WB	Park Terrace Rd/Bower Pkwy TO Harbison Blvd	Signal	F
52	Pineview Rd - EB	RR TO US Hwy 76 / Devine St / Garners Ferry Rd	Signal	F
53	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - EB	No Name TO TRENHOLM RD RD	Signal	E
54	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - EB	Troy Rd TO STATE HWY 16	Signal	E
55	SC Hwy 277 / Bull St - SB	COLONIAL DR DR TO US Hwy 321 / US Hwy 21 / Elmwood Ave	Signal	E
56	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US 1 / SC Hwy 12 / Main St / Augusta Rd TO US Hwy 378 / Sunset Blvd / Geravis	Signal	F
57	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	Northwood Rd TO Sunset Blvd	Signal	E
58	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	RR TO US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	Signal	E
59	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Two Notch Rd TO NAZARETH RD RD	Signal	E
60	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO US 1 / S	Signal	F
61	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Northwood Rd TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Gera	Signal	E
62	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	No Name TO Platt Springs Rd	Signal	F
63	SC Hwy 768 / Shop Rd - NW	CALHOUN ST ST TO Elmwood Ave	Signal	F
64	SC Hwy 768 / Shop Rd - NW	Senate St TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis S	Signal	E
65	Two Notch Rd - WB	Longs Pond Rd / Pisgah Church Rd TO Barr Rd	Two-Way Stop	E
66	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	SALUDA AVE AVE TO HARDEN ST ST	Signal	F
67	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	US HWY 21 TO US HWY 21	Cross Street	E
68	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	SALUDA AVE AVE TO Barnwell St	Signal	F
69	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	Fish Hatchery Rd TO Gardners Terrace Rd	Signal	E
70	US Hwy 321 / Huger St - NB	GREENE ST ST TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Ge	Signal	E
71	US Hwy 321 / Huger St - NB	RR TO US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	Signal	F
72	US Hwy 321 / Huger St - SB	STATE HWY 12 TO US Hwy 378 / Sunset Blvd / Geravis St	Signal	E
73	US Hwy 321 / Huger St - SB	Laurel St TO SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson	Signal	E
74	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	US HWY 378 TO SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Signal	F
75	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	LEXINGTON ST ST TO Hummingbird dr/Arehart St	Signal	F
76	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	GADSDEN ST ST TO US Hwy 321 / Huger St	Signal	F
77	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Faust St TO DECKER BLVD BLVD	Signal	E
78	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	No Name TO SPARKLEBERRY LN LN	Signal	E
79	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	US HWY 1 TO Dreher Rd	Cross Street	E
80	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO S Church	Signal	E
81	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - WB	Harmon St TO SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Signal	F

Figure ES 4: Potential Intersection Hot Spots



1 Introduction

Jacobs Carter Burgess was retained by the Central Midlands Council of Governments (CMCOG) to develop a Congestion Management Process/Plan for the Columbia Area. A Congestion Management Process/Plan (CMP) is a process in which a transportation system is periodically monitored for congestion and mitigation strategies are recommended in response to identified deficiencies.

Federal Requirements

The CMP process is required in accordance with the 23rd Code of Federal Regulations, section 500, in the Federal Register, under the U.S. Department of Transportation. The Code of Federal Regulations (CFR) is the written code of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

The Code defines congestion as the level at which the transportation system performance is perceived as unacceptable due to traffic interference. This level of acceptable system performance varies from state to state, area to area, and the Code grants state and local officials to decide what is determined to be congestion.

A CMP results in recommendations for congestion-reducing strategies directed to provide the most effective use of existing and future transportation facilities. A CMP provides state Department of Transportation and MPOs with a methodical framework for addressing congestion.

Federal rules require that a CMP area and network be defined by each MPO. The CMP study area was directed by the Central Midlands Council of Governments (CMCOG).

Project Coordination & Guidance

Project coordination was accomplished through regular communications and meetings between the Consultant (Jacobs Carter Burgess) and the CMCOG. The community outreach for this study consisted of coordination with stakeholders. Stakeholder feedback is a critical component to the CMP process and can contribute to each of the different stages involved in a CMP update. Local feedback on congested corridors and perceived priorities for transportation improvements can help with the corridor identification process in the CMP. Stakeholders often have intimate knowledge of congested roadways in the area, and also can provide insight on potential root causes of congestion. This type of local knowledge can play a key role in validating and/or clarifying results and findings from the data collection and analysis efforts.

Stakeholders for the Columbia CMP were identified in coordination with CMCOG. They include the following:

- SCDOT
- Town of Blythewood Police
- Columbiana Centre
- USC
- Richland County School District 1

- City of Columbia
- Town of Irmo Police Department
- Columbia College
- Richland County Planning
- Town of Lexington, Police, Public Works
- Columbia Place Mall
- Greater Lexington Chamber of Commerce
- Citizens (Business Owner, Chaplin)

Separate stakeholder meetings were held in Richland County and Lexington County on May 20 and 21, 2008, respectively. Public meetings were also held on the same days as the stakeholder meetings, but recorded minimal attendance. Appendix B contains a complete summary of the stakeholder comments recorded for both days.

2 Congestion Monitoring Network

Approximately forty (40) corridors (i.e. 330 centerline miles) were identified for examination of congestion through the means of travel time runs during peak periods of traffic. The roadways were identified and selected from the Year 2002 CMP corridors (approximately 138 centerline miles), an examination of Year 2005 and 2035 travel demand model volume-to-capacity projections, and CMCOG staff and stakeholder input. These resulting corridors are shown in Table 1 and Figure 1.

Travel time data was collected for the corridors (approximately 660 directional road miles) in May 2008. Travel time data collection occurred while school was in session in the Columbia area. Each corridor in the network was collected twice (2), in both directions for the AM and PM peak periods for a total of 2,640 directional miles surveyed. The AM peak period ran from 6:55 to 9:05AM and the PM peak period ran from 3:55 to 6:05PM.

Table 1: Corridors Identified for Congestion Screening

New Route ID	Route Name	To	From	Length (Miles)
1001	Clemson Rd / Killian Rd	SC Hwy 12 / Percival Rd	US Hwy 21 / Wilson Blvd / Main St	12.3
1003	Columbia Ave	Amicks Ferry Rd	I-26	5.4
1005	Columbiana Dr	SC Hwy 60 / Lake Murray Blvd	Harbison Blvd	0.9
1007	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	Clemson Rd	US Hwy 1 / Two Notch Rd	1.9
1009	Harbison Blvd	St Andrews Rd	I-26	1.6
1011	Hardscrabble Rd	US 21 / Wilson Blvd / Main St	Rimer Pond Rd / Kelly Mill Pond Rd	24.3
1013	Hwy 302 / Edmund Hwy	SC Hwy 6 / Lake Dr	I-26	2.2
1015	Hwy 321	Mack St / SC Hwy 31	Craft St	7.3
1017	Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd	I-20 Frontage Rd	Woodcreek Farms Rd	1.3
1019	Kennerly Rd	US Hwy 176 / Broad River Rd	Hollingshed Rd (North Intersection)	8.0
1021	Longs Pond Rd / Pisgah Church Rd	Nazareth Rd	Old Cherokee Rd	1.5
1023	Longtown Rd	SC Hwy 555 / Farrow Rd	Lee Rd	17.8
1025	Mineral Springs Rd	US Hwy 378 / Sunset Blvd	Laurel Rd	2.4
1027	Old Cherokee Rd	St Peters Church Rd	US Hwy 378 / Sunset Blvd	22.6
1029	Park Terr / Bower Pkwy	Harbison Blvd	Piney Grove	8.1
1031	Pilgrim Church Rd	Old Cherokee Rd	SC Hwy 6 / Lake Dr	11.1
1033	Pineview Rd	Shop Rd	US Hwy 378 / US Hwy 76 / Garners Ferry Rd	2.4
1035	Platt Springs Rd	Saddle Hcm Way	SC Hwy 602 / Charleston Hwy	26.6
1037	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson	US Hwy 321 / US Hwy 176 / Huger St	MPO Boundary (.9 Miles NE of White Pond Rd)	21.1
1039	SC Hwy 215 / Mcnticello Rd	The Blvd	I-20E Ramp	2.0
1041	SC Hwy 262 / Leesburg Rd	US Hwy 76 / Gamders Ferry Rd	US Hwy 601 / McCords Ferry Rd	12.3
1043	SC Hwy 277 / Bull St	Harden St	US Hwy 378 / US Hwy 1 / Gervais St	4.9
1045	SC Hwy 48 / Rosewood Dr / Bluff Rd	SC Hwy 48 / Assembly St / George Rogers Blvd	US Hwy 601 / McCords Ferry Rd	1.6
1047	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	US Hwy 76 / Dutch Fork Rd	SC Hwy 302 / Edmund Hwy	2.1
1049	SC Hwy 768 / Shop Rd	Pineview Dr	US Hwy 76 / Elmwood Ave	7.6
1051	St Andrews Rd	Fork Ave	US Hwy 176 / Broad River Rd	1.3
1053	Sunset Dr	US Hwy 176 / River Dr	Broad St / Richland Medical Dr	5.4
1055	Two Notch Rd	SC Hwy 6	Barr Rd	19.7
1057	US Hwy 1 / Meeting St / Augusta Hwy	US Hwy 378 / Sunset Blvd	US Hwy 1 / SC Hwy 12 / Klapman Blvd	10.4
1059	US Hwy 176 / River Dr / Broad River Rd	Amicks Ferry Rd	US Hwy 321 / US Hwy 21 / Huger St	22.6
1061	US Hwy 21 / US Hwy 321 / Blossom St / Charleston Hwy	I-26	Harden St	9.4
1063	US Hwy 321 / Huger St	I-126 / US Hwy 76 / US Hwy 321 / US Hwy 176	Heyward St	2.4
1065	US Hwy 321 / US Hwy 21 / Elmwood Ave	US Hwy 321 / US Hwy 21 / Huger St	US Hwy 76 / SC Hwy 277 / Bull St	3.4
1067	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	US Hwy 21 / US Hwy 176 / Elmwood Ave	Hardscrabble Rd	2.2
1069	US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis St	Charter Oak Rd / Pisgah Church Rd	US Hwy 378 / Gibson Rd	7.3
1071	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	Devine St	Watts Hill Rd	0.9
1073	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	US Hwy 1 / US Hwy 378 / Columbia Ave / Augusta Hwy	Senn St	11.7
1075	US Hwy 601 / McCords Ferry Rd	SC Hwy 48 Bluff Rd	SC Hwy 262 / Leesburg Rd / Westvaco Rd	21.4
1077	US Hwy 76 / Devine St / Garners Ferry Rd	Richland/Sumter County Line	Harden St	6.1
1079	White Pond Rd / Church St	I-20	US Hwy 1 / Main St	26.6

Figure 1: 2008 CMP Corridors

The map displays the 2008 CMP Corridors in the Columbia, South Carolina area. The main map shows a network of green lines representing Corridor Study Segments, overlaid on a background map showing major roads, water bodies, and local landmarks. Key features include Lake Murray to the west, the Congaree Swamp National Monument to the south, and the city of Columbia in the center. Major highways like I-26, I-77, and I-20 are shown. An inset map in the top right corner provides a detailed view of Downtown Columbia, showing a dense grid of streets. A legend in the bottom left corner defines the symbols for Corridor Study Segments, Interstates, and State Highways and US Highways. A scale bar and a compass rose are also present.

Legend

- Corridor Study Segments
- Interstates
- State Highways and US Highways

0 1 2 4 6 8 Miles

Downtown Columbia

3 Congested Corridors

With concurrence from CMCOG staff and stakeholder feedback, the primary measure of congestion for the corridors screened with travel time runs was the Congestion Index (CI). CI is the ratio of the actual travel speed to the theoretical travel speed. Theoretical travel speed is the time it would take a vehicle to traverse a segment distance at the posted speed limit without interruptions from other traffic or traffic control devices.

$$CI = \text{Travel Speed} / \text{Posted Speed Limit}$$

Where, CI = Congestion Index (%); Travel Speed = the recorded speed for a given segment; and Theoretical Travel Speed = the weighted posted speed limit for that distance. The Federal Highway Administration's (FHWA) *Highway Capacity Manual 2000 (HCM)* defines LOS as "...a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience." LOS is a defined spectrum ranging from LOS A to LOS F, where LOS A (on the top end of the spectrum) indicates optimal traffic flow and LOS F (at the bottom end of the spectrum) indicates congested traffic flow. CI was the primary measure of congestion used to determine whether a corridor is congested. The following LOS/CI relationships and defined congestion thresholds were developed using *FHWA HCM 2000* LOS thresholds:

- LOS A || (CI) > 0.84
- LOS B || (CI) 0.76 to 0.84
- LOS C || (CI) 0.61 to 0.76
- LOS D || (CI) 0.5 to 0.61 (potentially congested)
- LOS E || (CI) 0.37 to 0.5 (congested)
- LOS F || (CI) < 0.37 (congested)

For "potentially congested" segments, secondary MOE's were examined to determine either "congestion" or "no-congestion" status. These secondary MOE's include:

- Intersection approach LOS (from travel time runs)
- Queue spillback to adjacent intersections (from travel time runs)
- Volume-to-Capacity ratios (2005 & 2035 from local travel demand model)

Based on the congestion thresholds developed in this study, approximately 4% of the corridors were found to be congested (LOS E and F) and 4% were found to be potentially congested (LOS D) for both the AM and PM peak period (7-9AM, 4-6PM). Approximately 92% of the corridors examined were not congested. The congested corridors are shown in Figures 2 and 3 for the AM and PM peak period, respectively. The closer spacing for the congestion index lines for the AM peak period compared to the PM peak period was intentionally designed so that the AM and PM peak period could also be combined and overlaid into one map showing the AM results as the inner line and the PM results in the outer line. The congestion results are also shown in Tables 2 and 3. It should be noted that NB, SB, EB, WB indicate the direction of the corridor (i.e. NB = northbound, SB = southbound, etc.).

Figure 2: Congested Corridors AM Peak Period

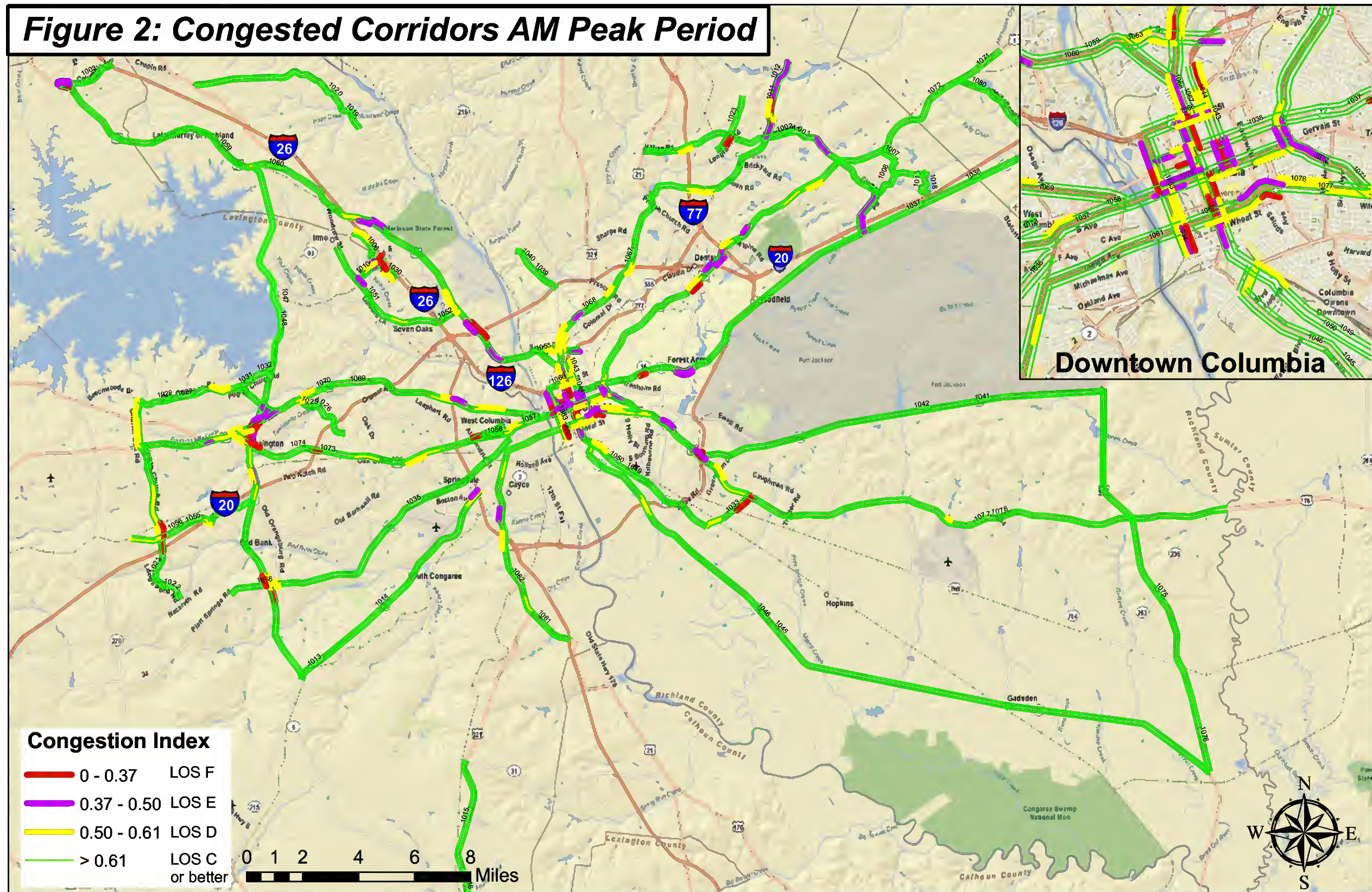


Figure 3: Congested Corridors PM Peak Period

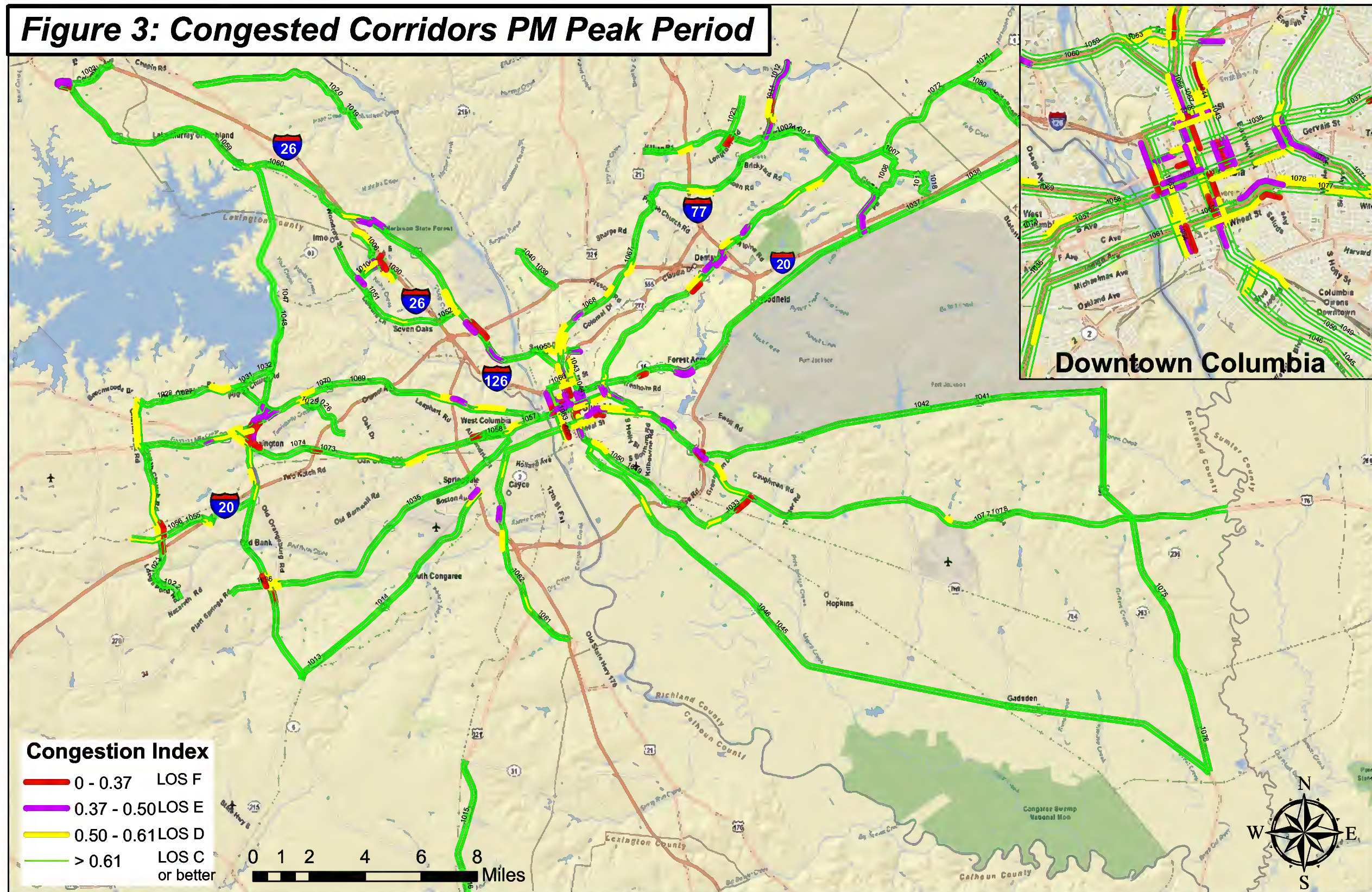


Table 2A: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
Clemson Rd / Killian Rd					
1001	1C	No Name	I 77	0.60	0.4
1001	1C	Longtown Rd	Hardscrabble Rd	0.66	1.4
1001	1C	STATE HWY 555	Longtown Rd	0.71	0.6
1001	1C	I 77	STATE HWY 555	0.83	0.9
1001	1C	WILSON BLVD BLVD	No Name	0.91	1.3
1001	1C	Hardscrabble Rd	SUMMIT PKWY PKWY	0.95	1.9
1001	1D	Earth Rd / Spears Creek Church Rd	SPARKLEBERRY LN LN	0.42	1.0
1001	1D	SUMMIT PKWY PKWY	No Name	0.66	0.6
1001	1D	No Name	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.76	0.6
1001	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	0.82	1.8
1001	1D	Hardscrabble Rd	SUMMIT PKWY PKWY	0.95	1.9
1001	2D	SPARKLEBERRY LN LN	SC hwy 12	0.65	0.6
1002	1C	Hardscrabble Rd	Longtown Rd	0.66	1.4
1002	1C	Longtown Rd	STATE HWY 555	0.69	0.6
1002	1C	No Name	WILSON BLVD BLVD	0.75	1.3
1002	1C	SUMMIT PKWY PKWY	Hardscrabble Rd	0.79	1.9
1002	1C	STATE HWY 555	I 77	0.84	0.9
1002	1C	I 77	No Name	0.85	0.4
1002	1D	No Name	SUMMIT PKWY PKWY	0.38	0.6
1002	1D	SUMMIT PKWY PKWY	Hardscrabble Rd	0.79	1.9
1002	1D	SPARKLEBERRY LN LN	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	0.83	1.0
1002	1D	Earth Rd / Spears Creek Church Rd	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.92	1.8
1002	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	No Name	1.00	0.6
1002	2D	SC hwy 12	SPARKLEBERRY LN LN	0.61	0.6
1002	2D	SPARKLEBERRY LN LN	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	0.83	1.0
Columbia Ave					
1003	1A	CLARK ST ST	I 26	0.82	1.8
1003	1A	Amicks Ferry Rd	CLARK ST ST	0.86	0.3
1004	1A	CLARK ST ST	Amicks Ferry Rd	0.72	0.3
1004	1A	I 26	CLARK ST ST	0.92	1.8
Columbiana Dr					
1005	2B	Crossbow Dr	STATE HWY 60	0.83	0.6
1005	2B	Harbison Blvd	Columbiana Cir/Lanneau Ct	0.88	0.2
1005	2B	Columbiana Cir/Lanneau Ct	Crossbow Dr	1.02	0.7
1006	2B	Columbiana Cir/Lanneau Ct	Harbison Blvd	0.42	0.2
1006	2B	STATE HWY 60	Crossbow Dr	0.85	0.6
1006	2B	Crossbow Dr	Columbiana Cir/Lanneau Ct	0.89	0.7
Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd					
1007	1D	Clemson Rd / Killian Rd	Spears creek Church Rd	0.75	0.4
1007	1D	Beaver lake Dr	Turkey Crossing/Woodcreek farms Rd	0.86	0.7
1007	1D	Spears creek Church Rd	Beaver lake Dr	0.91	0.6
1007	1D	Turkey Crossing/Woodcreek farms Rd	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	1.18	0.7
1008	1D	Jacobs Millpond Rd / Westlake Rd	Spears creek Church Rd	0.79	0.8
1008	1D	Spears creek Church Rd	Clemson Rd / Killian Rd	0.94	0.4
1008	1D	Turkey Crossing/Woodcreek farms Rd	Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd	1.07	0.5
1008	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	Turkey Crossing/Woodcreek farms Rd	1.29	0.7
Harbison Blvd					
1009	2B	Bower Pkwy	Columbiana Dr	0.89	0.4
1009	2B	St Andrews Rd	Bower Pkwy	0.94	0.5
1009	2B	Columbiana Dr	I 26	0.99	0.4
1010	2B	Bower Pkwy	St Andrews Rd	0.67	0.5
1010	2B	I 26	Columbiana Dr	0.89	0.4
1010	2B	Columbiana Dr	Bower Pkwy	1.07	0.4
Hardscrabble Rd					
1011	1C	Elders Pond Dr	Lee Rd	0.45	0.2
1011	1C	I 77	STATE HWY 555	0.63	0.9
1011	1C	STATE HWY 555	SLOAN RD RD RD	0.69	0.8
1011	1C	BRICKYARD RD RD	Clemson Rd / Killian Rd	0.70	1.6
1011	1C	Lee Rd	Summit Pkwy	0.72	0.5
1011	1C	Clemson Rd / Killian Rd	Elders Pond Dr	0.72	0.6
1011	1C	SLOAN RD RD RD	BRICKYARD RD RD	0.80	0.4
1011	1C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	I 77	0.87	1.6
1011	1C	Summit Pkwy	Bud Keef Rd	0.92	1.5
1012	1C	Lee Rd	Elders Pond Dr	0.36	0.2
1012	1C	Summit Pkwy	Lee Rd	0.37	0.5
1012	1C	Bud Keef Rd	Summit Pkwy	0.37	1.5
1012	1C	Elders Pond Dr	Clemson Rd / Killian Rd	0.41	0.6
1012	1C	SLOAN RD RD RD	RR	0.69	0.8
1012	1C	BRICKYARD RD RD	SLOAN RD RD RD	0.75	0.4
1012	1C	Clemson Rd / Killian Rd	BRICKYARD RD RD	0.87	1.6
1012	1C	RR	I 77	0.89	0.9
1012	1C	RR	I 77	0.89	0.9
1012	1C	I 77	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.93	1.6

LOS D

LOS E

LOS F

Table 2B: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
Hwy 302 / Edmund Hwy					
1013	3B	BOSTON AVE AVE	NB Frontage Rd	0.61	0.6
1013	3B	AIRPORT BLVD BLVD	BOSTON AVE AVE	0.92	0.4
1013	3B	SC Hwy 6/ Lake Dr	Buff Ridge Rd	0.95	2.1
1013	3B	Old Dunbar Rd	AIRPORT BLVD BLVD	0.97	1.8
1013	3B	St Hwy S-32-1246	Old Dunbar Rd	1.14	1.0
1013	3B	Buff Ridge Rd	Princeton Rd	1.19	1.7
1013	3B	Buff Ridge Rd	Princeton Rd	1.19	1.7
1013	3B	Princeton Rd	Ramblin Rd	1.19	1.6
1013	3B	Ramblin Rd	St Hwy S-32-1246	1.27	0.3
1014	3B	Stratford Rd	BOSTON AVE AVE	0.57	0.3
1014	3B	Buff Ridge Rd	SC Hwy 6/ Lake Dr	0.82	2.1
1014	3B	St Hwy S-32-1246	Ramblin Rd	0.84	0.3
1014	3B	NB Frontage Rd	Stratford Rd	0.89	0.4
1014	3B	Old Dunbar Rd	St Hwy S-32-1246	0.89	1.0
1014	3B	BOSTON AVE AVE	AIRPORT BLVD BLVD	0.95	0.4
1014	3B	AIRPORT BLVD BLVD	Old Dunbar Rd	1.02	1.8
1014	3B	Ramblin Rd	Princeton Rd	1.09	1.6
1014	3B	Princeton Rd	Buff Ridge Rd	1.12	1.7
Hwy 321					
1015	4B	SOUTHBOUND RD RD	STATE HWY 31	0.84	1.2
1015	4B	Lewis Rast Rd	SOUTHBOUND RD RD	1.04	1.9
1015	4B	Craft	Lewis Rast Rd	1.15	2.3
1016	4B	STATE HWY 31	SOUTHBOUND RD RD	1.00	1.2
1016	4B	SOUTHBOUND RD RD	Lewis Rast Rd	1.01	1.9
1016	4B	Lewis Rast Rd	Craft	1.12	2.3
Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd					
1017	1D	Woodcreek Rd	I-20 Frontage rd	0.69	1.1
1017	1D	Nursery Rd	Woodcreek Rd	0.78	0.5
1017	1D	Woodcreek Frams Rd	Nursery Rd	0.88	0.7
1018	1D	I-20 Frontage rd	Woodcreek Rd	0.65	1.1
1018	1D	Woodcreek Rd	Nursery Rd	0.76	0.5
1018	1D	Nursery Rd	Woodcreek Frams Rd	0.86	0.7
Kennerly Rd					
1019	1A	US HWY 176	Sid Sites Rd	0.96	0.7
1019	1A	Sid Sites Rd	Hopewell Church Rd	1.16	0.7
1019	1A	Hopewell Church Rd	Freshly Mill Rd	1.18	1.1
1019	1A	Freshly Mill Rd	Page Derrick Rd	1.19	1.1
1019	1B	Osheal Rd	Hollingshed Rd	1.11	1.5
1019	1B	Page Derrick Rd	Sam Bradshaw Rd	1.15	0.9
1019	1B	Sam Bradshaw Rd	Osheal Rd	1.17	0.9
1019	1B	Freshly Mill Rd	Page Derrick Rd	1.19	1.1
1020	1A	Sid Sites Rd	US HWY 176	0.92	0.7
1020	1A	Freshly Mill Rd	Hopewell Church Rd	1.12	1.1
1020	1A	Page Derrick Rd	Freshly Mill Rd	1.20	1.1
1020	1A	Hopewell Church Rd	Sid Sites Rd	1.20	0.7
1020	1B	Hollingshed Rd	Osheal Rd	1.07	1.5
1020	1B	Hollingshed Rd	Osheal Rd	1.07	1.5
1020	1B	Sam Bradshaw Rd	Page Derrick Rd	1.09	0.9
1020	1B	Osheal Rd	Sam Bradshaw Rd	1.16	0.9
1020	1B	Page Derrick Rd	Freshly Mill Rd	1.20	1.1
Longs Pond Rd / Pisgah Church Rd					
1021	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	US HWY 378	0.54	0.9
1021	2A	Rawl Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.73	1.6
1021	2A	US HWY 378	Old Cherokee Rd	0.95	0.7
1021	3A	I 20 NB	Two Notch Rd	0.30	0.5
1021	3A	Two Notch Rd	Barr Rd	0.56	0.5
1021	3A	Rawl Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.73	1.6
1021	3A	NAZARETH RD RD	I 20 NB	0.82	2.3
1021	3A	Barr Rd	Rawl Rd	1.05	1.3
1022	2A	Old Cherokee Rd	US HWY 378	0.73	0.7
1022	2A	US HWY 378	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.87	0.9
1022	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	Rawl Rd	0.95	1.6
1022	3A	Rawl Rd	Barr Rd	0.52	1.3
1022	3A	Barr Rd	Two Notch Rd	0.60	0.5
1022	3A	Two Notch Rd	I 20 NB	0.64	0.5
1022	3A	US Hwy 378 / Columbia Ave / Augusta Hwy	Rawl Rd	0.95	1.6
1022	3A	I 20 NB	NAZARETH RD RD	0.97	2.3
Longtown Rd					
1023	1C	Clemson Rd / Killian Rd	Longtown Rd	0.41	0.3
1023	1C	STATE HWY 555	Clemson Rd / Killian Rd	0.75	0.4
1023	1C	Longtown Rd	Lee Rd	0.83	1.5
1024	1C	Lee Rd	Longtown Rd	0.74	1.5
1024	1C	Clemson Rd / Killian Rd	STATE HWY 555	0.80	0.4

LOS D
LOS E
LOS F

Table 2C: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1024	1C	Longtown Rd	Clemson Rd / Killian Rd	0.84	0.3
Mineral Springs Rd					
1025	2B	I 20	Laurel Rd	0.99	0.7
1025	2B	US Hwy 378 / Columbia Ave / Augusta Hwy	I 20	1.01	1.8
1026	2B	I 20	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.73	1.8
1026	2B	Laurel Rd	I 20	0.84	0.7
Old Cherokee Rd					
1027	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	US Hwy 378	0.78	0.5
1027	2A	Pilgrim Church Rd	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.81	1.2
1027	2A	Longs Pond Rd / Pisgah Church Rd	Wise Ferry Rd	0.83	0.8
1027	2A	Old Chapin Rd	Maxie Rd	0.86	0.7
1027	2A	Wise Ferry Rd	Old Chapin Rd	0.88	1.9
1027	2A	Maxie Rd	Pilgrim Church Rd	0.96	0.2
1028	2A	Maxie Rd	Old Chapin Rd	0.60	0.7
1028	2A	Wise Ferry Rd	Longs Pond Rd / Pisgah Church Rd	0.81	0.8
1028	2A	Pilgrim Church Rd	Maxie Rd	0.86	0.2
1028	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Pilgrim Church Rd	0.88	1.2
1028	2A	US Hwy 378	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.88	0.5
1028	2A	Old Chapin Rd	Wise Ferry Rd	0.88	1.9
1028	2B	US Hwy 378	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.88	0.5
Park Terr / Bower Pkwy					
1029	2B	Harbison Blvd	Park Terrace Rd/Bower Pkwy	0.51	0.3
1029	2B	Park Terrace Rd/Bower Pkwy	PINEY GROVE RD RD	0.93	0.5
1030	2B	Park Terrace Rd/Bower Pkwy	Harbison Blvd	0.47	0.3
1030	2B	PINEY GROVE RD RD	Park Terrace Rd/Bower Pkwy	1.05	0.5
Pilgrim Church Rd					
1031	2A	Tranquil Pt	SC Hwy 6	0.73	0.4
1031	2A	Old Cherokee Rd	Absalom Ct	0.85	0.6
1031	2A	Absalom Ct	Tranquil Pt	1.00	0.5
1032	2A	SC Hwy 6	Tranquil Pt	0.80	0.4
1032	2A	Absalom Ct	Old Cherokee Rd	0.84	0.6
1032	2A	Tranquil Pt	Absalom Ct	0.96	0.5
Pineview Rd					
1033	3C	RR	US Hwy 76 / Devine St / Garners Ferry Rd	0.58	0.7
1033	3C	RR	RR	0.76	0.7
1033	3C	SC Hwy 768 / Shop Rd	RR	0.85	0.5
1034	3C	RR	SC Hwy 768 / Shop Rd	0.52	0.5
1034	3C	US Hwy 76 / Devine St / Garners Ferry Rd	RR	0.76	0.7
1034	3C	RR	RR	0.98	0.7
Platt Springs Rd					
1035	2B	RR	CHARLESTON HWY HWY	0.82	1.0
1035	2B	Rainbow Dr	RR	0.87	0.5
1035	2B	I 26	Rainbow Dr	0.96	0.5
1035	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	NEW ORANGEBURG RD RD	0.48	0.4
1035	3A	Saddle Horn Way	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.83	1.4
1035	3B	Emine Rd	WATTLING RD RD	0.75	0.4
1035	3B	NEW ORANGEBURG RD RD	Neal Dr	0.93	2.4
1035	3B	I 26	Rainbow Dr	0.96	0.5
1035	3B	Neal Dr	EMANUEL CHURCH RD RD	0.98	2.4
1035	3B	EMANUEL CHURCH RD RD	Emine Rd	1.05	1.8
1035	3B	WATTLING RD RD	I 26	1.05	1.3
1036	2B	RR	Rainbow Dr	0.85	0.5
1036	2B	CHARLESTON HWY HWY	RR	1.00	1.0
1036	2B	Rainbow Dr	I 26	1.07	0.5
1036	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Saddle Horn Way	0.75	1.4
1036	3B	NEW ORANGEBURG RD RD	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.55	0.4
1036	3B	Emine Rd	EMANUEL CHURCH RD RD	0.77	1.8
1036	3B	WATTLING RD RD	Emine Rd	0.93	0.4
1036	3B	Neal Dr	NEW ORANGEBURG RD RD	0.98	2.4
1036	3B	I 26	WATTLING RD RD	1.00	1.3
1036	3B	Rainbow Dr	I 26	1.07	0.5
1036	3B	EMANUEL CHURCH RD RD	Neal Dr	1.14	2.4
SC Hwy 12 / Forest Dr / Percival Rd / Taylor St					
1037	1D	Brazell Rd	White Pond	1.06	2.1
1037	1D	STATE HWY S-40-1098	Brazell Rd	1.07	2.8
1037	1D	White Pond	MPO Boundary	1.10	0.9
1037	2C	GADSDEN ST ST	SC Hwy 768 / Shop Rd	0.31	0.4
1037	2C	SC Hwy 768 / Shop Rd	SC Hwy 277 / Bull St	0.66	0.4
1037	2C	STATE HWY 16	Atascadero Dr/Greenhill Rd	0.75	0.6
1037	2C	DECKER BLVD BLVD	Mominglo Ln	0.83	0.3
1037	2C	Atascadero Dr/Greenhill Rd	No Name	0.83	0.5
1037	2C	ALPINE RD RD	Smallwood Rd	0.84	1.8
1037	2C	Harrison Rd	STATE HWY 16	0.86	0.2
1037	2C	No Name	Lakeshore Dr	0.95	0.5
1037	2C	Saint Julian Pl	Harrison Rd	0.97	0.5

LOS D
LOS E
LOS F

Table 2D: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1037	2C	STATE HWY 12	DECKER BLVD BLVD	1.03	1.5
1037	2C	Pine St	Providence Rd	1.08	0.5
1037	2C	Mominglo Ln	I 77	1.08	0.7
1037	2C	SC Hwy 277 / Bull St	BARNWELL ST ST	1.11	0.3
1037	2C	Lakeshore Dr	STATE HWY 12	1.12	0.6
1037	2C	US Hwy 321 / Huger St	GADSDEN ST ST	1.13	0.3
1037	2C	I 77	ALPINE RD RD	1.14	1.3
1037	2C	BARNWELL ST ST	Pine St	1.22	0.4
1037	2C	Providence Rd	Pinehurst Rd	1.22	0.2
1037	2C	Pinehurst Rd	Saint Julian Pl	1.24	0.4
1037	2D	ALPINE RD RD	Smallwood Rd	0.84	1.8
1037	2D	Smallwood Rd	Clemson Rd	0.97	1.7
1037	2D	Clemson Rd	STATE HWY S-40-1098	1.05	2.0
1037	2D	STATE HWY S-40-1098	Brazell Rd	1.07	2.8
1038	1D	MPO Boundary	White Pond	1.05	0.9
1038	1D	Brazell Rd	STATE HWY S-40-1098	1.07	2.8
1038	1D	White Pond	Brazell Rd	1.07	2.1
1038	2C	Lakeshore Dr	No Name	0.43	0.5
1038	2C	GADSDEN ST ST	US Hwy 321 / Huger St	0.49	0.3
1038	2C	Atascadero Dr/Greenhill Rd	STATE HWY 16	0.62	0.6
1038	2C	Smallwood Rd	ALPINE RD RD	0.81	1.8
1038	2C	Mominglo Ln	DECKER BLVD BLVD	0.84	0.3
1038	2C	Main St	GADSDEN ST ST	0.98	0.4
1038	2C	No Name	Atascadero Dr/Greenhill Rd	1.00	0.5
1038	2C	STATE HWY 16	GLENWOOD RD RD	1.06	0.6
1038	2C	I 77	Mominglo Ln	1.07	0.7
1038	2C	ALPINE RD RD	I 77	1.09	1.3
1038	2C	Pinehurst Rd	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	1.16	0.5
1038	2C	US Hwy 378 / US Hwy 1 / Millwood Ave	BARNWELL ST ST	1.17	0.6
1038	2C	BARNWELL ST ST	Main St	1.22	0.6
1038	2C	DECKER BLVD BLVD	STATE HWY 12	1.22	1.5
1038	2C	STATE HWY 12	Lakeshore Dr	1.24	0.6
1038	2C	GLENWOOD RD RD	Pinehurst Rd	1.26	0.5
1038	2D	Smallwood Rd	ALPINE RD RD	0.81	1.8
1038	2D	Clemson Rd	Smallwood Rd	0.92	1.7
1038	2D	STATE HWY S-40-1098	Clemson Rd	0.98	2.0
1038	2D	Brazell Rd	STATE HWY S-40-1098	1.07	2.8
SC Hwy 215 / Monticello Rd					
1039	2B	Blue Ridge Terrace	THE BLVD BLVD	0.87	1.6
1039	2C	I 20 East Ramp	Blue Ridge Terrace	0.71	0.4
1039	2C	Blue Ridge Terrace	THE BLVD BLVD	0.87	1.6
1040	2B	THE BLVD BLVD	Blue Ridge Terrace	0.90	1.6
1040	2C	Blue Ridge Terrace	I 20 East Ramp	0.88	0.4
1040	2C	THE BLVD BLVD	Blue Ridge Terrace	0.90	1.6
SC Hwy 262 / Leesburg Rd					
1041	2C	KING CHARLES RD RD	FAIRMONT DR DR	0.70	0.8
1041	2C	US Hwy 76 / Devine St / Garners Ferry Rd	I-77 NB on Ramp	0.71	0.2
1041	2C	Trotter Rd	BROWNS CHAPEL RD RD	0.90	1.5
1041	2C	I-77 NB on Ramp	KING CHARLES RD RD	0.96	0.7
1041	2C	FAIRMONT DR DR	NEWELL RD RD	0.99	0.8
1041	2C	Ulmer Rd	Trotter Rd	1.01	0.7
1041	2C	NEWELL RD RD	Ulmer Rd	1.02	0.7
1041	2D	Congress Rd	US Hwy 601 / McCords Ferry Rd	0.85	2.3
1041	2D	Trotter Rd	BROWNS CHAPEL RD RD	0.90	1.5
1041	2D	BROWNS CHAPEL RD RD	James Browder Rd	0.98	1.1
1041	2D	James Browder Rd	Mt Elon Church Rd	0.99	2.1
1041	2D	Mt Elon Church Rd	Harmon Rd	1.00	1.2
1041	2D	Harmon Rd	Congress Rd	1.01	2.8
1041	2E	Congress Rd	US Hwy 601 / McCords Ferry Rd	0.85	2.3
1042	2C	I-77 NB on Ramp	US Hwy 76 / Devine St / Garners Ferry Rd	0.38	0.2
1042	2C	FAIRMONT DR DR	VILLAGE WALK WALK	0.74	0.7
1042	2C	NEWELL RD RD	FAIRMONT DR DR	0.76	0.8
1042	2C	VILLAGE WALK WALK	I-77 NB on Ramp	0.91	0.8
1042	2C	BROWNS CHAPEL RD RD	Trotter Rd	0.92	1.5
1042	2C	Trotter Rd	Ulmer Rd	0.95	0.7
1042	2C	Ulmer Rd	NEWELL RD RD	1.01	0.7
1042	2D	US Hwy 601 / McCords Ferry Rd	Congress Rd	0.91	2.3
1042	2D	BROWNS CHAPEL RD RD	Trotter Rd	0.92	1.5
1042	2D	Congress Rd	Harmon Rd	0.99	2.8
1042	2D	Mt Elon Church Rd	James Browder Rd	0.99	2.1

LOS D
LOS E
LOS F

Table 2E: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1042	2D	James Browder Rd	BROWNS CHAPEL RD RD	1.00	1.1
1042	2D	Harmon Rd	Mt Elon Church Rd	1.01	1.2
1042	2E	US Hwy 601 / McCords Ferry Rd	Congress Rd	0.91	2.3
SC Hwy 277 / Bull St					
1043	2C	COLONIAL DR DR	HARDEN STREET EXT EXT	0.37	0.4
1043	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.45	0.4
1043	2C	CALHOUN ST ST	COLONIAL DR DR	0.60	0.4
1043	2C	SC Hwy 12 / Forest Dr / Percival Rd	CALHOUN ST ST	1.00	0.4
1044	2C	SC Hwy 12 / Forest Dr / Percival Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.36	0.4
1044	2C	COLONIAL DR DR	CALHOUN ST ST	0.51	0.4
1044	2C	CALHOUN ST ST	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.66	0.4
1044	2C	HARDEN STREET EXT EXT	COLONIAL DR DR	0.72	0.4
SC Hwy 48 / Rosewood Dr / Bluff Rd - NW					
1045	2C	STATE HWY 48	SC Hwy 768 / Shop Rd	0.57	0.4
1045	2C	Idlewilde Blvd	Berea Rd	0.85	0.6
1045	2C	Berea Rd	STATE HWY 48	0.96	0.5
1045	3C	A st	BELTLINE BLVD BLVD	0.59	0.6
1045	3C	Idlewilde Blvd	Berea Rd	0.85	0.6
1045	3C	BELTLINE BLVD BLVD	Idlewilde Blvd	0.94	1.4
1045	3C	BELTLINE BLVD BLVD	Idlewilde Blvd	0.94	1.4
1045	3C	Esters Swamp Rd	AVALON DR DR	0.99	1.2
1045	3C	Coley Rd	Esters Swamp Rd	1.00	2.9
1045	3C	Coley Rd	Esters Swamp Rd	1.00	2.9
1045	3C	LOWER RICHLAND BLVD BLVD	Coley Rd	1.01	1.8
1045	3C	Martin Luther King Blvd	LOWER RICHLAND BLVD BLVD	1.01	2.0
1045	3C	AVALON DR DR	ATLAS RD RD	1.03	0.6
1045	3C	ATLAS RD RD	A st	1.12	0.7
1045	3D	Griffins Creek Rd	STATE HWY 769	1.00	2.2
1045	3D	Jack Paul Rd	Griffins Creek Rd	1.01	1.6
1045	3D	Mt View Rd	Martin Luther King Blvd	1.01	2.6
1045	3D	S Cedar Creek Rd	Mt View Rd	1.01	2.3
1045	3D	Martin Luther King Blvd	LOWER RICHLAND BLVD BLVD	1.01	2.0
1045	3D	RR	S Cedar Creek Rd	1.01	0.9
1045	3D	STATE HWY 769	RR	1.02	0.2
1045	3E	US Hwy 601 / McCords Ferry Rd	Jennie Collins Rd	0.95	2.2
1045	3E	Jack Paul Rd	Griffins Creek Rd	1.01	1.6
1045	3E	Jennie Collins Rd	Jack Paul Rd	1.01	1.8
1045	4E	US Hwy 601 / McCords Ferry Rd	Jennie Collins Rd	0.95	2.2
1046	2C	SC Hwy 768 / Shop Rd	STATE HWY 48	0.65	0.4
1046	2C	STATE HWY 48	Berea Rd	0.68	0.5
1046	2C	Berea Rd	Idlewilde Blvd	1.20	0.6
1046	3C	BELTLINE BLVD BLVD	A st	0.60	0.6
1046	3C	Idlewilde Blvd	BELTLINE BLVD BLVD	0.99	1.4
1046	3C	AVALON DR DR	Esters Swamp Rd	1.02	1.2
1046	3C	Esters Swamp Rd	Coley Rd	1.02	2.9
1046	3C	LOWER RICHLAND BLVD BLVD	Martin Luther King Blvd	1.02	2.0
1046	3C	Coley Rd	LOWER RICHLAND BLVD BLVD	1.02	1.8
1046	3C	ATLAS RD RD	AVALON DR DR	1.04	0.6
1046	3C	Berea Rd	Idlewilde Blvd	1.20	0.6
1046	3C	A st	ATLAS RD RD	1.21	0.7
1046	3D	RR	STATE HWY 769	0.99	0.2
1046	3D	S Cedar Creek Rd	RR	0.99	0.9
1046	3D	Griffins Creek Rd	Jack Paul Rd	1.02	1.6
1046	3D	Mt View Rd	S Cedar Creek Rd	1.02	2.3
1046	3D	LOWER RICHLAND BLVD BLVD	Martin Luther King Blvd	1.02	2.0
1046	3D	Martin Luther King Blvd	Mt View Rd	1.02	2.6
1046	3D	STATE HWY 769	Griffins Creek Rd	1.05	2.2
1046	3E	Jennie Collins Rd	US Hwy 601 / McCords Ferry Rd	0.96	2.2
1046	3E	Griffins Creek Rd	Jack Paul Rd	1.02	1.6
1046	3E	Jack Paul Rd	Jennie Collins Rd	1.02	1.8
1046	4E	Jennie Collins Rd	US Hwy 601 / McCords Ferry Rd	0.96	2.2
SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB					
1047	1A	Irmo Dr	US Hwy 176 / River Dr / Broad River Rd	0.78	2.1
1047	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	Sunset Blvd	0.32	0.3
1047	2A	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.35	0.6
1047	2A	RR	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St	0.60	1.0
1047	2A	Sunset Blvd	Old Cherokee Rd	0.77	0.6
1047	2A	Irmo Dr	US Hwy 176 / River Dr / Broad River Rd	0.78	2.1
1047	2A	STATE HWY 6	State Hwy S-32-38	0.79	0.7
1047	2A	Old Cherokee Rd	Pilgrim Church Rd	0.81	1.2
1047	2A	Pilgrim Church Rd	Andrew Corley Rd	0.86	0.4

LOS D
LOS E
LOS F

Table 2F: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1047	2A	I 20	RR	0.89	0.7
1047	2A	Andrew Corley Rd	Corley Mill Rd	1.09	0.8
1047	2A	State Hwy S-32-38	Irmo Dr	1.10	1.7
1047	2A	Corley Mill Rd	STATE HWY 6	1.12	2.2
1047	2B	Andrew Corley Rd	Corley Mill Rd	1.09	0.8
1047	2B	Corley Mill Rd	STATE HWY 6	1.12	2.2
1047	3A	NEW ORANGEBURG RD RD	Platt Springs Rd	0.37	0.6
1047	3A	Two Notch Rd	I 20	0.55	0.4
1047	3A	Platt Springs Rd	No Name	0.74	0.4
1047	3A	NAZARETH RD RD	Two Notch Rd	0.76	1.8
1047	3A	No Name	NAZARETH RD RD	0.83	1.2
1047	3A	I 20	RR	0.89	0.7
1047	3A	State Hwy S	NEW ORANGEBURG RD RD	1.00	1.5
1047	3B	Hwy 302 / Edmund Hwy	State Hwy S	0.91	1.5
1047	3B	State Hwy S	NEW ORANGEBURG RD RD	1.00	1.5
1048	1A	US Hwy 176 / River Dr / Broad River Rd	Irmo Dr	0.97	2.1
1048	2A	Sunset Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.48	0.3
1048	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St	0.62	0.6
1048	2A	Old Cherokee Rd	Sunset Blvd	0.88	0.6
1048	2A	Pilgrim Church Rd	Old Cherokee Rd	0.89	1.2
1048	2A	Corley Mill Rd	Andrew Corley Rd	0.92	0.8
1048	2A	State Hwy S-32-38	STATE HWY 6	0.95	0.7
1048	2A	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	RR	0.95	1.0
1048	2A	Andrew Corley Rd	Pilgrim Church Rd	0.96	0.4
1048	2A	US Hwy 176 / River Dr / Broad River Rd	Irmo Dr	0.97	2.1
1048	2A	Irmo Dr	State Hwy S-32-38	1.00	1.7
1048	2A	STATE HWY 6	Corley Mill Rd	1.11	2.2
1048	2B	Corley Mill Rd	Andrew Corley Rd	0.92	0.8
1048	2B	STATE HWY 6	Corley Mill Rd	1.11	2.2
1048	3A	RR	Industrial Dr	0.42	0.4
1048	3A	No Name	Platt Springs Rd	0.48	0.4
1048	3A	Industrial Dr	Two Notch Rd	0.69	0.7
1048	3A	NAZARETH RD RD	No Name	0.90	1.2
1048	3A	NEW ORANGEBURG RD RD	State Hwy S	0.95	1.5
1048	3A	Platt Springs Rd	NEW ORANGEBURG RD RD	0.95	0.6
1048	3A	Two Notch Rd	NAZARETH RD RD	0.98	1.7
1048	3B	State Hwy S	Hwy 302 / Edmund Hwy	0.85	1.5
1048	3B	NEW ORANGEBURG RD RD	State Hwy S	0.95	1.5
SC Hwy 768 / Shop Rd					
1049	2C	RR	GREENE ST ST	0.37	0.4
1049	2C	GREENE ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.75	0.4
1049	2C	RR	SC Hwy 48 / Rosewood Dr / Bluff Rd	0.77	0.5
1049	2C	SC Hwy 12 / Forest Dr / Percival Rd /	Elmwood Ave	0.84	0.5
1049	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.95	0.4
1049	2C	SC Hwy 48 / Rosewood Dr / Bluff Rd	RR	0.98	0.4
1049	2C	RR	RR	0.99	0.4
1049	2C	BELTLINE BLVD BLVD	RR	1.04	2.2
1049	3C	ATLAS RD RD	I 77	0.69	0.4
1049	3C	Pineview Rd	ATLAS RD RD	0.83	1.0
1049	3C	I 77	BELTLINE BLVD BLVD	0.98	0.9
1049	3C	BELTLINE BLVD BLVD	RR	1.04	2.2
1050	2C	College St	WHEAT ST ST	0.33	0.4
1050	2C	WHEAT ST ST	STATE HWY 48	0.40	0.4
1050	2C	Elmwood Ave	Blanding St	0.42	0.4
1050	2C	Lady St	College St	0.54	0.4
1050	2C	Blanding St	Lady St	0.56	0.4
1050	2C	RR	RR	0.74	0.7
1050	2C	STATE HWY 48	RR	0.75	0.4
1050	2C	RR	BELTLINE BLVD BLVD	1.04	2.2
1050	3C	ATLAS RD RD	Pineview Rd	0.88	1.0
1050	3C	I 77	ATLAS RD RD	0.95	0.4
1050	3C	BELTLINE BLVD BLVD	I 77	1.03	0.9
1050	3C	RR	BELTLINE BLVD BLVD	1.04	2.2
St Andrews Rd - NW					
1051	2B	ROLLINGVIEW LN LN	TRAM RD RD	0.55	0.6
1051	2B	RR	Harbison Blvd	0.62	0.3
1051	2B	IRMO MS	No Name	0.76	0.4
1051	2B	Kay St	Jamil Rd	0.78	0.5
1051	2B	Harbison Blvd	IRMO MS	0.80	0.5
1051	2B	US hwy 176	Kay St	0.81	0.6

LOS D
LOS E
LOS F

Table 2G: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1051	2B	Jamil Rd	Sidney Rd	0.85	0.5
1051	2B	TRAM RD RD	RR	0.88	0.3
1051	2B	RR	PINEY GROVE RD RD	1.05	0.5
1051	2B	No Name	Fork Ave	1.07	0.5
1051	2B	PINEY GROVE RD RD	BUSH RIVER RD RD	1.08	0.2
1051	2B	BUSH RIVER RD RD	RR	1.11	0.7
1051	2B	Sidney Rd	ROLLINGVIEW LN LN	1.11	0.3
1052	2B	IRMO MS	Harbison Blvd	0.67	0.5
1052	2B	No Name	IRMO MS	0.68	0.4
1052	2B	Woodland Hls	Kay St	0.70	0.3
1052	2B	Ashland Rd	Woodland Hls	0.74	0.4
1052	2B	Kay St	US hwy 176	0.76	0.6
1052	2B	ROLLINGVIEW LN LN	Ashland Rd	0.81	0.6
1052	2B	RR	TRAM RD RD	0.83	0.3
1052	2B	Harbison Blvd	RR	0.87	0.3
1052	2B	PINEY GROVE RD RD	RR	0.98	0.5
1052	2B	BUSH RIVER RD RD	PINEY GROVE RD RD	1.04	0.2
1052	2B	TRAM RD RD	ROLLINGVIEW LN LN	1.05	0.6
1052	2B	RR	BUSH RIVER RD RD	1.05	0.7
1052	2B	Fork Ave	No Name	1.06	0.5
Sunset Dr					
1053	2B	US HWY 176	Summeriea Dr/Abingdon Rd	1.03	0.4
1053	2C	STATE HWY 277 SB	Board St	0.47	0.3
1053	2C	Summeriea Dr/Abingdon Rd	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.76	0.4
1053	2C	US Hwy 321 / US Hwy 21 / Main St	STATE HWY 277 SB	0.88	0.4
1053	2C	US HWY 176	Summeriea Dr/Abingdon Rd	1.03	0.4
1054	2B	Summeriea Dr/Abingdon Rd	US HWY 176	0.51	0.4
1054	2C	STATE HWY 277 SB	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.80	0.4
1054	2C	Board St	STATE HWY 277 SB	0.82	0.3
1054	2C	US Hwy 321 / US Hwy 21 / Main St	Summeriea Dr/Abingdon Rd	0.87	0.4
Two Notch Rd					
1055	3A	I 20	Muddy Springs Rd	0.40	0.2
1055	3A	Barr Rd	Longs Pond Rd / Pisgah Church Rd	0.60	1.0
1055	3A	Muddy Springs Rd	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.79	1.8
1055	3A	Longs Pond Rd / Pisgah Church Rd	I 20	1.01	1.8
1056	3A	Muddy Springs Rd	I 20	0.75	0.2
1056	3A	Longs Pond Rd / Pisgah Church Rd	Barr Rd	0.82	1.0
1056	3A	I 20	Longs Pond Rd / Pisgah Church Rd	0.94	1.8
1056	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Muddy Springs Rd	0.97	1.8
US Hwy 1 / Meeting St / Augusta Hwy - EB					
1057	2B	Dreher Rd	LEAPHART RD RD	0.62	0.3
1057	2B	13Th ST	9TH ST ST	0.63	0.5
1057	2B	9TH ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.95	0.8
1057	2B	LEAPHART RD RD	13Th ST	0.96	1.0
1057	2C	9TH ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.95	0.8
1058	2B	9TH ST ST	13Th ST	0.75	0.5
1058	2B	US Hwy 378 / Columbia Ave / Augusta Hwy	9TH ST ST	0.92	0.8
1058	2B	13Th ST	LEAPHART RD RD	1.02	1.0
US Hwy 176 / River Dr / Broad River Rd - NW					
1059	1A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Bickley Rd	0.55	0.2
1059	1A	3 Dog Rd	State Hwy S-40-405	0.71	1.4
1059	1A	CLARK ST ST	Amicks Ferry Rd	0.74	0.3
1059	1A	State Hwy S-40-405	US HWY 75	0.75	0.7
1059	1A	State Hwy S-40-405	US HWY 75	0.75	0.7
1059	1A	State Hywy S-40-216	3 Dog Rd	0.85	0.5
1059	1A	US HWY 75	Murray Lindler rd	0.88	1.8
1059	1A	US HWY 75	Murray Lindler rd	0.88	1.8
1059	1A	Bickley Rd	State Hywy S-40-216	0.95	2.7
1059	1A	176/76	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.96	1.2
1059	1A	Murray Lindler rd	CLARK ST ST	0.97	0.8
1059	1B	Columbiana Dr	Woodrow St	0.65	0.9
1059	1B	Woodrow St	Koon Rd	0.93	1.1
1059	1B	Koon Rd	176/76	0.93	0.7
1059	1B	176/76	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.96	1.2
1059	2B	RIVERWALK WAY WAY	Kinnerly/Kinley Rd	0.40	0.4
1059	2B	Dutch Square Blvd	I-20 WB Ramp	0.40	0.4
1059	2B	Columbiana Dr	Woodrow St	0.65	0.9
1059	2B	Kinnerly/Kinley Rd	Western Ln	0.73	0.4
1059	2B	Northwood St	SUNSET DR DR	0.79	0.5
1059	2B	GEOLOGY RD RD	STATE HWY S-40-757	0.86	1.2
1059	2B	Western Ln	Columbiana Dr	0.86	0.6
1059	2B	I-20 WB Ramp	Seminole Rd/Young Dr	0.91	0.4

LOS D
LOS E
LOS F

Table 2H: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1059	2B	STATE HWY S-40-930	Piney Grove Rd	0.92	0.3
1059	2B	US HWY 176	GREYSTONE BLVD BLVD	0.94	0.4
1059	2B	St Andrews Rd	Huffstetler Dr	0.95	0.9
1059	2B	Seminole Rd/Young Dr	St Andrews Rd	0.95	0.6
1059	2B	Huffstetler Dr	STATE HWY S-40-930	0.95	0.5
1059	2B	GREYSTONE BLVD BLVD	BUSH RIVER RD RD	0.95	0.6
1059	2B	BUSH RIVER RD RD	Dutch Square Blvd	0.95	0.4
1059	2B	SUNSET DR DR	US HWY 176	0.97	1.0
1059	2B	STATE HWY S-40-757	RIVERWALK WAY WAY	0.97	0.8
1059	2B	Piney Grove Rd	GEOLOGY RD RD	0.99	0.5
1059	2C	Northwood St	SUNSET DR DR	0.79	0.5
1059	2C	Main St	Northwood St	0.91	0.6
1060	1A	US HWY 75	State Hwy S-40-405	0.67	0.7
1060	1A	3 Dog Rd	State Hywy S-40-216	0.75	0.5
1060	1A	State Hwy S-40-405	3 Dog Rd	0.80	1.4
1060	1A	CLARK ST ST	Murray Lindler rd	0.82	0.8
1060	1A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	176/76	0.91	1.2
1060	1A	Murray Lindler rd	US HWY 75	0.93	1.8
1060	1A	State Hywy S-40-216	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.94	2.9
1060	1B	176/76	Koon Rd	0.75	0.7
1060	1B	Koon Rd	Woodrow St	0.75	1.1
1060	1B	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	176/76	0.91	1.2
1060	1B	Woodrow St	Columbiana Dr	0.94	0.9
1060	2B	Rushmore Rd	I-20 WB Ramp	0.19	0.5
1060	2B	BUSH RIVER RD RD	GREYSTONE BLVD BLVD	0.49	0.6
1060	2B	Columbiana Dr	Western Ln	0.55	0.6
1060	2B	Huffstetler Dr	St Andrews Rd	0.60	0.9
1060	2B	I-20 WB Ramp	Dutch Square Blvd	0.62	0.4
1060	2B	Piney Grove Rd	STATE HWY S-40-930	0.68	0.3
1060	2B	RIVERWALK WAY WAY	STATE HWY S-40-757	0.73	0.8
1060	2B	Kinnerly/Kinley Rd	RIVERWALK WAY WAY	0.74	0.4
1060	2B	STATE HWY S-40-930	Huffstetler Dr	0.74	0.5
1060	2B	GEOLOGY RD RD	Piney Grove Rd	0.75	0.5
1060	2B	Dutch Square Blvd	BUSH RIVER RD RD	0.76	0.4
1060	2B	Western Ln	Kinnerly/Kinley Rd	0.78	0.4
1060	2B	St Andrews Rd	Rushmore Rd	0.79	0.5
1060	2B	STATE HWY S-40-757	GEOLOGY RD RD	0.83	1.2
1060	2B	Woodrow St	Columbiana Dr	0.94	0.9
1060	2B	SUNSET DR DR	Northwood St	0.96	0.5
1060	2B	GREYSTONE BLVD BLVD	US HWY 176	0.98	0.4
1060	2B	US HWY 176	SUNSET DR DR	1.11	1.0
1060	2C	Northwood St	Main St	0.92	0.6
1060	2C	SUNSET DR DR	Northwood St	0.96	0.5
US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St					
1061	2B	Glen St	STATE HWY 215	0.58	0.4
1061	2B	CHARLESTON HWY HWY	12TH ST ST	0.88	0.4
1061	2B	STATE HWY 215	CHARLESTON HWY HWY	0.99	0.5
1061	2B	STATE HWY 2	Axtell Dr	1.01	0.2
1061	2B	9TH ST ST	STATE HWY 2	1.01	0.5
1061	2B	12TH ST ST	9TH ST ST	1.03	0.4
1061	2C	Barnwell St	HARDEN ST ST	0.64	0.4
1061	2C	Axtell Dr	US Hwy 321 / Huger St	0.75	0.7
1061	2C	Lincoln St	Sumter St	0.78	0.4
1061	2C	Sumter St	Barnwell St	0.78	0.5
1061	2C	US Hwy 321 / Huger St	Lincoln St	0.93	0.4
1061	2C	STATE HWY 2	Axtell Dr	1.01	0.2
1061	3B	HWY 321	Gardners Terrace Rd	0.58	0.5
1061	3B	US HWY 21	Memorial Dr	0.83	0.3
1061	3B	Dixiana Rd	US HWY 21	0.84	0.5
1061	3B	Fish Hatchery Rd	Dixiana Rd	0.87	0.6
1061	3B	Memorial Dr	Glen St	0.93	0.9
1061	3B	I 26	HWY 321	0.95	1.8
1061	3B	Gardners Terrace Rd	Fish Hatchery Rd	0.96	1.9
1061	3B	US HWY 21	US HWY 21	1.00	0.4
1061	3C	I 26	HWY 321	0.95	1.8
1062	2B	9TH ST ST	12TH ST ST	0.79	0.4
1062	2B	CHARLESTON HWY HWY	STATE HWY 215	0.91	0.5
1062	2B	12TH ST ST	CHARLESTON HWY HWY	0.96	0.4
1062	2B	STATE HWY 215	Glen St	0.99	0.4

LOS D
LOS E
LOS F

Table 2I: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1062	2B	Axtell Dr	STATE HWY 2	1.02	0.2
1062	2B	STATE HWY 2	9TH ST ST	1.08	0.5
1062	2C	HARDEN ST ST	Barnwell St	0.69	0.4
1062	2C	Lincoln St	US Hwy 321 / Huger St	0.72	0.4
1062	2C	Bull St	Lincoln St	0.96	0.6
1062	2C	Barnwell St	Bull St	1.02	0.3
1062	2C	Axtell Dr	STATE HWY 2	1.02	0.2
1062	2C	US Hwy 321 / Huger St	Axtell Dr	1.16	0.7
1062	3B	Dixiana Rd	Fish Hatchery Rd	0.64	0.6
1062	3B	Memorial Dr	US HWY 21	0.71	0.3
1062	3B	US HWY 21	US HWY 21	0.80	0.4
1062	3B	US HWY 21	Dixiana Rd	0.80	0.5
1062	3B	Gardners Terrace Rd	HWY 321	0.98	0.5
1062	3B	STATE HWY 215	Glen St	0.99	0.4
1062	3B	Glen St	Memorial Dr	1.03	0.9
1062	3B	Fish Hatchery Rd	Gardners Terrace Rd	1.03	1.9
1062	3C	HWY 321	I 26	1.08	1.8
US Hwy 321 / Huger St					
1063	2C	Heyward St	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St	0.43	0.4
1063	2C	US Hwy 21 / US Hwy 176 US Hwy 321	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.60	0.6
1063	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	1.03	0.4
1063	2C	SC Hwy 12 / Forest Dr / Percival Rd	Hwy 126	1.04	0.4
1064	2C	GREENE ST ST	Heyward St	0.52	0.6
1064	2C	SC Hwy 12 / Forest Dr / Percival Rd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.53	0.4
1064	2C	Hwy 126	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.94	0.4
1064	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	GREENE ST ST	1.11	0.4
US Hwy 321 / US Hwy 21 / Elmwood Ave					
1065	2C	Park St	SC Hwy 277 / Bull St	0.49	0.5
1065	2C	US Hwy 21	Park St	0.91	0.5
1066	2C	SC Hwy 277 / Bull St	Park St	0.53	0.5
1066	2C	Park St	US Hwy 21	1.25	0.5
US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd					
1067	1C	PISGAH CHURCH RD RD	Hardscrabble Rd	0.88	0.5
1067	2C	WILKES RD RD	I 20 WB Ramp	0.38	0.4
1067	2C	Clarendon St	PRESCOTT RD RD	0.65	1.2
1067	2C	PRESCOTT RD RD	FRYE RD RD	0.75	0.3
1067	2C	STATE HWY 215	LORICK AVE AVE	0.75	0.3
1067	2C	LORICK AVE AVE	COLUMBIA COLLEGE DR DR	0.78	0.4
1067	2C	Anthony Ave	Sunset Dr	0.78	0.6
1067	2C	US Hwy 321 / US Hwy 21 / Elmwood Ave	Anthony Ave	0.80	0.6
1067	2C	Sunset Dr	STATE HWY 215	0.83	0.6
1067	2C	PISGAH CHURCH RD RD	Hardscrabble Rd	0.88	0.5
1067	2C	MASON RD RD RD	WILKES RD RD	0.89	0.3
1067	2C	I 20 WB Ramp	US HWY 21	0.89	0.5
1067	2C	COLUMBIA COLLEGE DR DR	Clarendon St	0.91	0.3
1067	2C	SHARPE RD RD	PISGAH CHURCH RD RD	0.95	1.0
1067	2C	FRYE RD RD	MASON RD RD RD	0.96	0.4
1067	2C	US HWY 21	SHARPE RD RD	0.99	0.6
1068	1C	Hardscrabble Rd	PISGAH CHURCH RD RD	0.83	0.5
1068	2C	Miller Ave	Sunset Dr	0.29	0.3
1068	2C	Anthony Ave	US Hwy 321 / US Hwy 21 / Elmwood Ave	0.44	0.6
1068	2C	Clarendon St	COLUMBIA COLLEGE DR DR	0.49	0.3
1068	2C	I 20 WB Ramp	WILKES RD RD	0.74	0.4
1068	2C	LORICK AVE AVE	Miller Ave	0.76	0.6
1068	2C	COLUMBIA COLLEGE DR DR	LORICK AVE AVE	0.77	0.4
1068	2C	Hardscrabble Rd	PISGAH CHURCH RD RD	0.83	0.5
1068	2C	PRESCOTT RD RD	Clarendon St	0.87	1.2
1068	2C	FRYE RD RD	PRESCOTT RD RD	0.88	0.3
1068	2C	US HWY 21	I 20 WB Ramp	0.90	0.5
1068	2C	WILKES RD RD	MASON RD RD RD	0.90	0.3
1068	2C	PISGAH CHURCH RD RD	SHARPE RD RD	0.91	1.0
1068	2C	MASON RD RD RD	FRYE RD RD	0.91	0.4
1068	2C	Sunset Dr	Anthony Ave	0.95	0.6
1068	2C	SHARPE RD RD	US HWY 21	1.03	0.6
US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St					
1069	2A	Barr Rd	Gibson Rd	0.42	0.4
1069	2A	No Name	Old Cherokee Rd	0.47	0.4
1069	2A	US HWY 378	N lake Dr	0.62	0.4
1069	2A	Gibson Rd	No Name	0.70	0.3
1069	2A	Berly St	US HWY 378	0.78	0.4
1069	2A	No Name	Berly St	0.79	0.6
1069	2A	Hermitage Rd	Barr Rd	1.01	1.6

LOS D
LOS E
LOS F

Table 2J: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1069	2A	N lake Dr	No Name	1.12	0.3
1069	2A	Longs Pond Rd / Pisgah Church Rd	Hermitage Rd	1.13	0.7
1069	2B	HEBRON DR DR	Hospital Dr W	0.51	0.5
1069	2B	Hospital Dr W	I 26 NB Ramp	0.59	0.4
1069	2B	STATE ST ST	US HWY 1	0.77	0.5
1069	2B	Whiteford Way	Mineral Springs Rd	0.83	0.4
1069	2B	N Lucas St	STATE ST ST	0.84	0.5
1069	2B	9TH ST ST	N Lucas St	0.90	0.3
1069	2B	No Name	I 20	0.95	2.9
1069	2B	Old Cherokee Rd	Whiteford Way	0.96	0.5
1069	2B	I 26 NB Ramp	N Hook Ave	0.98	0.4
1069	2B	Lott Ct	HEBRON DR DR	0.98	0.7
1069	2B	I 20	LEAPHART RD RD	0.98	0.5
1069	2B	Mineral Springs Rd	Tom Corley Pl	1.02	0.2
1069	2B	Hummingbird dr/Arehart St	LEXINGTON ST ST	1.08	0.9
1069	2B	LEAPHART RD RD	Lott Ct	1.09	0.4
1069	2B	LEXINGTON ST ST	9TH ST ST	1.11	0.6
1069	2B	N Hook Ave	Hummingbird dr/Arehart St	1.12	0.5
1069	2B	Tom Corley Pl	No Name	1.18	0.4
1069	2C	US HWY 1	GADSDEN ST ST	0.41	0.5
1069	2C	Main St	Pickens St	0.66	0.4
1069	2C	STATE ST ST	US HWY 1	0.77	0.5
1069	2C	Gregg St	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.77	0.6
1069	2C	GADSDEN ST ST	Main St	0.82	0.4
1069	2C	Pickens St	Gregg St	1.05	0.3
1070	2A	Park Road	Gibson Rd	0.50	0.6
1070	2A	Berly St	Park Road	0.61	0.4
1070	2A	Northwood Rd	US HWY 378	0.62	0.3
1070	2A	No Name	Northwood Rd	0.75	0.4
1070	2A	Whiteford Way	Old Cherokee Rd	0.78	0.5
1070	2A	Hermitage Rd	Longs Pond Rd / Pisgah Church Rd	0.81	0.7
1070	2A	Gibson Rd	Barr Rd	0.84	0.4
1070	2A	Barr Rd	Hermitage Rd	1.02	1.6
1070	2A	US HWY 378	Berly St	1.12	0.4
1070	2A	Old Cherokee Rd	No Name	1.29	0.4
1070	2B	I 26 NB Ramp	Hospital Dr W	0.59	0.4
1070	2B	Whiteford Way	Old Cherokee Rd	0.78	0.5
1070	2B	Hospital Dr W	HEBRON DR DR	0.82	0.5
1070	2B	Tom Corley Pl	Whiteford Way	0.83	0.6
1070	2B	N Hook Ave	I 26 NB Ramp	0.84	0.4
1070	2B	US Hwy 1 / Meeting St / Augusta Hwy	STATE HWY 12	0.97	0.3
1070	2B	No Name	Tom Corley Pl	0.98	0.4
1070	2B	Hummingbird dr/Arehart St	N Hook Ave	1.01	0.5
1070	2B	HEBRON DR DR	Lott Ct	1.06	0.7
1070	2B	Lott Ct	LEAPHART RD RD	1.06	0.4
1070	2B	9TH ST ST	LEXINGTON ST ST	1.07	0.6
1070	2B	LEXINGTON ST ST	Hummingbird dr/Arehart St	1.07	0.9
1070	2B	I 20	No Name	1.07	2.9
1070	2B	LEAPHART RD RD	I 20	1.09	0.5
1070	2B	STATE HWY 12	9TH ST ST	1.17	0.5
1070	2C	US Hwy 378 / US Hwy 1 / Millwood Ave	Gregg St	0.62	0.6
1070	2C	SC Hwy 768 / Shop Rd	US Hwy 321 / Huger St	0.80	0.6
1070	2C	SC Hwy 277 / Bull St	SC Hwy 768 / Shop Rd	0.81	0.4
1070	2C	US Hwy 1 / Meeting St / Augusta Hwy	STATE HWY 12	0.97	0.3
1070	2C	US Hwy 321 / Huger St	US Hwy 1 / Meeting St / Augusta Hwy	1.04	0.6
1070	2C	Gregg St	SC Hwy 277 / Bull St	1.06	0.4
US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd					
1071	1C	Polo Rd	BRICKYARD RD RD	0.56	0.6
1071	1C	BRICKYARD RD RD	No Name	0.87	0.4
1071	1C	Spingvalley Rd	Polo Rd	0.94	1.1
1071	1D	No Name	Risdon Way/Valhalla Dr	0.59	0.6
1071	1D	Fore Ave	SB Clemson RD Ramp	0.74	0.4
1071	1D	Kelly Mill Rd	White Pond Rd / Church St	0.85	2.6
1071	1D	BRICKYARD RD RD	No Name	0.87	0.4
1071	1D	SB Clemson RD Ramp	NB Clemson RD Ramp	0.91	0.3
1071	1D	White Pond Rd / Church St	Watts Hill Rd	0.99	1.8
1071	1D	Risdon Way/Valhalla Dr	Fore Ave	1.02	0.5
1071	1D	Earth Rd / Spears Creek Church Rd	Kelly Mill Rd	1.03	1.5
1071	1D	STATE HWY S-40-53	Earth Rd / Spears Creek Church Rd	1.07	0.8

LOS D
LOS E
LOS F

Table 2K: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1071	1D	NB Clemson RD Ramp	STATE HWY S-40-53	1.08	0.6
1071	2C	Woodrow St	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.39	0.5
1071	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.43	0.4
1071	2C	Rabon Rd	No Name	0.67	0.6
1071	2C	No Name	Spingvalley Rd	0.68	0.3
1071	2C	Carter St	CUSHMAN DR DR	0.69	0.3
1071	2C	MAPLE ST ST	Woodrow St	0.75	0.1
1071	2C	N Grampian Hills Rd	ALPINE RD RD	0.79	0.2
1071	2C	DECKER BLVD BLVD	Oniel Ct	0.80	0.5
1071	2C	Daulton Dr/Oakway Dr	N Grampian Hills Rd	0.81	0.4
1071	2C	SC Hwy 12 / Forest Dr / Percival Rd	Read St	0.81	0.4
1071	2C	Germany St	STATE HWY 16	0.82	0.5
1071	2C	Columbia Mall Entrance	DECKER BLVD BLVD	0.84	0.4
1071	2C	Read St	Harrison Rd	0.89	0.6
1071	2C	Devine St	MAPLE ST ST	0.90	0.7
1071	2C	I-20 WB Ramp	Daulton Dr/Oakway Dr	0.91	0.4
1071	2C	ALPINE RD RD	Rabon Rd	0.91	0.5
1071	2C	Oniel Ct	I-20 WB Ramp	0.92	0.4
1071	2C	Spingvalley Rd	Polo Rd	0.94	1.1
1071	2C	STATE HWY 16	Carter St	0.95	0.4
1071	2C	SHAKESPEARE RD RD	Arcadia Lake Dr	0.98	0.7
1071	2C	Baldwin Rd	SHAKESPEARE RD RD	1.03	0.6
1071	2C	Harrison Rd	Germany St	1.06	0.3
1071	2C	Arcadia Lake Dr	Columbia Mall Entrance	1.06	0.7
1071	2C	CUSHMAN DR DR	Baldwin Rd	1.23	0.5
1072	1C	Polo Rd	Spingvalley Rd	0.84	1.1
1072	1C	No Name	BRICKYARD RD RD	0.89	0.4
1072	1C	BRICKYARD RD RD	Polo Rd	0.94	0.6
1072	1D	Risdon Way/Valhalla Dr	No Name	0.73	0.6
1072	1D	NB Clemson RD Ramp	Fore Ave	0.79	0.6
1072	1D	Watts Hill Rd	White Pond Rd / Church St	0.89	1.8
1072	1D	No Name	BRICKYARD RD RD	0.89	0.4
1072	1D	Fore Ave	Risdon Way/Valhalla Dr	0.91	0.5
1072	1D	STATE HWY S-40-53	NB Clemson RD Ramp	0.94	0.6
1072	1D	Kelly Mill Rd	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	0.98	1.5
1072	1D	White Pond Rd / Church St	Kelly Mill Rd	1.01	2.6
1072	1D	Earth Rd / Spears Creek Church Rd	STATE HWY S-40-53	1.02	0.8
1072	2C	I 77	Daulton Dr/Oakway Dr	0.45	0.2
1072	2C	Laurel St	HAMPTON ST ST	0.52	0.3
1072	2C	ALPINE RD RD	I 77	0.65	0.4
1072	2C	MAPLE ST ST	Devine St	0.69	0.7
1072	2C	Arcadia Lake Dr	SHAKESPEARE RD RD	0.76	0.7
1072	2C	HAMPTON ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St	0.77	0.3
1072	2C	I-20 WB Ramp	Oniel Ct	0.78	0.4
1072	2C	Spingvalley Rd	Maingate Dr/Windsor Lake Blvd	0.78	0.6
1072	2C	STATE HWY 16	Germany St	0.78	0.5
1072	2C	Windover St	STATE HWY 16	0.80	0.2
1072	2C	Harrison Rd	Chestnut St	0.80	0.4
1072	2C	CUSHMAN DR DR	Windover St	0.81	0.4
1072	2C	Rabon Rd	ALPINE RD RD	0.82	0.5
1072	2C	Polo Rd	Spingvalley Rd	0.84	1.1
1072	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	MAPLE ST ST	0.87	0.7
1072	2C	Daulton Dr/Oakway Dr	I-20 WB Ramp	0.88	0.4
1072	2C	Columbia Mall Entrance	Arcadia Lake Dr	0.89	0.7
1072	2C	Oniel Ct	No Name	0.89	0.3
1072	2C	Maingate Dr/Windsor Lake Blvd	Rabon Rd	0.90	0.3
1072	2C	Chestnut St	Laurel St	0.93	0.4
1072	2C	No Name	Columbia Mall Entrance	0.97	0.5
1072	2C	Germany St	Harrison Rd	1.03	0.3
1072	2C	SHAKESPEARE RD RD	Baldwin Rd	1.06	0.6
1072	2C	Baldwin Rd	CUSHMAN DR DR	1.10	0.5
US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St					
1073	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	S Church St	0.39	0.5
1073	2A	S Church St	Harmon St	0.69	0.5
1073	2A	Harmon St	Library Hill Ln	0.95	0.6
1073	2A	Library Hill Ln	Cedarcreast Dr	0.97	0.2
1073	2B	I-20 NB ramp	Dooley Rd/Cedar Rd	0.27	0.3
1073	2B	Ermine Rd	WATTLING RD RD	0.53	0.6
1073	2B	WATTLING RD RD	Methodist Park Rd	0.58	0.7

LOS D
LOS E
LOS F

Table 2L: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1073	2B	TWO NOTCH RD RD	OAK DR DR	0.61	0.8
1073	2B	Castle Dr	LEAPHART RD RD	0.62	0.5
1073	2B	I 26	Castle Dr	0.68	0.3
1073	2B	Methodist Park Rd	I 26	0.82	0.6
1073	2B	Dooley Rd/Cedar Rd	TWO NOTCH RD RD	0.83	1.2
1073	2B	Cedarcreast Dr	I-20 NB ramp	0.87	1.2
1073	2B	OAK DR DR	Ermine Rd	0.93	1.1
1073	2B	Library Hill Ln	Cedarcreast Dr	0.97	0.2
1073	2B	N Brown St	Senn St	1.12	0.2
1073	2B	LEAPHART RD RD	N Brown St	1.16	0.8
1074	2A	S Church St	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.57	0.5
1074	2A	Library Hill Ln	Harmon St	0.71	0.6
1074	2A	Harmon St	S Church St	0.71	0.5
1074	2A	Cedarcreast Dr	Library Hill Ln	1.15	0.2
1074	2B	WATTLING RD RD	Ermine Rd	0.72	0.6
1074	2B	LEAPHART RD RD	Castle Dr	0.77	0.5
1074	2B	Senn St	N Brown St	0.77	0.2
1074	2B	Dooley Rd/Cedar Rd	Cedarcreast Dr	0.78	1.5
1074	2B	Methodist Park Rd	WATTLING RD RD	0.95	0.7
1074	2B	Methodist Park Rd	WATTLING RD RD	0.95	0.7
1074	2B	Ermine Rd	OAK DR DR	0.96	1.1
1074	2B	OAK DR DR	TWO NOTCH RD RD	0.98	0.8
1074	2B	TWO NOTCH RD RD	Dooley Rd/Cedar Rd	1.00	1.2
1074	2B	N Brown St	LEAPHART RD RD	1.06	0.8
1074	2B	Cedarcreast Dr	Library Hill Ln	1.15	0.2
1074	2B	I 26	Methodist Park Rd	1.15	0.6
1074	2B	Castle Dr	I 26	1.15	0.3
US Hwy 601 / McCords Ferry Rd					
1075	2E	Robert Wilson Rd	Circle Dr	1.03	2.0
1075	2E	Circle Dr	SC Hwy 262 / Leesburg Rd	1.03	1.0
1075	3E	STATE HWY 263	US Hwy 76 / Devine St / Garners Ferry Rd	1.01	2.8
1075	3E	Bluff Rd	Reynolds Rd	1.01	2.0
1075	3E	RR	STATE HWY 263	1.02	2.9
1075	3E	Reynolds Rd	RR	1.03	2.0
1075	3E	Robert Wilson Rd	Circle Dr	1.03	2.0
1075	3E	US Hwy 76 / Devine St / Garners Ferry Rd	Robert Wilson Rd	1.04	2.0
1075	4E	Bluff Rd	Reynolds Rd	1.01	2.0
1076	2E	SC Hwy 262 / Leesburg Rd	Circle Dr	1.05	1.0
1076	2E	Circle Dr	Robert Wilson Rd	1.07	2.0
1076	3E	Reynolds Rd	Bluff Rd	1.04	2.0
1076	3E	US Hwy 76 / Devine St / Garners Ferry Rd	STATE HWY 263	1.07	2.8
1076	3E	Circle Dr	Robert Wilson Rd	1.07	2.0
1076	3E	RR	Reynolds Rd	1.07	2.0
1076	3E	STATE HWY 263	RR	1.09	2.9
1076	3E	Robert Wilson Rd	US Hwy 76 / Devine St / Garners Ferry Rd	1.09	2.0
1076	4E	Reynolds Rd	Bluff Rd	1.04	2.0
US Hwy 76 / Devine St / Garners Ferry Rd					
1077	2C	MAPLE ST ST	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.56	0.6
1077	2C	I-77 SB off ramp	GREENLAWN DR DR	0.65	0.4
1077	2C	No Name	SC Hwy 262 / Leesburg Rd	0.73	0.4
1077	2C	KILBOURNE RD RD	STATE HWY 16	0.75	0.5
1077	2C	STATE HWY 16	WILDCAT RD RD	0.77	0.5
1077	2C	Hampton Pl	No Name	0.86	0.5
1077	2C	WILDCAT RD RD	Hampton Pl	0.87	0.5
1077	2C	SC Hwy 262 / Leesburg Rd	I-77 SB off ramp	0.89	0.3
1077	2C	US Hwy 378 / US Hwy 1 / Millwood Ave	KILBOURNE RD RD	0.92	0.3
1077	2C	HARDEN ST ST	MAPLE ST ST	0.99	0.7
1077	3C	Pineview Rd	Universal Dr	0.49	0.2
1077	3C	Patterson Rd	Pineview Rd	0.57	1.2
1077	3C	GREENLAWN DR DR	Patterson Rd	0.64	0.5
1077	3C	Universal Dr	TROTTER RD RD	0.84	1.2
1077	3C	TROTTER RD RD	BROWNS CHAPEL RD RD	0.89	1.8
1077	3D	HUNTING CREEK RD RD	STATE HWY 769	0.80	0.9
1077	3D	South Carolina Rd	Old Congaree Run	0.88	0.8
1077	3D	TROTTER RD RD	BROWNS CHAPEL RD RD	0.89	1.8
1077	3D	Old Congaree Run	Piney Branch Rd	0.92	2.8
1077	3D	STATE HWY 769	South Carolina Rd	0.94	2.6
1077	3D	Piney Branch Rd	Chain Gang Rd	0.94	1.8
1077	3D	BROWNS CHAPEL RD RD	HUNTING CREEK RD RD	0.98	1.0
1077	3E	Piney Branch Rd	Chain Gang Rd	0.94	1.8

LOS D
LOS E
LOS F

Table 2M: 2008 Entire Corridor Network – AM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1077	3E	Chain Gang Rd	US Hwy 601 / McCords Ferry Rd	0.95	1.3
1077	3E	STATE HWY 236	Richland/Sumter County Line	0.95	1.2
1077	3E	US Hwy 601 / McCords Ferry Rd	STATE HWY 236	0.95	2.3
1078	2C	I-77 SB off ramp	Dorn Dr	0.44	0.5
1078	2C	MAPLE ST ST	HARDEN ST ST	0.59	0.7
1078	2C	KILBOURNE RD RD	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.60	0.3
1078	2C	WILDCAT RD RD	STATE HWY 16	0.70	0.5
1078	2C	Hampton Pl	WILDCAT RD RD	0.77	0.5
1078	2C	Dorn Dr	Hampton Pl	0.82	0.7
1078	2C	STATE HWY 16	KILBOURNE RD RD	0.82	0.5
1078	2C	GREENLAWN DR DR	I-77 SB off ramp	0.92	0.4
1078	2C	Patterson Rd	GREENLAWN DR DR	0.98	0.5
1078	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two N	MAPLE ST ST	1.02	0.6
1078	3C	Pineview Rd	Patterson Rd	0.77	1.2
1078	3C	BROWNS CHAPEL RD RD	TROTTER RD RD	0.77	1.8
1078	3C	Universal Dr	Pineview Rd	0.80	0.2
1078	3C	TROTTER RD RD	Universal Dr	0.91	1.2
1078	3C	Patterson Rd	GREENLAWN DR DR	0.98	0.5
1078	3D	BROWNS CHAPEL RD RD	TROTTER RD RD	0.77	1.8
1078	3D	HUNTING CREEK RD RD	BROWNS CHAPEL RD RD	0.86	1.0
1078	3D	STATE HWY 769	HUNTING CREEK RD RD	0.94	0.9
1078	3D	Arnold Rd	STATE HWY 769	0.95	2.4
1078	3D	South Carolina Rd	Arnold Rd	0.96	0.1
1078	3D	Old Congaree Run	South Carolina Rd	0.97	0.8
1078	3D	Chain Gang Rd	Piney Branch Rd	0.97	1.8
1078	3D	Piney Branch Rd	Old Congaree Run	0.97	2.8
1078	3E	STATE HWY 236	US Hwy 601 / McCords Ferry Rd	0.96	2.3
1078	3E	US Hwy 601 / McCords Ferry Rd	Chain Gang Rd	0.96	1.3
1078	3E	Chain Gang Rd	Piney Branch Rd	0.97	1.8
1078	3E	Richland/Sumter County Line	STATE HWY 236	0.97	1.2
White Pond Rd / Church St - NW					
1079	1D	Garlits Dr	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.81	1.3
1079	1D	I-20	Health Pond Rd	0.92	1.1
1079	1D	Health Pond Rd	Garlits Dr	1.02	0.8
1080	1D	US Hwy 378 / US Hwy 1 / Millwood Ave / Two N	Garlits Dr	0.93	1.3
1080	1D	Health Pond Rd	I-20	0.97	1.1
1080	1D	Garlits Dr	Health Pond Rd	0.98	0.8

LOS D
LOS E
LOS F

Table 3A: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
Clemson Rd / Killian Rd					
1001	1C	No Name	I 77	0.56	0.4
1001	1C	STATE HWY 555	Longtown Rd	0.70	0.6
1001	1C	Longtown Rd	Hardscrabble Rd	0.78	1.4
1001	1C	I 77	STATE HWY 555	0.93	0.9
1001	1C	WILSON BLVD BLVD	No Name	0.93	1.3
1001	1C	Hardscrabble Rd	SUMMIT PKWY PKWY	0.93	1.9
1001	1D	SUMMIT PKWY PKWY	No Name	0.69	0.6
1001	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	Earth Rd / Spears Creek Church Rd	0.93	1.8
1001	1D	Hardscrabble Rd	SUMMIT PKWY PKWY	0.93	1.9
1001	1D	No Name	US Hwy 378 / US Hwy 1 / Millwood Ave	1.02	0.6
1001	2D	Earth Rd / Spears Creek Church Rd	SPARKLEBERRY LN LN	0.62	1.0
1001	2D	SPARKLEBERRY LN LN	SC hwy 12	0.75	0.6
1002	1C	I 77	No Name	0.63	0.4
1002	1C	SUMMIT PKWY PKWY	Hardscrabble Rd	0.65	1.9
1002	1C	Hardscrabble Rd	Longtown Rd	0.81	1.4
1002	1C	Longtown Rd	STATE HWY 555	0.86	0.6
1002	1C	STATE HWY 555	I 77	0.98	0.9
1002	1C	No Name	WILSON BLVD BLVD	1.00	1.3
1002	1D	SUMMIT PKWY PKWY	Hardscrabble Rd	0.65	1.9
1002	1D	No Name	SUMMIT PKWY PKWY	0.71	0.6
1002	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	No Name	0.78	0.6
1002	1D	SPARKLEBERRY LN LN	Earth Rd / Spears Creek Church Rd	0.84	1.0
1002	1D	Earth Rd / Spears Creek Church Rd	US Hwy 378 / US Hwy 1 / Millwood Ave	0.98	1.8
1002	2D	SC hwy 12	SPARKLEBERRY LN LN	0.41	0.6
1002	2D	SPARKLEBERRY LN LN	Earth Rd / Spears Creek Church Rd	0.84	1.0
Columbia Ave					
1003	1A	CLARK ST ST	I 26	0.74	1.8
1003	1A	Amicks Ferry Rd	CLARK ST ST	0.90	0.3
1004	1A	CLARK ST ST	Amicks Ferry Rd	0.38	0.3
1004	1A	I 26	CLARK ST ST	0.89	1.8
Columbiana Dr					
1005	2B	Crossbow Dr	STATE HWY 60	0.60	0.6
1005	2B	Harbison Blvd	Columbiana Cir/Lanneau Ct	0.87	0.2
1005	2B	Columbiana Cir/Lanneau Ct	Crossbow Dr	0.89	0.7
1006	2B	Columbiana Cir/Lanneau Ct	Harbison Blvd	0.39	0.2
1006	2B	STATE HWY 60	Crossbow Dr	0.86	0.6
1006	2B	Crossbow Dr	Columbiana Cir/Lanneau Ct	0.98	0.7
Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd / Old National Hwy / Turkey C					
1007	1D	Clemson Rd / Killian Rd	Spears creek Church Rd	0.81	0.4
1007	1D	Beaver lake Dr	Turkey Crossing/Woodcreek farms Rd	0.89	0.7
1007	1D	Turkey Crossing/Woodcreek farms Rd	US Hwy 378 / US Hwy 1 / Millwood Ave	0.94	0.7
1007	1D	Spears creek Church Rd	Beaver lake Dr	1.02	0.6
1008	1D	Spears creek Church Rd	Clemson Rd / Killian Rd	0.72	0.4
1008	1D	Jacobs Millpond Rd / Westlake Rd	Spears creek Church Rd	0.82	0.8
1008	1D	Turkey Crossing/Woodcreek farms Rd	Jacobs Millpond Rd / Westlake Rd	0.99	0.5
1008	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	Turkey Crossing/Woodcreek farms Rd	1.26	0.7
Harbison Blvd					
1009	2B	Columbiana Dr	I 26	0.62	0.4
1009	2B	Bower Pkwy	Columbiana Dr	0.64	0.4
1009	2B	St Andrews Rd	Bower Pkwy	0.84	0.5
1010	2B	I 26	Columbiana Dr	0.37	0.4
1010	2B	Columbiana Dr	Bower Pkwy	0.53	0.4
1010	2B	Bower Pkwy	St Andrews Rd	0.78	0.5
Hardscrabble Rd					
1011	1C	I 77	STATE HWY 555	0.56	0.9
1011	1C	Elders Pond Dr	Lee Rd	0.59	0.2
1011	1C	Lee Rd	Summit Pkwy	0.62	0.5
1011	1C	BRICKYARD RD RD	Clemson Rd / Killian Rd	0.66	1.6
1011	1C	STATE HWY 555	SLOAN RD RD RD	0.71	0.8
1011	1C	Clemson Rd / Killian Rd	Elders Pond Dr	0.81	0.6
1011	1C	SLOAN RD RD RD	BRICKYARD RD RD	0.86	0.4
1011	1C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	I 77	0.90	1.6
1011	1C	Summit Pkwy	Bud Keef Rd	0.99	1.5
1012	1C	Summit Pkwy	Lee Rd	0.55	0.5
1012	1C	RR	I 77	0.73	0.9
1012	1C	Lee Rd	Elders Pond Dr	0.77	0.2
1012	1C	Elders Pond Dr	Clemson Rd / Killian Rd	0.86	0.6
1012	1C	BRICKYARD RD RD	SLOAN RD RD RD	0.91	0.4
1012	1C	SLOAN RD RD RD	RR	0.92	0.8
1012	1C	Clemson Rd / Killian Rd	BRICKYARD RD RD	0.93	1.6
1012	1C	I 77	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.93	1.6
1012	1C	Bud Keef Rd	Summit Pkwy	0.94	1.5

LOS D
LOS E
LOS F

Table 3B: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
Hwy 302 / Edmund Hwy					
1013	3B	AIRPORT BLVD BLVD	BOSTON AVE AVE	0.72	0.4
1013	3B	BOSTON AVE AVE	NB Frontage Rd	0.88	0.6
1013	3B	Old Dunbar Rd	AIRPORT BLVD BLVD	0.92	1.8
1013	3B	Ramblin Rd	St Hwy S-32-1246	0.95	0.3
1013	3B	SC Hwy 6/ Lake Dr	Buff Ridge Rd	0.95	2.1
1013	3B	St Hwy S-32-1246	Old Dunbar Rd	1.06	1.0
1013	3B	Princeton Rd	Ramblin Rd	1.09	1.6
1013	3B	Buff Ridge Rd	Princeton Rd	1.13	1.7
1014	3B	NB Frontage Rd	Stratford Rd	0.50	0.4
1014	3B	BOSTON AVE AVE	AIRPORT BLVD BLVD	0.63	0.4
1014	3B	Stratford Rd	BOSTON AVE AVE	0.69	0.3
1014	3B	Old Dunbar Rd	St Hwy S-32-1246	0.79	1.0
1014	3B	AIRPORT BLVD BLVD	Old Dunbar Rd	0.92	1.8
1014	3B	Buff Ridge Rd	SC Hwy 6/ Lake Dr	0.93	2.1
1014	3B	St Hwy S-32-1246	Ramblin Rd	0.98	0.3
1014	3B	Ramblin Rd	Princeton Rd	1.14	1.6
1014	3B	Princeton Rd	Buff Ridge Rd	1.14	1.7
Hwy 321					
1015	4B	SOUTHBOUND RD RD	STATE HWY 31	1.07	1.2
1015	4B	Lewis Rast Rd	SOUTHBOUND RD RD	1.20	1.9
1015	4B	Craft	Lewis Rast Rd	1.34	2.3
1016	4B	STATE HWY 31	SOUTHBOUND RD RD	1.10	1.2
1016	4B	SOUTHBOUND RD RD	Lewis Rast Rd	1.14	1.9
1016	4B	Lewis Rast Rd	Craft	1.20	2.3
Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd					
1017	1D	Woodcreek Rd	I-20 Frontage rd	0.71	1.1
1017	1D	Nursery Rd	Woodcreek Rd	0.76	0.5
1017	1D	Woodcreek Frams Rd	Nursery Rd	0.91	0.7
1018	1D	I-20 Frontage rd	Woodcreek Rd	0.68	1.1
1018	1D	Woodcreek Rd	Nursery Rd	0.78	0.5
1018	1D	Nursery Rd	Woodcreek Frams Rd	0.94	0.7
Kennerly Rd					
1019	1A	US HWY 176	Sid Sites Rd	1.04	0.7
1019	1A	Freshly Mill Rd	Page Derrick Rd	1.31	1.1
1019	1A	Sid Sites Rd	Hopewell Church Rd	1.31	0.7
1019	1A	Hopewell Church Rd	Freshly Mill Rd	1.33	1.1
1019	1B	Osheal Rd	Hollingshed Rd	1.21	1.5
1019	1B	Sam Bradshaw Rd	Osheal Rd	1.23	0.9
1019	1B	Page Derrick Rd	Sam Bradshaw Rd	1.25	0.9
1019	1B	Freshly Mill Rd	Page Derrick Rd	1.31	1.1
1020	1A	Sid Sites Rd	US HWY 176	1.00	0.7
1020	1A	Page Derrick Rd	Freshly Mill Rd	1.23	1.1
1020	1A	Freshly Mill Rd	Hopewell Church Rd	1.34	1.1
1020	1A	Hopewell Church Rd	Sid Sites Rd	1.35	0.7
1020	1B	Hollingshed Rd	Osheal Rd	1.20	1.5
1020	1B	Sam Bradshaw Rd	Page Derrick Rd	1.22	0.9
1020	1B	Page Derrick Rd	Freshly Mill Rd	1.23	1.1
1020	1B	Osheal Rd	Sam Bradshaw Rd	1.24	0.9
Longs Pond Rd / Pisgah Church Rd					
1021	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	US HWY 378	0.75	0.9
1021	2A	US HWY 378	Old Cherokee Rd	0.87	0.7
1021	2A	Rawl Rd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.93	1.6
1021	3A	Two Notch Rd	Barr Rd	0.25	0.5
1021	3A	I 20 NB	Two Notch Rd	0.63	0.5
1021	3A	Rawl Rd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.93	1.6
1021	3A	Barr Rd	Rawl Rd	0.96	1.3
1021	3A	NAZARETH RD RD	I 20 NB	1.02	2.3
1022	2A	Old Cherokee Rd	US HWY 378	0.54	0.7
1022	2A	US HWY 378	US Hwy 378 / Columbia Ave / Augusta Hwy	0.59	0.9
1022	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	Rawl Rd	1.02	1.6
1022	3A	Barr Rd	Two Notch Rd	0.61	0.5
1022	3A	Two Notch Rd	I 20 NB	0.69	0.5
1022	3A	Rawl Rd	Barr Rd	0.87	1.3
1022	3A	I 20 NB	NAZARETH RD RD	0.99	2.3
1022	3A	US Hwy 378 / Columbia Ave / Augusta Hwy	Rawl Rd	1.02	1.6
Longtown Rd					
1023	1C	Clemson Rd / Killian Rd	Longtown Rd	0.29	0.3
1023	1C	STATE HWY 555	Clemson Rd / Killian Rd	0.77	0.4
1023	1C	Longtown Rd	Lee Rd	1.00	1.5
1024	1C	Clemson Rd / Killian Rd	STATE HWY 555	0.67	0.4
1024	1C	Lee Rd	Longtown Rd	0.95	1.5
1024	1C	Longtown Rd	Clemson Rd / Killian Rd	0.99	0.3
Mineral Springs Rd					
1025	2B	I 20	Laurel Rd	1.03	0.7
1025	2B	US Hwy 378 / Columbia Ave / Augusta Hwy	I 20	1.05	1.8

LOS D
LOS E
LOS F

Table 3C: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1026	2B	I 20	US Hwy 378 / Columbia Ave / Augusta Hwy	0.77	1.8
1026	2B	Laurel Rd	I 20	0.98	0.7
Old Cherokee Rd					
1027	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	US Hwy 378	0.43	0.5
1027	2A	Old Chapin Rd	Maxie Rd	0.84	0.7
1027	2A	Maxie Rd	Pilgrim Church Rd	0.89	0.2
1027	2A	Wise Ferry Rd	Old Chapin Rd	0.93	1.9
1027	2A	Pilgrim Church Rd	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.93	1.2
1027	2A	Longs Pond Rd / Pisgah Church Rd	Wise Ferry Rd	0.94	0.8
1028	2A	Maxie Rd	Old Chapin Rd	0.54	0.7
1028	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Pilgrim Church Rd	0.62	1.2
1028	2A	Wise Ferry Rd	Longs Pond Rd / Pisgah Church Rd	0.72	0.8
1028	2A	Pilgrim Church Rd	Maxie Rd	0.73	0.2
1028	2A	Old Chapin Rd	Wise Ferry Rd	0.88	1.9
1028	2B	US Hwy 378	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.91	0.5
Park Terr / Bower Pkwy					
1029	2B	Park Terrace Rd/Bower Pkwy	PINEY GROVE RD RD	0.51	0.5
1029	2B	Harbison Blvd	Park Terrace Rd/Bower Pkwy	0.61	0.3
1030	2B	Park Terrace Rd/Bower Pkwy	Harbison Blvd	0.19	0.3
1030	2B	PINEY GROVE RD RD	Park Terrace Rd/Bower Pkwy	0.89	0.5
Pilgrim Church Rd					
1031	2A	Tranquil Pt	SC Hwy 6	0.73	0.4
1031	2A	Old Cherokee Rd	Absalom Ct	0.87	0.6
1031	2A	Absalom Ct	Tranquil Pt	1.04	0.5
1032	2A	Absalom Ct	Old Cherokee Rd	0.76	0.6
1032	2A	SC Hwy 6	Tranquil Pt	0.82	0.4
1032	2A	Tranquil Pt	Absalom Ct	1.01	0.5
Pineview Rd					
1033	3C	RR	US Hwy 76 / Devine St / Garners Ferry Rd	0.25	0.7
1033	3C	SC Hwy 768 / Shop Rd	RR	0.78	0.5
1033	3C	RR	RR	0.82	0.7
1034	3C	RR	SC Hwy 768 / Shop Rd	0.68	0.5
1034	3C	US Hwy 76 / Devine St / Garners Ferry Rd	RR	0.77	0.7
1034	3C	RR	RR	0.95	0.7
Platt Springs Rd					
1035	2B	RR	CHARLESTON HWY HWY	0.69	1.0
1035	2B	Rainbow Dr	RR	0.73	0.5
1035	2B	I 26	Rainbow Dr	1.05	0.5
1035	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	NEW ORANGEBURG RD RD	0.60	0.4
1035	3A	Saddle Horn Way	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.73	1.4
1035	3B	Emine Rd	WATTLING RD RD	0.75	0.4
1035	3B	NEW ORANGEBURG RD RD	Neal Dr	0.96	2.4
1035	3B	Neal Dr	EMANUEL CHURCH RD RD	1.01	2.4
1035	3B	I 26	Rainbow Dr	1.05	0.5
1035	3B	WATTLING RD RD	I 26	1.06	1.3
1035	3B	EMANUEL CHURCH RD RD	Emine Rd	1.14	1.8
1036	2B	RR	Rainbow Dr	0.88	0.5
1036	2B	CHARLESTON HWY HWY	RR	0.97	1.0
1036	2B	Rainbow Dr	I 26	1.06	0.5
1036	3A	NEW ORANGEBURG RD RD	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.51	0.4
1036	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Saddle Horn Way	0.72	1.4
1036	3B	WATTLING RD RD	Emine Rd	0.86	0.4
1036	3B	Neal Dr	NEW ORANGEBURG RD RD	0.88	2.4
1036	3B	Emine Rd	EMANUEL CHURCH RD RD	0.89	1.8
1036	3B	I 26	WATTLING RD RD	0.89	1.3
1036	3B	Rainbow Dr	I 26	1.06	0.5
1036	3B	EMANUEL CHURCH RD RD	Neal Dr	1.08	2.4
SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson					
1037	1D	STATE HWY S-40-1098	Brazell Rd	1.01	2.8
1037	1D	Brazell Rd	White Pond	1.08	2.1
1037	1D	White Pond	MPO Boundary	1.09	0.9
1037	2C	Harrison Rd	STATE HWY 16	0.24	0.2
1037	2C	No Name	Lakeshore Dr	0.49	0.5
1037	2C	GADSDEN ST ST	SC Hwy 768 / Shop Rd	0.64	0.4
1037	2C	Saint Julian Pl	Harrison Rd	0.64	0.5
1037	2C	SC Hwy 768 / Shop Rd	SC Hwy 277 / Bull St	0.72	0.4
1037	2C	ALPINE RD RD	Smallwood Rd	0.87	1.8
1037	2C	STATE HWY 12	DECKER BLVD BLVD	0.94	1.5
1037	2C	Atascadero Dr/Greenhill Rd	No Name	1.00	0.5
1037	2C	Pine St	Providence Rd	1.00	0.5
1037	2C	Lakeshore Dr	STATE HWY 12	1.01	0.6
1037	2C	Pinehurst Rd	Saint Julian Pl	1.01	0.4
1037	2C	DECKER BLVD BLVD	Mominglo Ln	1.02	0.3
1037	2C	STATE HWY 16	Atascadero Dr/Greenhill Rd	1.03	0.6

LOS D
LOS E
LOS F

Table 3D: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1037	2C	BARNWELL ST ST	Pine St	1.04	0.4
1037	2C	US Hwy 321 / Huger St	GADSDEN ST ST	1.06	0.3
1037	2C	SC Hwy 277 / Bull St	BARNWELL ST ST	1.11	0.3
1037	2C	I 77	ALPINE RD RD	1.17	1.3
1037	2C	Providence Rd	Pinehurst Rd	1.20	0.2
1037	2C	Mominglo Ln	I 77	1.21	0.7
1037	2D	Smallwood Rd	Clemson Rd	0.77	1.7
1037	2D	ALPINE RD RD	Smallwood Rd	0.87	1.8
1037	2D	Clemson Rd	STATE HWY S-40-1098	0.89	2.0
1037	2D	STATE HWY S-40-1098	Brazell Rd	1.01	2.8
1038	1D	MPO Boundary	White Pond	0.95	0.9
1038	1D	White Pond	Brazell Rd	1.05	2.1
1038	1D	Brazell Rd	STATE HWY S-40-1098	1.05	2.8
1038	2C	Main St	GADSDEN ST ST	0.56	0.4
1038	2C	Mominglo Ln	DECKER BLVD BLVD	0.67	0.3
1038	2C	Atascadero Dr/Greenhill Rd	STATE HWY 16	0.70	0.6
1038	2C	BARNWELL ST ST	Main St	0.71	0.6
1038	2C	Lakeshore Dr	No Name	0.74	0.5
1038	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	BARNWELL ST ST	0.76	0.6
1038	2C	Pinehurst Rd	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.86	0.5
1038	2C	STATE HWY 12	Lakeshore Dr	0.91	0.6
1038	2C	DECKER BLVD BLVD	STATE HWY 12	0.92	1.5
1038	2C	No Name	Atascadero Dr/Greenhill Rd	0.92	0.5
1038	2C	Smallwood Rd	ALPINE RD RD	0.93	1.8
1038	2C	STATE HWY 16	GLENWOOD RD RD	0.95	0.6
1038	2C	I 77	Mominglo Ln	1.10	0.7
1038	2C	GADSDEN ST ST	US Hwy 321 / Huger St	1.16	0.3
1038	2C	GLENWOOD RD RD	Pinehurst Rd	1.17	0.5
1038	2C	ALPINE RD RD	I 77	1.17	1.3
1038	2D	Clemson Rd	Smallwood Rd	0.87	1.7
1038	2D	Smallwood Rd	ALPINE RD RD	0.93	1.8
1038	2D	STATE HWY S-40-1098	Clemson Rd	0.96	2.0
1038	2D	Brazell Rd	STATE HWY S-40-1098	1.05	2.8
SC Hwy 215 / Monticello Rd					
1039	2B	Blue Ridge Terrace	THE BLVD BLVD	1.04	1.6
1039	2C	I 20 East Ramp	Blue Ridge Terrace	0.78	0.4
1039	2C	Blue Ridge Terrace	THE BLVD BLVD	1.04	1.6
1040	2B	THE BLVD BLVD	Blue Ridge Terrace	0.98	1.6
1040	2C	Blue Ridge Terrace	I 20 East Ramp	0.68	0.4
1040	2C	THE BLVD BLVD	Blue Ridge Terrace	0.98	1.6
SC Hwy 262 / Leesburg Rd					
1041	2C	US Hwy 76 / Devine St / Garners Ferry Rd	I-77 NB on Ramp	0.33	0.2
1041	2C	Ulmer Rd	Trotter Rd	0.77	0.7
1041	2C	Trotter Rd	BROWNS CHAPEL RD RD	0.83	1.5
1041	2C	KING CHARLES RD RD	FAIRMONT DR DR	0.95	0.8
1041	2C	FAIRMONT DR DR	NEWELL RD RD	0.96	0.8
1041	2C	I-77 NB on Ramp	KING CHARLES RD RD	0.96	0.7
1041	2C	NEWELL RD RD	Ulmer Rd	1.00	0.7
1041	2D	Trotter Rd	BROWNS CHAPEL RD RD	0.83	1.5
1041	2D	BROWNS CHAPEL RD RD	James Browder Rd	0.94	1.1
1041	2D	Congress Rd	US Hwy 601 / McCords Ferry Rd	0.94	2.3
1041	2D	Congress Rd	US Hwy 601 / McCords Ferry Rd	0.94	2.3
1041	2D	James Browder Rd	Mt Elon Church Rd	1.00	2.1
1041	2D	Mt Elon Church Rd	Harmon Rd	1.00	1.2
1041	2D	Mt Elon Church Rd	Harmon Rd	1.00	1.2
1041	2D	Harmon Rd	Congress Rd	1.01	2.8
1041	2E	Congress Rd	US Hwy 601 / McCords Ferry Rd	0.94	2.3
1042	2C	I-77 NB on Ramp	US Hwy 76 / Devine St / Garners Ferry Rd	0.32	0.2
1042	2C	FAIRMONT DR DR	VILLAGE WALK WALK	0.83	0.7
1042	2C	VILLAGE WALK WALK	I-77 NB on Ramp	0.84	0.8
1042	2C	BROWNS CHAPEL RD RD	Trotter Rd	0.86	1.5
1042	2C	Trotter Rd	Ulmer Rd	0.87	0.7
1042	2C	NEWELL RD RD	FAIRMONT DR DR	0.97	0.8
1042	2C	Ulmer Rd	NEWELL RD RD	0.98	0.7
1042	2D	BROWNS CHAPEL RD RD	Trotter Rd	0.86	1.5
1042	2D	James Browder Rd	BROWNS CHAPEL RD RD	0.94	1.1
1042	2D	US Hwy 601 / McCords Ferry Rd	Congress Rd	0.98	2.3
1042	2D	Harmon Rd	Mt Elon Church Rd	1.01	1.2
1042	2D	Mt Elon Church Rd	James Browder Rd	1.01	2.1
1042	2D	Congress Rd	Harmon Rd	1.01	2.8

LOS D
LOS E
LOS F

Table 3E: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1042	2E	US Hwy 601 / McCords Ferry Rd	Congress Rd	0.98	2.3
SC Hwy 277 / Bull St					
1043	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.40	0.4
1043	2C	COLONIAL DR DR	HARDEN STREET EXT EXT	0.56	0.4
1043	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	CALHOUN ST ST	0.74	0.4
1043	2C	CALHOUN ST ST	COLONIAL DR DR	0.78	0.4
1044	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.46	0.4
1044	2C	COLONIAL DR DR	CALHOUN ST ST	0.54	0.4
1044	2C	HARDEN STREET EXT EXT	COLONIAL DR DR	0.79	0.4
1044	2C	CALHOUN ST ST	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.85	0.4
SC Hwy 48 / Rosewood Dr / Bluff Rd					
1045	2C	STATE HWY 48	SC Hwy 768 / Shop Rd	0.72	0.4
1045	2C	Berea Rd	STATE HWY 48	0.88	0.5
1045	2C	BELTLINE BLVD BLVD	Idlewilde Blvd	0.98	1.4
1045	2C	Idlewilde Blvd	Berea Rd	0.99	0.6
1045	3C	A st	BELTLINE BLVD BLVD	0.80	0.6
1045	3C	BELTLINE BLVD BLVD	Idlewilde Blvd	0.98	1.4
1045	3C	Esters Swamp Rd	AVALON DR DR	0.98	1.2
1045	3C	Coley Rd	Esters Swamp Rd	1.01	2.9
1045	3C	AVALON DR DR	ATLAS RD RD	1.01	0.6
1045	3C	Martin Luther King Blvd	LOWER RICHLAND BLVD BLVD	1.01	2.0
1045	3C	LOWER RICHLAND BLVD BLVD	Coley Rd	1.01	1.8
1045	3C	ATLAS RD RD	A st	1.27	0.7
1045	3D	STATE HWY 769	RR	1.00	0.2
1045	3D	Griffins Creek Rd	STATE HWY 769	1.00	2.2
1045	3D	Mt View Rd	Martin Luther King Blvd	1.01	2.6
1045	3D	Martin Luther King Blvd	LOWER RICHLAND BLVD BLVD	1.01	2.0
1045	3D	S Cedar Creek Rd	Mt View Rd	1.01	2.3
1045	3D	RR	S Cedar Creek Rd	1.02	0.9
1045	3D	Jack Paul Rd	Griffins Creek Rd	1.03	1.6
1045	3E	US Hwy 601 / McCords Ferry Rd	Jennie Collins Rd	0.96	2.2
1045	3E	Jennie Collins Rd	Jack Paul Rd	1.01	1.8
1045	3E	Jack Paul Rd	Griffins Creek Rd	1.03	1.6
1045	4E	US Hwy 601 / McCords Ferry Rd	Jennie Collins Rd	0.96	2.2
1046	2C	STATE HWY 48	Berea Rd	0.71	0.5
1046	2C	Berea Rd	Idlewilde Blvd	1.01	0.6
1046	2C	SC Hwy 768 / Shop Rd	STATE HWY 48	1.03	0.4
1046	3C	Idlewilde Blvd	BELTLINE BLVD BLVD	0.77	1.4
1046	3C	BELTLINE BLVD BLVD	A st	0.96	0.6
1046	3C	ATLAS RD RD	AVALON DR DR	0.97	0.6
1046	3C	Esters Swamp Rd	Coley Rd	1.00	2.9
1046	3C	LOWER RICHLAND BLVD BLVD	Martin Luther King Blvd	1.00	2.0
1046	3C	Coley Rd	LOWER RICHLAND BLVD BLVD	1.00	1.8
1046	3C	Berea Rd	Idlewilde Blvd	1.01	0.6
1046	3C	AVALON DR DR	Esters Swamp Rd	1.01	1.2
1046	3C	A st	ATLAS RD RD	1.18	0.7
1046	3D	Mt View Rd	S Cedar Creek Rd	0.97	2.3
1046	3D	RR	STATE HWY 769	0.99	0.2
1046	3D	S Cedar Creek Rd	RR	1.00	0.9
1046	3D	LOWER RICHLAND BLVD BLVD	Martin Luther King Blvd	1.00	2.0
1046	3D	Martin Luther King Blvd	Mt View Rd	1.00	2.6
1046	3D	Griffins Creek Rd	Jack Paul Rd	1.01	1.6
1046	3D	STATE HWY 769	Griffins Creek Rd	1.02	2.2
1046	3E	Griffins Creek Rd	Jack Paul Rd	1.01	1.6
1046	3E	Jack Paul Rd	Jennie Collins Rd	1.01	1.8
1046	4E	Jennie Collins Rd	US Hwy 601 / McCords Ferry Rd	0.95	2.2
1046	4E	Jack Paul Rd	Jennie Collins Rd	1.01	1.8
SC Hwy 6 / Lake Dr / Dreher Shoals Rd					
1047	1A	Irmo Dr	US Hwy 176 / River Dr / Broad River Rd	0.93	2.1
1047	2A	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.45	0.6
1047	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	Sunset Blvd	0.49	0.3
1047	2A	RR	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	0.64	1.0
1047	2A	Sunset Blvd	Old Cherokee Rd	0.80	0.6
1047	2A	I 20	RR	0.81	0.7
1047	2A	STATE HWY 6	State Hwy S-32-38	0.83	0.7
1047	2A	Irmo Dr	US Hwy 176 / River Dr / Broad River Rd	0.93	2.1
1047	2A	State Hwy S-32-38	Irmo Dr	0.95	1.7
1047	2A	Pilgrim Church Rd	Andrew Corley Rd	0.96	0.4
1047	2A	Old Cherokee Rd	Pilgrim Church Rd	1.06	1.2
1047	2B	Corley Mill Rd	STATE HWY 6	0.89	2.2
1047	2B	Pilgrim Church Rd	Andrew Corley Rd	0.96	0.4

LOS D
LOS E
LOS F

Table 3F: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1047	2B	Andrew Corley Rd	Corley Mill Rd	1.00	0.8
1047	3A	Platt Springs Rd	No Name	0.50	0.4
1047	3A	Two Notch Rd	I 20	0.67	0.4
1047	3A	NEW ORANGEBURG RD RD	Platt Springs Rd	0.80	0.6
1047	3A	I 20	RR	0.81	0.7
1047	3A	NAZARETH RD RD	Two Notch Rd	0.83	1.8
1047	3A	No Name	NAZARETH RD RD	0.90	1.2
1047	3B	NEW ORANGEBURG RD RD	Platt Springs Rd	0.80	0.6
1047	3B	State Hwy S	NEW ORANGEBURG RD RD	0.91	1.5
1047	3B	Hwy 302 / Edmund Hwy	State Hwy S	0.91	1.5
1048	1A	US Hwy 176 / River Dr / Broad River Rd	Irmo Dr	0.97	2.1
1048	2A	Sunset Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.28	0.3
1048	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	0.33	0.6
1048	2A	State Hwy S-32-38	STATE HWY 6	0.90	0.7
1048	2A	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	RR	0.92	1.0
1048	2A	Andrew Corley Rd	Pilgrim Church Rd	0.92	0.4
1048	2A	Irmo Dr	State Hwy S-32-38	0.95	1.7
1048	2A	US Hwy 176 / River Dr / Broad River Rd	Irmo Dr	0.97	2.1
1048	2A	Old Cherokee Rd	Sunset Blvd	1.03	0.6
1048	2A	STATE HWY 6	Corley Mill Rd	1.09	2.2
1048	2A	Pilgrim Church Rd	Old Cherokee Rd	1.10	1.2
1048	2A	Corley Mill Rd	Andrew Corley Rd	1.11	0.8
1048	2B	STATE HWY 6	Corley Mill Rd	1.09	2.2
1048	3A	No Name	Platt Springs Rd	0.20	0.4
1048	3A	RR	Industrial Dr	0.59	0.4
1048	3A	Industrial Dr	Two Notch Rd	0.64	0.7
1048	3A	Two Notch Rd	NAZARETH RD RD	0.70	1.7
1048	3A	NAZARETH RD RD	No Name	0.82	1.2
1048	3A	Platt Springs Rd	NEW ORANGEBURG RD RD	0.88	0.6
1048	3A	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	RR	0.92	1.0
1048	3A	NEW ORANGEBURG RD RD	State Hwy S	0.95	1.5
1048	3B	State Hwy S	Hwy 302 / Edmund Hwy	0.82	1.5
1048	3B	NEW ORANGEBURG RD RD	State Hwy S	0.95	1.5
SC Hwy 768 / Shop Rd					
1049	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	Elmwood Ave	0.26	0.5
1049	2C	GREENE ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy	0.35	0.4
1049	2C	RR	GREENE ST ST	0.55	0.4
1049	2C	RR	SC Hwy 48 / Rosewood Dr / Bluff Rd	0.55	0.5
1049	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.77	0.4
1049	2C	RR	RR	0.92	0.4
1049	2C	SC Hwy 48 / Rosewood Dr / Bluff Rd	RR	1.03	0.4
1049	2C	BELTLINE BLVD BLVD	RR	1.07	2.2
1049	3C	Pineview Rd	ATLAS RD RD	0.84	1.0
1049	3C	ATLAS RD RD	I 77	0.89	0.4
1049	3C	I 77	BELTLINE BLVD BLVD	0.91	0.9
1049	3C	BELTLINE BLVD BLVD	RR	1.07	2.2
1050	2C	Blanding St	Lady St	0.42	0.4
1050	2C	Elmwood Ave	Blanding St	0.61	0.4
1050	2C	Lady St	College St	0.76	0.4
1050	2C	RR	RR	0.82	0.7
1050	2C	College St	WHEAT ST ST	0.84	0.4
1050	2C	WHEAT ST ST	STATE HWY 48	0.84	0.4
1050	2C	RR	BELTLINE BLVD BLVD	1.08	2.2
1050	2C	STATE HWY 48	RR	1.09	0.4
1050	3C	ATLAS RD RD	Pineview Rd	0.72	1.0
1050	3C	I 77	ATLAS RD RD	0.90	0.4
1050	3C	BELTLINE BLVD BLVD	I 77	0.99	0.9
1050	3C	RR	BELTLINE BLVD BLVD	1.08	2.2
St Andrews Rd					
1051	2B	RR	Harbison Blvd	0.38	0.3
1051	2B	US hwy 176	Kay St	0.75	0.6
1051	2B	Jamil Rd	Sidney Rd	0.77	0.5
1051	2B	PINEY GROVE RD RD	BUSH RIVER RD RD	0.79	0.2
1051	2B	Kay St	Jamil Rd	0.81	0.5
1051	2B	ROLLINGVIEW LN LN	TRAM RD RD	0.87	0.6
1051	2B	RR	PINEY GROVE RD RD	0.87	0.5
1051	2B	Harbison Blvd	IRMO MS	0.88	0.5
1051	2B	TRAM RD RD	RR	0.90	0.3
1051	2B	No Name	Fork Ave	0.97	0.5
1051	2B	Sidney Rd	ROLLINGVIEW LN LN	1.01	0.3

LOS D
LOS E
LOS F

Table 3G: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1051	2B	IRMO MS	No Name	1.04	0.4
1051	2B	BUSH RIVER RD RD	RR	1.07	0.7
1052	2B	RR	TRAM RD RD	0.67	0.3
1052	2B	Ashland Rd	Woodland Hls	0.67	0.4
1052	2B	Kay St	US hwy 176	0.72	0.6
1052	2B	Woodland Hls	Kay St	0.76	0.3
1052	2B	Fork Ave	No Name	0.78	0.5
1052	2B	IRMO MS	Harbison Blvd	0.89	0.5
1052	2B	BUSH RIVER RD RD	PINEY GROVE RD RD	0.90	0.2
1052	2B	No Name	IRMO MS	0.90	0.4
1052	2B	ROLLINGVIEW LN LN	Ashland Rd	0.90	0.6
1052	2B	RR	BUSH RIVER RD RD	0.92	0.7
1052	2B	PINEY GROVE RD RD	RR	0.98	0.5
1052	2B	TRAM RD RD	ROLLINGVIEW LN LN	0.99	0.6
1052	2B	Harbison Blvd	RR	1.06	0.3
Sunset Dr					
1053	2B	US HWY 176	Summeriea Dr/Abingdon Rd	0.97	0.4
1053	2C	Summeriea Dr/Abingdon Rd	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.52	0.4
1053	2C	STATE HWY 277 SB	Board St	0.62	0.3
1053	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	STATE HWY 277 SB	0.86	0.4
1053	2C	US HWY 176	Summeriea Dr/Abingdon Rd	0.97	0.4
1054	2B	Summeriea Dr/Abingdon Rd	US HWY 176	0.86	0.4
1054	2C	STATE HWY 277 SB	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	0.65	0.4
1054	2C	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	Summeriea Dr/Abingdon Rd	0.73	0.4
1054	2C	Summeriea Dr/Abingdon Rd	US HWY 176	0.86	0.4
1054	2C	Board St	STATE HWY 277 SB	0.91	0.3
Two Notch Rd					
1055	3A	I 20	Muddy Springs Rd	0.53	0.2
1055	3A	Barr Rd	Longs Pond Rd / Pisgah Church Rd	0.66	1.0
1055	3A	Muddy Springs Rd	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.89	1.8
1055	3A	Longs Pond Rd / Pisgah Church Rd	I 20	0.94	1.8
1056	3A	Longs Pond Rd / Pisgah Church Rd	Barr Rd	0.67	1.0
1056	3A	Muddy Springs Rd	I 20	0.79	0.2
1056	3A	I 20	Longs Pond Rd / Pisgah Church Rd	0.96	1.8
1056	3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Muddy Springs Rd	1.00	1.8
US Hwy 1 / Meeting St / Augusta Hwy					
1057	2B	13Th ST	9TH ST ST	0.78	0.5
1057	2B	Dreher Rd	LEAPHART RD RD	0.88	0.3
1057	2B	9TH ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy	1.01	0.8
1057	2B	LEAPHART RD RD	13Th ST	1.19	1.0
1057	2C	9TH ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy	1.01	0.8
1058	2B	9TH ST ST	13Th ST	0.52	0.5
1058	2B	US Hwy 378 / Columbia Ave / Augusta Hwy	9TH ST ST	0.86	0.8
1058	2B	13Th ST	LEAPHART RD RD	1.08	1.0
US Hwy 176 / River Dr / Broad River Rd					
1059	1A	CLARK ST ST	Amicks Ferry Rd	0.46	0.3
1059	1A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Bickley Rd	0.75	0.2
1059	1A	3 Dog Rd	State Hwy S-40-405	0.76	1.4
1059	1A	State Hwy S-40-405	US HWY 75	0.84	0.7
1059	1A	US HWY 75	Murray Lindler rd	0.91	1.8
1059	1A	176/76	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.92	1.2
1059	1A	Bickley Rd	State Hywy S-40-216	0.95	2.7
1059	1A	State Hywy S-40-216	3 Dog Rd	0.98	0.5
1059	1A	Murray Lindler rd	CLARK ST ST	0.99	0.8
1059	1B	Columbiana Dr	Woodrow St	0.69	0.9
1059	1B	Woodrow St	Koon Rd	0.74	1.1
1059	1B	Koon Rd	176/76	0.89	0.7
1059	1B	176/76	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.92	1.2
1059	2B	Dutch Square Blvd	I-20 WB Ramp	0.34	0.4
1059	2B	I-20 WB Ramp	Seminole Rd/Young Dr	0.36	0.4
1059	2B	RIVERWALK WAY WAY	Kinnerly/Kinley Rd	0.48	0.4
1059	2B	Kinnerly/Kinley Rd	Western Ln	0.61	0.4
1059	2B	Columbiana Dr	Woodrow St	0.69	0.9
1059	2B	STATE HWY S-40-930	Piney Grove Rd	0.71	0.3
1059	2B	Seminole Rd/Young Dr	St Andrews Rd	0.83	0.6
1059	2B	STATE HWY S-40-757	RIVERWALK WAY WAY	0.84	0.8
1059	2B	GEOLOGY RD RD	STATE HWY S-40-757	0.84	1.2
1059	2B	US HWY 176	GREYSTONE BLVD BLVD	0.84	0.4
1059	2B	Northwood St	SUNSET DR DR	0.87	0.5
1059	2B	Huffstetler Dr	STATE HWY S-40-930	0.87	0.5
1059	2B	BUSH RIVER RD RD	Dutch Square Blvd	0.87	0.4
1059	2B	St Andrews Rd	Huffstetler Dr	0.90	0.9

LOS D
LOS E
LOS F

Table 3H: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1059	2B	GREYSTONE BLVD BLVD	BUSH RIVER RD RD	0.91	0.6
1059	2B	Western Ln	Columbiana Dr	0.91	0.6
1059	2B	Piney Grove Rd	GEOLOGY RD RD	0.91	0.5
1059	2B	SUNSET DR DR	US HWY 176	1.01	1.0
1059	2C	Northwood St	SUNSET DR DR	0.87	0.5
1059	2C	Main St	Northwood St	0.94	0.6
1060	1A	Amicks Ferry Rd	CLARK ST ST	0.62	0.3
1060	1A	3 Dog Rd	State Hywy S-40-216	0.71	0.5
1060	1A	US HWY 75	State Hwy S-40-405	0.80	0.7
1060	1A	State Hwy S-40-405	3 Dog Rd	0.84	1.4
1060	1A	CLARK ST ST	Murray Lindler rd	0.89	0.8
1060	1A	State Hywy S-40-216	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.91	2.9
1060	1A	Murray Lindler rd	US HWY 75	0.93	1.8
1060	1A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	176/76	0.94	1.2
1060	1B	176/76	Koon Rd	0.89	0.7
1060	1B	Koon Rd	Woodrow St	0.90	1.1
1060	1B	Woodrow St	Columbiana Dr	0.93	0.9
1060	1B	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	176/76	0.94	1.2
1060	2B	Western Ln	Kinnerly/Kinley Rd	0.41	0.4
1060	2B	Rushmore Rd	I-20 WB Ramp	0.44	0.5
1060	2B	Huffstetler Dr	St Andrews Rd	0.60	0.9
1060	2B	St Andrews Rd	Rushmore Rd	0.72	0.5
1060	2B	I-20 WB Ramp	Dutch Square Blvd	0.74	0.4
1060	2B	Kinnerly/Kinley Rd	RIVERWALK WAY WAY	0.79	0.4
1060	2B	Piney Grove Rd	STATE HWY S-40-930	0.79	0.3
1060	2B	BUSH RIVER RD RD	GREYSTONE BLVD BLVD	0.80	0.6
1060	2B	Dutch Square Blvd	BUSH RIVER RD RD	0.80	0.4
1060	2B	STATE HWY S-40-930	Huffstetler Dr	0.87	0.5
1060	2B	Columbiana Dr	Western Ln	0.87	0.6
1060	2B	RIVERWALK WAY WAY	STATE HWY S-40-757	0.90	0.8
1060	2B	GEOLOGY RD RD	Piney Grove Rd	0.91	0.5
1060	2B	STATE HWY S-40-757	GEOLOGY RD RD	0.92	1.2
1060	2B	Woodrow St	Columbiana Dr	0.93	0.9
1060	2B	US HWY 176	SUNSET DR DR	0.96	1.0
1060	2B	GREYSTONE BLVD BLVD	US HWY 176	0.99	0.4
1060	2B	SUNSET DR DR	Northwood St	1.00	0.5
1060	2C	Northwood St	Main St	0.82	0.6
1060	2C	SUNSET DR DR	Northwood St	1.00	0.5
US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy					
1061	2B	Glen St	STATE HWY 215	0.68	0.4
1061	2B	STATE HWY 2	Axtell Dr	0.85	0.2
1061	2B	9TH ST ST	STATE HWY 2	0.95	0.5
1061	2B	CHARLESTON HWY HWY	12TH ST ST	1.05	0.4
1061	2B	CHARLESTON HWY HWY	12TH ST ST	1.05	0.4
1061	2B	12TH ST ST	9TH ST ST	1.08	0.4
1061	2B	12TH ST ST	9TH ST ST	1.08	0.4
1061	2B	STATE HWY 215	CHARLESTON HWY HWY	1.19	0.5
1061	2C	Barnwell St	HARDEN ST ST	0.26	0.4
1061	2C	Sumter St	Barnwell St	0.55	0.5
1061	2C	Lincoln St	Sumter St	0.55	0.4
1061	2C	STATE HWY 2	Axtell Dr	0.85	0.2
1061	2C	US Hwy 321 / Huger St	Lincoln St	1.08	0.4
1061	2C	Axtell Dr	US Hwy 321 / Huger St	1.17	0.7
1061	3B	Glen St	STATE HWY 215	0.68	0.4
1061	3B	Fish Hatchery Rd	Dixiana Rd	0.68	0.6
1061	3B	HWY 321	Gardners Terrace Rd	0.78	0.5
1061	3B	Dixiana Rd	US HWY 21	0.81	0.5
1061	3B	US HWY 21	Memorial Dr	0.92	0.3
1061	3B	Gardners Terrace Rd	Fish Hatchery Rd	0.94	1.9
1061	3B	US HWY 21	US HWY 21	0.98	0.4
1061	3B	Memorial Dr	Glen St	1.04	0.9
1061	3B	I 26	HWY 321	1.10	1.8
1061	3C	I 26	HWY 321	1.10	1.8
1062	2B	Axtell Dr	STATE HWY 2	0.67	0.2
1062	2B	CHARLESTON HWY HWY	STATE HWY 215	0.72	0.5
1062	2B	STATE HWY 2	9TH ST ST	0.97	0.5
1062	2B	STATE HWY 215	Glen St	1.00	0.4
1062	2B	12TH ST ST	CHARLESTON HWY HWY	1.05	0.4
1062	2B	9TH ST ST	12TH ST ST	1.06	0.4

LOS D
LOS E
LOS F

Table 3I: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1062	2C	Barnwell St	Bull St	0.37	0.3
1062	2C	HARDEN ST ST	Barnwell St	0.43	0.4
1062	2C	Axtell Dr	STATE HWY 2	0.67	0.2
1062	2C	Bull St	Lincoln St	0.67	0.6
1062	2C	Bull St	Lincoln St	0.67	0.6
1062	2C	Lincoln St	US Hwy 321 / Huger St	0.76	0.4
1062	2C	Lincoln St	US Hwy 321 / Huger St	0.76	0.4
1062	2C	US Hwy 321 / Huger St	Axtell Dr	1.12	0.7
1062	3B	US HWY 21	US HWY 21	0.47	0.4
1062	3B	Dixiana Rd	Fish Hatchery Rd	0.58	0.6
1062	3B	Fish Hatchery Rd	Gardners Terrace Rd	0.71	1.9
1062	3B	Gardners Terrace Rd	HWY 321	0.74	0.5
1062	3B	US HWY 21	Dixiana Rd	0.74	0.5
1062	3B	Memorial Dr	US HWY 21	1.00	0.3
1062	3B	STATE HWY 215	Glen St	1.00	0.4
1062	3B	Glen St	Memorial Dr	1.07	0.9
1062	3B	HWY 321	I 26	1.25	1.8
1062	3C	HWY 321	I 26	1.25	1.8
US Hwy 321 / Huger St					
1063	2C	Heyward St	/ Charleston Hwy	0.31	0.4
1063	2C	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.57	0.6
1063	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.85	0.4
1063	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.85	0.4
1063	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	Hwy 126	0.93	0.4
1064	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.37	0.4
1064	2C	Hwy 126	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.37	0.4
1064	2C	GREENE ST ST	Heyward St	0.71	0.6
1064	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	GREENE ST ST	0.98	0.4
US Hwy 321 / US Hwy 21 / Elmwood Ave					
1065	2C	Park St	SC Hwy 277 / Bull St	0.50	0.5
1065	2C	US Hwy 21	Park St	1.16	0.5
1066	2C	SC Hwy 277 / Bull St	Park St	0.74	0.5
1066	2C	Park St	US Hwy 21	1.16	0.5
US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd					
1067	1C	PISGAH CHURCH RD RD	Hardscrabble Rd	0.88	0.5
1067	2C	Sunset Dr	STATE HWY 215	0.52	0.6
1067	2C	WILKES RD RD	I 20 WB Ramp	0.53	0.4
1067	2C	STATE HWY 215	LORICK AVE AVE	0.65	0.3
1067	2C	US Hwy 321 / US Hwy 21 / Elmwood Ave	Anthony Ave	0.71	0.6
1067	2C	LORICK AVE AVE	COLUMBIA COLLEGE DR DR	0.73	0.4
1067	2C	Anthony Ave	Sunset Dr	0.77	0.6
1067	2C	PRESCOTT RD RD	FRYE RD RD	0.82	0.3
1067	2C	PISGAH CHURCH RD RD	Hardscrabble Rd	0.88	0.5
1067	2C	Clarendon St	PRESCOTT RD RD	0.89	1.2
1067	2C	I 20 WB Ramp	US HWY 21	0.92	0.5
1067	2C	MASON RD RD RD	WILKES RD RD	0.93	0.3
1067	2C	COLUMBIA COLLEGE DR DR	Clarendon St	0.95	0.3
1067	2C	FRYE RD RD	MASON RD RD RD	0.98	0.4
1067	2C	US HWY 21	SHARPE RD RD	1.00	0.6
1067	2C	SHARPE RD RD	PISGAH CHURCH RD RD	1.00	1.0
1068	1C	Hardscrabble Rd	PISGAH CHURCH RD RD	0.80	0.5
1068	2C	FRYE RD RD	PRESCOTT RD RD	0.52	0.3
1068	2C	LORICK AVE AVE	Miller Ave	0.56	0.6
1068	2C	Anthony Ave	US Hwy 321 / US Hwy 21 / Elmwood Ave	0.58	0.6
1068	2C	Miller Ave	Sunset Dr	0.60	0.3
1068	2C	I 20 WB Ramp	WILKES RD RD	0.67	0.4
1068	2C	Hardscrabble Rd	PISGAH CHURCH RD RD	0.80	0.5
1068	2C	Clarendon St	COLUMBIA COLLEGE DR DR	0.83	0.3
1068	2C	US HWY 21	I 20 WB Ramp	0.85	0.5
1068	2C	WILKES RD RD	MASON RD RD RD	0.91	0.3
1068	2C	COLUMBIA COLLEGE DR DR	LORICK AVE AVE	0.94	0.4
1068	2C	MASON RD RD RD	FRYE RD RD	0.95	0.4
1068	2C	Sunset Dr	Anthony Ave	0.95	0.6
1068	2C	PRESCOTT RD RD	Clarendon St	0.97	1.2
1068	2C	PISGAH CHURCH RD RD	SHARPE RD RD	1.03	1.0
1068	2C	SHARPE RD RD	US HWY 21	1.07	0.6
US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St					
1069	2A	US HWY 378	N lake Dr	0.22	0.4
1069	2A	Berly St	US HWY 378	0.56	0.4
1069	2A	Gibson Rd	No Name	0.62	0.3
1069	2A	No Name	Berly St	0.65	0.6
1069	2A	Barr Rd	Gibson Rd	0.92	0.4

LOS D
LOS E
LOS F

Table 3J: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1069	2A	Hermitage Rd	Barr Rd	0.96	1.6
1069	2A	Longs Pond Rd / Pisgah Church Rd	Hermitage Rd	0.98	0.7
1069	2A	N lake Dr	No Name	0.99	0.3
1069	2A	No Name	Old Cherokee Rd	1.14	0.4
1069	2B	Mineral Springs Rd	Tom Corley PI	0.52	0.2
1069	2B	Old Cherokee Rd	Whiteford Way	0.63	0.5
1069	2B	I 20	LEAPHART RD RD	0.68	0.5
1069	2B	N Hook Ave	Hummingbird dr/Arehart St	0.69	0.5
1069	2B	9TH ST ST	N Lucas St	0.75	0.3
1069	2B	Hospital Dr W	I 26 NB Ramp	0.77	0.4
1069	2B	Tom Corley PI	No Name	0.90	0.4
1069	2B	I 26 NB Ramp	N Hook Ave	0.93	0.4
1069	2B	STATE ST ST	US HWY 1	0.95	0.5
1069	2B	No Name	I 20	0.98	2.9
1069	2B	HEBRON DR DR	Hospital Dr W	1.00	0.5
1069	2B	LEAPHART RD RD	Lott Ct	1.01	0.4
1069	2B	Whiteford Way	Mineral Springs Rd	1.01	0.4
1069	2B	N Lucas St	STATE ST ST	1.03	0.5
1069	2B	Lott Ct	HEBRON DR DR	1.10	0.7
1069	2B	Hummingbird dr/Arehart St	LEXINGTON ST ST	1.10	0.9
1069	2B	LEXINGTON ST ST	9TH ST ST	1.13	0.6
1069	2B	No Name	Old Cherokee Rd	1.14	0.4
1069	2C	Gregg St	US Hwy 378 / US Hwy 1 / Millwood Ave	0.50	0.6
1069	2C	Main St	Pickens St	0.57	0.4
1069	2C	GADSDEN ST ST	Main St	0.65	0.4
1069	2C	US HWY 1	GADSDEN ST ST	0.74	0.5
1069	2C	Pickens St	Gregg St	0.76	0.3
1069	2C	STATE ST ST	US HWY 1	0.95	0.5
1070	2A	No Name	Northwood Rd	0.49	0.4
1070	2A	Berly St	Park Road	0.55	0.4
1070	2A	Whiteford Way	Old Cherokee Rd	0.67	0.5
1070	2A	Park Road	Gibson Rd	0.68	0.6
1070	2A	Gibson Rd	Barr Rd	0.88	0.4
1070	2A	Hermitage Rd	Longs Pond Rd / Pisgah Church Rd	0.92	0.7
1070	2A	Northwood Rd	US HWY 378	0.99	0.3
1070	2A	US HWY 378	Berly St	1.01	0.4
1070	2A	Old Cherokee Rd	No Name	1.01	0.4
1070	2A	Barr Rd	Hermitage Rd	1.09	1.6
1070	2B	N Hook Ave	I 26 NB Ramp	0.50	0.4
1070	2B	I 26 NB Ramp	Hospital Dr W	0.56	0.4
1070	2B	No Name	Tom Corley PI	0.59	0.4
1070	2B	LEXINGTON ST ST	Hummingbird dr/Arehart St	0.60	0.9
1070	2B	Whiteford Way	Old Cherokee Rd	0.67	0.5
1070	2B	Tom Corley PI	Whiteford Way	0.74	0.6
1070	2B	9TH ST ST	LEXINGTON ST ST	0.82	0.6
1070	2B	US Hwy 1 / Meeting St / Augusta Hwy	STATE HWY 12	0.85	0.3
1070	2B	Hummingbird dr/Arehart St	N Hook Ave	0.90	0.5
1070	2B	LEAPHART RD RD	I 20	0.94	0.5
1070	2B	I 20	No Name	0.97	2.9
1070	2B	Lott Ct	LEAPHART RD RD	0.98	0.4
1070	2B	US Hwy 321 / Huger St	US Hwy 1 / Meeting St / Augusta Hwy	0.98	0.6
1070	2B	Hospital Dr W	HEBRON DR DR	1.03	0.5
1070	2B	HEBRON DR DR	Lott Ct	1.04	0.7
1070	2B	STATE HWY 12	9TH ST ST	1.05	0.5
1070	2C	SC Hwy 768 / Shop Rd	US Hwy 321 / Huger St	0.41	0.6
1070	2C	Gregg St	SC Hwy 277 / Bull St	0.63	0.4
1070	2C	US Hwy 378 / US Hwy 1 / Millwood Ave	Gregg St	0.71	0.6
1070	2C	SC Hwy 277 / Bull St	SC Hwy 768 / Shop Rd	0.76	0.4
1070	2C	US Hwy 1 / Meeting St / Augusta Hwy	STATE HWY 12	0.85	0.3
1070	2C	US Hwy 321 / Huger St	US Hwy 1 / Meeting St / Augusta Hwy	0.98	0.6
US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd					
1071	1C	Spingvalley Rd	Polo Rd	0.69	1.1
1071	1C	BRICKYARD RD RD	No Name	0.79	0.4
1071	1C	Polo Rd	BRICKYARD RD RD	0.81	0.6
1071	1D	No Name	Risdon Way/Valhalla Dr	0.51	0.6
1071	1D	Fore Ave	SB Clemson RD Ramp	0.79	0.4
1071	1D	BRICKYARD RD RD	No Name	0.79	0.4
1071	1D	Kelly Mill Rd	White Pond Rd / Church St	0.83	2.6
1071	1D	NB Clemson RD Ramp	STATE HWY S-40-53	0.93	0.6

LOS D
LOS E
LOS F

Table 3K: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1071	1D	White Pond Rd / Church St	Watts Hill Rd	0.93	1.8
1071	1D	STATE HWY S-40-53	Earth Rd / Spears Creek Church Rd / Woodcreek Farms	0.96	0.8
1071	1D	Risdon Way/Valhalla Dr	Fore Ave	0.97	0.5
1071	1D	SB Clemson RD Ramp	NB Clemson RD Ramp	1.02	0.3
1071	1D	Earth Rd / Spears Creek Church Rd	Kelly Mill Rd	1.05	1.5
1071	2C	Columbia Mall Entrance	DECKER BLVD BLVD	0.37	0.4
1071	2C	I-20 WB Ramp	Daulton Dr/Oakway Dr	0.49	0.4
1071	2C	DECKER BLVD BLVD	Oniel Ct	0.64	0.5
1071	2C	MAPLE ST ST	Woodrow St	0.66	0.1
1071	2C	Rabon Rd	No Name	0.68	0.6
1071	2C	Spingvalley Rd	Polo Rd	0.69	1.1
1071	2C	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset B	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.69	0.4
1071	2C	Woodrow St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.74	0.5
1071	2C	Germany St	STATE HWY 16	0.75	0.5
1071	2C	SHAKESPEARE RD RD	Arcadia Lake Dr	0.76	0.7
1071	2C	Carter St	CUSHMAN DR DR	0.77	0.3
1071	2C	No Name	Spingvalley Rd	0.82	0.3
1071	2C	Oniel Ct	I-20 WB Ramp	0.83	0.4
1071	2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	Read St	0.84	0.4
1071	2C	N Grampian Hills Rd	ALPINE RD RD	0.84	0.2
1071	2C	Daulton Dr/Oakway Dr	N Grampian Hills Rd	0.86	0.4
1071	2C	ALPINE RD RD	Rabon Rd	0.87	0.5
1071	2C	STATE HWY 16	Carter St	0.89	0.4
1071	2C	Read St	Harrison Rd	0.91	0.6
1071	2C	Baldwin Rd	SHAKESPEARE RD RD	0.95	0.6
1071	2C	Harrison Rd	Germany St	0.95	0.3
1071	2C	Devine St	MAPLE ST ST	0.98	0.7
1071	2C	Arcadia Lake Dr	Columbia Mall Entrance	0.98	0.7
1071	2C	CUSHMAN DR DR	Baldwin Rd	1.17	0.5
1072	1C	No Name	BRICKYARD RD RD	0.83	0.4
1072	1C	BRICKYARD RD RD	Polo Rd	0.92	0.6
1072	1C	Polo Rd	Spingvalley Rd	0.98	1.1
1072	1D	Risdon Way/Valhalla Dr	No Name	0.65	0.6
1072	1D	Fore Ave	Risdon Way/Valhalla Dr	0.67	0.5
1072	1D	No Name	BRICKYARD RD RD	0.83	0.4
1072	1D	Earth Rd / Spears Creek Church Rd	STATE HWY S-40-53	0.83	0.8
1072	1D	NB Clemson RD Ramp	Fore Ave	0.87	0.6
1072	1D	Watts Hill Rd	White Pond Rd / Church St	0.89	1.8
1072	1D	STATE HWY S-40-53	NB Clemson RD Ramp	0.99	0.6
1072	1D	White Pond Rd / Church St	Kelly Mill Rd	1.05	2.6
1072	1D	Kelly Mill Rd	Earth Rd / Spears Creek Church Rd / Woodcreek Farms	1.07	1.5
1072	2C	Maingate Dr/Windsor Lake Blvd	Rabon Rd	0.37	0.3
1072	2C	I-20 WB Ramp	Oniel Ct	0.44	0.4
1072	2C	HAMPTON ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.46	0.3
1072	2C	No Name	Columbia Mall Entrance	0.55	0.5
1072	2C	ALPINE RD RD	I 77	0.56	0.4
1072	2C	Laurel St	HAMPTON ST ST	0.62	0.3
1072	2C	Windover St	STATE HWY 16	0.66	0.2
1072	2C	Spingvalley Rd	Maingate Dr/Windsor Lake Blvd	0.70	0.6
1072	2C	Arcadia Lake Dr	SHAKESPEARE RD RD	0.70	0.7
1072	2C	Daulton Dr/Oakway Dr	I-20 WB Ramp	0.76	0.4
1072	2C	Rabon Rd	ALPINE RD RD	0.81	0.5
1072	2C	MAPLE ST ST	Devine St	0.83	0.7
1072	2C	Harrison Rd	Chestnut St	0.89	0.4
1072	2C	Oniel Ct	No Name	0.95	0.3
1072	2C	I 77	Daulton Dr/Oakway Dr	0.96	0.2
1072	2C	SHAKESPEARE RD RD	Baldwin Rd	0.97	0.6
1072	2C	STATE HWY 16	Germany St	0.98	0.5
1072	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	MAPLE ST ST	0.98	0.7
1072	2C	Polo Rd	Spingvalley Rd	0.98	1.1
1072	2C	Columbia Mall Entrance	Arcadia Lake Dr	1.01	0.7
1072	2C	Chestnut St	Laurel St	1.02	0.4
1072	2C	Germany St	Harrison Rd	1.04	0.3
1072	2C	CUSHMAN DR DR	Windover St	1.15	0.4
1072	2C	Baldwin Rd	CUSHMAN DR DR	1.28	0.5
US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd					
1073	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	S Church St	0.55	0.5
1073	2A	S Church St	Harmon St	0.65	0.5
1073	2A	Library Hill Ln	Cedarcreast Dr	1.03	0.2

LOS D
LOS E
LOS F

Table 3L: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1073	2A	Harmon St	Library Hill Ln	1.08	0.6
1073	2B	Ermine Rd	WATTLING RD RD	0.53	0.6
1073	2B	I 26	Castle Dr	0.70	0.3
1073	2B	I-20 NB ramp	Dooley Rd/Cedar Rd	0.75	0.3
1073	2B	Castle Dr	LEAPHART RD RD	0.77	0.5
1073	2B	WATTLING RD RD	Methodist Park Rd	0.79	0.7
1073	2B	Cedarcreast Dr	I-20 NB ramp	0.90	1.2
1073	2B	TWO NOTCH RD RD	OAK DR DR	0.90	0.8
1073	2B	Dooley Rd/Cedar Rd	TWO NOTCH RD RD	1.00	1.2
1073	2B	Methodist Park Rd	I 26	1.02	0.6
1073	2B	OAK DR DR	Ermine Rd	1.02	1.1
1073	2B	Library Hill Ln	Cedarcreast Dr	1.03	0.2
1073	2B	LEAPHART RD RD	N Brown St	1.08	0.8
1073	2B	N Brown St	Senn St	1.11	0.2
1074	2A	Harmon St	S Church St	0.36	0.5
1074	2A	S Church St	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.62	0.5
1074	2A	Library Hill Ln	Harmon St	0.89	0.6
1074	2A	Cedarcreast Dr	Library Hill Ln	1.07	0.2
1074	2B	Ermine Rd	OAK DR DR	0.61	1.1
1074	2B	LEAPHART RD RD	Castle Dr	0.63	0.5
1074	2B	Methodist Park Rd	WATTLING RD RD	0.72	0.7
1074	2B	I 26	Methodist Park Rd	0.79	0.6
1074	2B	OAK DR DR	TWO NOTCH RD RD	0.82	0.8
1074	2B	Dooley Rd/Cedar Rd	Cedarcreast Dr	0.90	1.5
1074	2B	N Brown St	LEAPHART RD RD	0.93	0.8
1074	2B	Senn St	N Brown St	1.01	0.2
1074	2B	Castle Dr	I 26	1.04	0.3
1074	2B	TWO NOTCH RD RD	Dooley Rd/Cedar Rd	1.06	1.2
1074	2B	Cedarcreast Dr	Library Hill Ln	1.07	0.2
1074	2B	WATTLING RD RD	Ermine Rd	1.09	0.6
US Hwy 601 / McCords Ferry Rd					
1075	2E	Robert Wilson Rd	Circle Dr	1.01	2.0
1075	2E	Circle Dr	SC Hwy 262 / Leesburg Rd	1.02	1.0
1075	3E	STATE HWY 263	US Hwy 76 / Devine St / Garners Ferry Rd	1.00	2.8
1075	3E	Bluff Rd	Reynolds Rd	1.00	2.0
1075	3E	RR	STATE HWY 263	1.01	2.9
1075	3E	Reynolds Rd	RR	1.01	2.0
1075	3E	Robert Wilson Rd	Circle Dr	1.01	2.0
1075	3E	US Hwy 76 / Devine St / Garners Ferry Rd	Robert Wilson Rd	1.05	2.0
1075	4E	Bluff Rd	Reynolds Rd	1.00	2.0
1076	2E	SC Hwy 262 / Leesburg Rd	Circle Dr	1.02	1.0
1076	2E	Circle Dr	Robert Wilson Rd	1.03	2.0
1076	3E	US Hwy 76 / Devine St / Garners Ferry Rd	STATE HWY 263	0.99	2.8
1076	3E	STATE HWY 263	RR	0.99	2.9
1076	3E	Reynolds Rd	Bluff Rd	1.00	2.0
1076	3E	RR	Reynolds Rd	1.00	2.0
1076	3E	Circle Dr	Robert Wilson Rd	1.03	2.0
1076	3E	Robert Wilson Rd	US Hwy 76 / Devine St / Garners Ferry Rd	1.03	2.0
1076	4E	Reynolds Rd	Bluff Rd	1.00	2.0
US Hwy 76 / Devine St / Garners Ferry Rd					
1077	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	KILBOURNE RD RD	0.65	0.3
1077	2C	KILBOURNE RD RD	STATE HWY 16	0.69	0.5
1077	2C	WILDCAT RD RD	Hampton Pl	0.73	0.5
1077	2C	No Name	SC Hwy 262 / Leesburg Rd	0.75	0.4
1077	2C	Hampton Pl	No Name	0.78	0.5
1077	2C	HARDEN ST ST	MAPLE ST ST	0.81	0.7
1077	2C	MAPLE ST ST	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.86	0.6
1077	2C	SC Hwy 262 / Leesburg Rd	I-77 SB off ramp	0.87	0.3
1077	2C	STATE HWY 16	WILDCAT RD RD	0.89	0.5
1077	2C	GREENLAWN DR DR	Patterson Rd	0.91	0.5
1077	2C	I-77 SB off ramp	GREENLAWN DR DR	1.00	0.4
1077	3C	Patterson Rd	Pineview Rd	0.87	1.2
1077	3C	TROTTER RD RD	BROWNS CHAPEL RD RD	0.90	1.8
1077	3C	GREENLAWN DR DR	Patterson Rd	0.91	0.5
1077	3C	Pineview Rd	Universal Dr	0.92	0.2
1077	3C	Pineview Rd	Universal Dr	0.92	0.2
1077	3C	Universal Dr	TROTTER RD RD	0.99	1.2
1077	3C	Universal Dr	TROTTER RD RD	0.99	1.2
1077	3D	TROTTER RD RD	BROWNS CHAPEL RD RD	0.90	1.8
1077	3D	STATE HWY 769	South Carolina Rd	0.95	2.6

LOS D
LOS E
LOS F

Table 3M: 2008 Entire Corridor Network – PM Peak Period

Route ID	Map ID	Start	End	C.I.	Length (mi)
1077	3D	South Carolina Rd	Old Congaree Run	0.98	0.8
1077	3D	HUNTING CREEK RD RD	STATE HWY 769	0.99	0.9
1077	3D	Old Congaree Run	Piney Branch Rd	1.03	2.8
1077	3D	Piney Branch Rd	Chain Gang Rd	1.03	1.8
1077	3D	BROWNS CHAPEL RD RD	HUNTING CREEK RD RD	1.04	1.0
1077	3E	STATE HWY 236	Richland/Sumter County Line	1.00	1.2
1077	3E	Chain Gang Rd	US Hwy 601 / McCords Ferry Rd	1.01	1.3
1077	3E	US Hwy 601 / McCords Ferry Rd	STATE HWY 236	1.01	2.3
1077	3E	Piney Branch Rd	Chain Gang Rd	1.03	1.8
1078	2C	WILDCAT RD RD	STATE HWY 16	0.39	0.5
1078	2C	I-77 SB off ramp	Dorn Dr	0.50	0.5
1078	2C	MAPLE ST ST	HARDEN ST ST	0.52	0.7
1078	2C	KILBOURNE RD RD	US Hwy 378 / US Hwy 1 / Millwood Ave	0.61	0.3
1078	2C	Hampton Pl	WILDCAT RD RD	0.66	0.5
1078	2C	STATE HWY 16	KILBOURNE RD RD	0.75	0.5
1078	2C	GREENLAWN DR DR	I-77 SB off ramp	0.86	0.4
1078	2C	US Hwy 378 / US Hwy 1 / Millwood Ave	MAPLE ST ST	0.97	0.6
1078	2C	Dorn Dr	Hampton Pl	1.01	0.7
1078	3C	Patterson Rd	GREENLAWN DR DR	0.52	0.5
1078	3C	BROWNS CHAPEL RD RD	TROTTER RD RD	0.84	1.8
1078	3C	Universal Dr	Pineview Rd	0.85	0.2
1078	3C	TROTTER RD RD	Universal Dr	0.91	1.2
1078	3C	Pineview Rd	Patterson Rd	0.96	1.2
1078	3D	South Carolina Rd	Arnold Rd	0.54	0.1
1078	3D	Old Congaree Run	South Carolina Rd	0.70	0.8
1078	3D	BROWNS CHAPEL RD RD	TROTTER RD RD	0.84	1.8
1078	3D	Chain Gang Rd	Piney Branch Rd	1.00	1.8
1078	3D	Piney Branch Rd	Old Congaree Run	1.00	2.8
1078	3D	Arnold Rd	STATE HWY 769	1.02	2.4
1078	3D	HUNTING CREEK RD RD	BROWNS CHAPEL RD RD	1.03	1.0
1078	3D	STATE HWY 769	HUNTING CREEK RD RD	1.09	0.9
1078	3E	Richland/Sumter County Line	STATE HWY 236	1.00	1.2
1078	3E	STATE HWY 236	US Hwy 601 / McCords Ferry Rd	1.00	2.3
1078	3E	Chain Gang Rd	Piney Branch Rd	1.00	1.8
1078	3E	US Hwy 601 / McCords Ferry Rd	Chain Gang Rd	1.01	1.3
White Pond Rd / Church St					
1079	1D	I-20	Health Pond Rd	0.95	1.1
1079	1D	Garlits Dr	US Hwy 378 / US Hwy 1 / Millwood Ave	0.96	1.3
1079	1D	Health Pond Rd	Garlits Dr	1.04	0.8
1080	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	Garlits Dr	0.98	1.3
1080	1D	Health Pond Rd	I-20	0.98	1.1
1080	1D	Garlits Dr	Health Pond Rd	1.01	0.8

LOS D

LOS E

LOS F

Time-of-Day Profiles for Congested Areas

Approximately 53 sub-corridors were identified with congestion (LOS E or F) in the AM and/or PM peak periods (7-9AM, 4-6PM), as shown previously in Section 3. These 53 sub-corridors represent 30 of the 40 overall corridors examined with travel time runs in the AM and PM peak period. Although congestion in most locations primarily occurs in the AM and PM peak periods, congestion can occur during other times of the day. Therefore, 24-hour count locations were identified (with approval from CMCOG) and performed in key congestion locations in the Columbia Area. These 24-hour counts were used to obtain time-of-day traffic profiles in order to identify potential congestion times for the congested corridors other than the AM and PM peak periods. The key count locations are described in Table 4.

Table 4: Time-of-Day Profiles in Congested Areas

Count ID	Roadway	Description
1	Harbison Blvd	East of Park Terrace Dr and west of I-26
2	Hardscrabble Rd	Hardscrabble Rd, north of Clemson Rd
3	Hwy 302 / Edmund Hwy	Airport Blvd, west of I-26
4	Longs Pond Rd / Pisgah Church Rd	Longs Pond Rd/Pisgah Church Rd, north of Barr Rd
5	US Hwy 176 / River Dr / Broad River Rd	US 176, north of I-20
6	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	US 21/Blossom St, west of the RR and Saluda Ave
7	US Hwy 321 / Huger St	US 321/Huger St, north of Gervais St
8	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	US 378, west of Old Cherokee Rd
9	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	US 378, west of I-26
10	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	US 1, between I-20 and I-77

These counts were performed in September 2008. The raw data results at the locations described in Table 4 can be found in Appendix F. These counts were examined in concurrence with the mitigation strategies analysis of all congested corridors for the purpose of identifying potential congestion in the off-peak (i.e. congestion beyond the AM and PM peak periods). This off-peak congestion analysis for the congested corridors is reflected in the CMP findings (please see Section 6).

4 Intersection Hot Spots

An additional product of travel time runs performed over a network consisting of approximately 330 centerline miles is the identification of potential intersection hot spot congestion locations. Using average approach delay (for through movements only) at intersections and HCM 2000 delay-LOS thresholds, potential intersection hot spots on the CMP network were identified.

Intersection LOS Criteria

Morning and evening peak hour traffic operations were examined for all the mainline corridor approaches at intersections using methodologies documented within the *Federal Highway Administration's (FHWA) Highway Capacity Manual (HCM) 2000*. Level-of-service "D" (LOS D) and above was considered to be adequate peak hour traffic conditions. Levels-of-Service "E" and below were considered to be inadequate peak hour conditions. LOS for an intersection is based on average delay per vehicle (i.e. seconds per vehicle), and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of vehicular delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered inadequate for most drivers.

Through movement delays incurred at intersection approaches during the travel time runs were used. These delays do not include delays for any turn lanes along the approach. The following tables are show the LOS criteria and control delay for signalized and unsignalized intersections.

Table 5: LOS Intersection Criteria (Source: FHWA HCM 2000)

Signalized LOS Criteria

LOS	Control Delay (s)	
A	<10	
B	10	20
C	20	35
D	35	55
E	55	80
F	>80	

Unsignalized LOS Criteria

LOS	Control Delay (s)	
A	<10	
B	10	15
C	15	25
D	25	35
E	35	50
F	>50	

Analysis Results

The CMP network consists of approximately 1,170 intersections, of which 845 are controlled by a traffic signal. In the AM peak period, through movement approaches at forty (40) intersections had vehicular delays that correlated with HCM LOS E or F. In the PM peak period, through movement approaches at forty-one (41) intersections had vehicular delays that correlated with HCM LOS E or F. This process identifies intersections which have delay along the main road that results in LOS E or F conditions for those movements. This identifies intersections that are causing problems for the flow of through traffic along the congestion monitoring network. Other intersections may have significant side street or turning movement delay that is not reflected in the through movements travel time delay measured in the CMP. Determination of congested intersections provides additional information to guide the identification of potential mitigation strategies for congested corridors.

Further Discussion of Results

The following is a further discussion of key intersections identified with congestion in the AM and PM peak periods and/or directional congestion (i.e. one direction experiences excessive delays in the AM, and the opposing direction experiences excessive delays in the PM).

Route 1001/1002 - Clemson Road / Killian Road

At Hardscrabble Road, in the AM, the eastbound approach (Clemson Rd/Killian Rd) has inadequate LOS. In the PM, the westbound approach has inadequate LOS.

Route 1011/1012 – Hardscrabble Road

At State Hwy 555, the northeast approach has inadequate LOS in the AM and PM. At Clemson Rd/Killian Rd, the northeast and southwest approaches in the AM have inadequate LOS. In the PM, the northeast approach has inadequate LOS.

Route 1021/1022 – Longs Pond Road/Pisgah Church Road

At Barr Road, the northbound and southbound approaches operate with inadequate LOS in the AM. In the PM, the northbound approach operates with inadequate LOS.

Route 1037/1038 – SC Hwy 12/Forest Dr/Percival Rd/Taylor St/Fort Jackson

At Trenholm Road, the westbound approach operates with inadequate LOS in the AM while in the PM the eastbound approach operates with inadequate LOS.

Route 1047/1048 – SC Hwy 6/Lake Dr/Dreher Shoals Rd

At SC Hwy 12, the northbound approach operates with inadequate LOS in the AM. In the PM, the northbound and southbound approaches operate with inadequate LOS.

Table 6: 2008 Potential Hot Spot Intersections – AM Peak Period

ID	Route Name	Intersecting Street	Intersection Control	LOS
1	Clemson Rd / Killian Rd - EB	Longtown Rd TO Hardscrabble Rd	Signal	E
2	Clemson Rd / Killian Rd - EB	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd / Old National Hwy / Tu	Signal	F
3	Clemson Rd / Killian Rd - WB	Hardscrabble Rd TO Longtown Rd	Signal	E
4	Clemson Rd / Killian Rd - WB	No Name TO WILSON BLVD BLVD	Two-Way Stop	E
5	Clemson Rd / Killian Rd - WB	N Springs/ Rhame Rd TO SUMMIT PKWY PKWY	Signal	E
6	Hardscrabble Rd - SW	Bud Keef Rd TO Summit Pkwy	Signal	F
7	Hardscrabble Rd - SW	Elders Pond Dr TO Clemson Rd / Killian Rd	Signal	F
8	Hardscrabble Rd - SW	Summit Pkwy TO Lee Rd	Signal	F
9	Longs Pond Rd / Pisgah Church Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO US HW	Signal	E
10	Longs Pond Rd / Pisgah Church Rd - NB	I 20 SB TO Two Notch Rd	Signal	F
11	Longs Pond Rd / Pisgah Church Rd - SB	I 20 SB TO I 20	Cross Street	E
12	Longs Pond Rd / Pisgah Church Rd - SB	Rawl Rd TO Barr Rd	All-Way Stop	F
13	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - EB	Park St TO SC Hwy 768 / Shop Rd	Signal	F
14	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - WB	Lakeshore Dr TO TRENHOLM RD RD	Signal	E
15	SC Hwy 277 / Bull St - SB	Lady St TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	Signal	F
16	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	NEW ORANGEBURG RD RD TO Platt Springs Rd	Signal	F
17	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO Northw	Signal	E
18	SC Hwy 768 / Shop Rd - NW	WHEAT ST ST TO US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charlesto	Signal	E
19	SC Hwy 768 / Shop Rd - SE	GREENE ST ST TO US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charlest	Signal	F
20	SC Hwy 768 / Shop Rd - SE	STATE HWY 48 TO RR	Railroad Crossing	F
21	SC Hwy 768 / Shop Rd - SE	RR TO RR	Railroad Crossing	F
22	Two Notch Rd - EB	I 20 TO Muddy Springs Rd	Cross Street	E
23	US Hwy 1 / Meeting St / Augusta Hwy - WB	ALEXANDRIA ST ST TO AUGUSTA RD RD	Cross Street	F
24	US Hwy 176 / River Dr / Broad River Rd - SE	Amicks Ferry Rd TO Lexington Ave	Signal	E
25	US Hwy 176 / River Dr / Broad River Rd - SE	Marley Dr TO I-20 WB Ramp	Signal	F
26	US Hwy 176 / River Dr / Broad River Rd - SE	Seminole Rd/Young Dr TO Marley Dr	Signal	E
27	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	HWY 321 TO Gardners Terrace Rd	Signal	F
28	US Hwy 321 / Huger St - SB	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy TO RR	Railroad Crossing	E
29	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB	Clarendon St TO PRESCOTT RD RD	Signal	E
30	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Confederate Ave TO US Hwy 321 / US Hwy 21 / Elmwood Ave	Signal	E
31	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Miller Ave TO Sunset Dr	Signal	E
32	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	US HWY 1 TO US Hwy 321 / Huger St	Signal	E
33	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Woodrow St TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis	Signal	F
34	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	I-20 NB ramp TO I 20	Cross Street	E
35	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - WB	Augusta Rd/Klapman Blvd TO Dreher Rd	Cross Street	E
36	US Hwy 76 / Devine St / Garners Ferry Rd - EB	Patterson Rd TO Pineview Rd	Signal	E
37	US Hwy 76 / Devine St / Garners Ferry Rd - WB	I 77 TO SC Hwy 262 / Leesburg Rd	Signal	E

Table 7: 2008 Potential Hot Spot Intersections – PM Peak Period

ID	Route Name	Intersecting Street	Intersection Control	LOS
38	Clemson Rd / Killian Rd - WB	SUMMIT PKWY PKWY TO Hardscrabble Rd	Signal	F
39	Clemson Rd / Killian Rd - WB	SC hwy 12 TO I 20	Signal	E
40	Columbia Ave - EB	CLARK ST ST TO I 26	Signal	E
41	Columbia Ave - WB	CLARK ST ST TO Amicks Ferry Rd	Signal	E
42	Hardscrabble Rd - NE	BRICKYARD RD RD TO Clemson Rd / Killian Rd	Signal	E
43	Hardscrabble Rd - NE	I 77 TO STATE HWY 555	Signal	E
44	Longs Pond Rd / Pisgah Church Rd - NB	Two Notch Rd TO Barr Rd	All-Way Stop	F
45	Longtown Rd - NB	Clemson Rd / Killian Rd TO Longtown Rd	Signal	E
46	Longtown Rd - SB	RR Crossing TO STATE HWY 555	Cross Street	F
47	Mineral Springs Rd - WB	I 20 TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	Signal	E
48	Old Cherokee Rd - EB	OLD CHEROKEE RD RD TO US Hwy 378	Signal	E
49	Old Cherokee Rd - WB	SC Hwy 6 / Lake Dr / Dreher Shoals Rd TO Pilgrim Church Rd	Signal	E
50	Park Terr / Bower Pkwy - EB	Park Terrace Rd/Bower Pkwy TO PINEY GROVE RD RD	Signal	E
51	Park Terr / Bower Pkwy - WB	Park Terrace Rd/Bower Pkwy TO Harbison Blvd	Signal	F
52	Pineview Rd - EB	RR TO US Hwy 76 / Devine St / Garners Ferry Rd	Signal	F
53	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - EB	No Name TO TRENHOLM RD RD	Signal	E
54	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson - EB	Troy Rd TO STATE HWY 16	Signal	E
55	SC Hwy 277 / Bull St - SB	COLONIAL DR DR TO US Hwy 321 / US Hwy 21 / Elmwood Ave	Signal	E
56	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US 1 / SC Hwy 12 / Main St / Augusta Rd TO US Hwy 378 / Sunset Blvd / Geravis	Signal	F
57	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	Northwood Rd TO Sunset Blvd	Signal	E
58	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	RR TO US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	Signal	E
59	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Two Notch Rd TO NAZARETH RD RD	Signal	E
60	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO US 1 / S	Signal	F
61	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Northwood Rd TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Gera	Signal	E
62	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	No Name TO Platt Springs Rd	Signal	F
63	SC Hwy 768 / Shop Rd - NW	CALHOUN ST ST TO Elmwood Ave	Signal	F
64	SC Hwy 768 / Shop Rd - NW	Senate St TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis S	Signal	E
65	Two Notch Rd - WB	Longs Pond Rd / Pisgah Church Rd TO Barr Rd	Two-Way Stop	E
66	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	SALUDA AVE AVE TO HARDEN ST ST	Signal	F
67	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	US HWY 21 TO US HWY 21	Cross Street	E
68	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	SALUDA AVE AVE TO Barnwell St	Signal	F
69	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	Fish Hatchery Rd TO Gardeners Terrace Rd	Signal	E
70	US Hwy 321 / Huger St - NB	GREENE ST ST TO US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Ge	Signal	E
71	US Hwy 321 / Huger St - NB	RR TO US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	Signal	F
72	US Hwy 321 / Huger St - SB	STATE HWY 12 TO US Hwy 378 / Sunset Blvd / Geravis St	Signal	E
73	US Hwy 321 / Huger St - SB	Laurel St TO SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson	Signal	E
74	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	US HWY 378 TO SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Signal	F
75	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	LEXINGTON ST ST TO Hummingbird dr/Arehart St	Signal	F
76	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	GADSDEN ST ST TO US Hwy 321 / Huger St	Signal	F
77	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Faust St TO DECKER BLVD BLVD	Signal	E
78	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	No Name TO SPARKLEBERRY LN LN	Signal	E
79	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	US HWY 1 TO Dreher Rd	Cross Street	E
80	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St TO S Church	Signal	E
81	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - WB	Harmon St TO SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Signal	F

At US Hwy 378/Columbia Ave, the northbound approach operates with inadequate LOS in the AM. In the PM, the northbound and southbound approaches operate with inadequate LOS.

At Platt Springs Road, the northbound approach operates with inadequate LOS in the AM, while in the PM, the southbound approach operates with inadequate LOS.

Route 1049/1050 – SC Hwy 768/Shop Road

At US Hwy 21/US Hwy 176, both the northbound and southbound approaches operate with inadequate LOS.

Route 1061/1062 – US Hwy 21/US Hwy 176/Blossom St

At Gardners Terrace Road, the northbound approach operates with inadequate LOS in the AM, while in the PM the southbound approach operates with inadequate LOS.

Route 1063/1064 – US Hwy 321/Huger St

At US Hwy 378/Columbia Ave, in the PM, the northbound and southbound approaches operate with inadequate LOS.

At US Hwy 21/US Hwy 176, the northbound approach operates with inadequate LOS in the PM. At the railroad crossing south of US Hwy 21, the southbound approach operates with inadequate LOS in the AM.

Route 1069/1070 – US Hwy 378/Columbia Ave/Augusta Hwy

At US Hwy 321/Huger Street, the eastbound approach operates with inadequate LOS in the AM, while in the PM the westbound approach operates with inadequate LOS.

Route 1073/1074 – US 1/SC Hwy 12

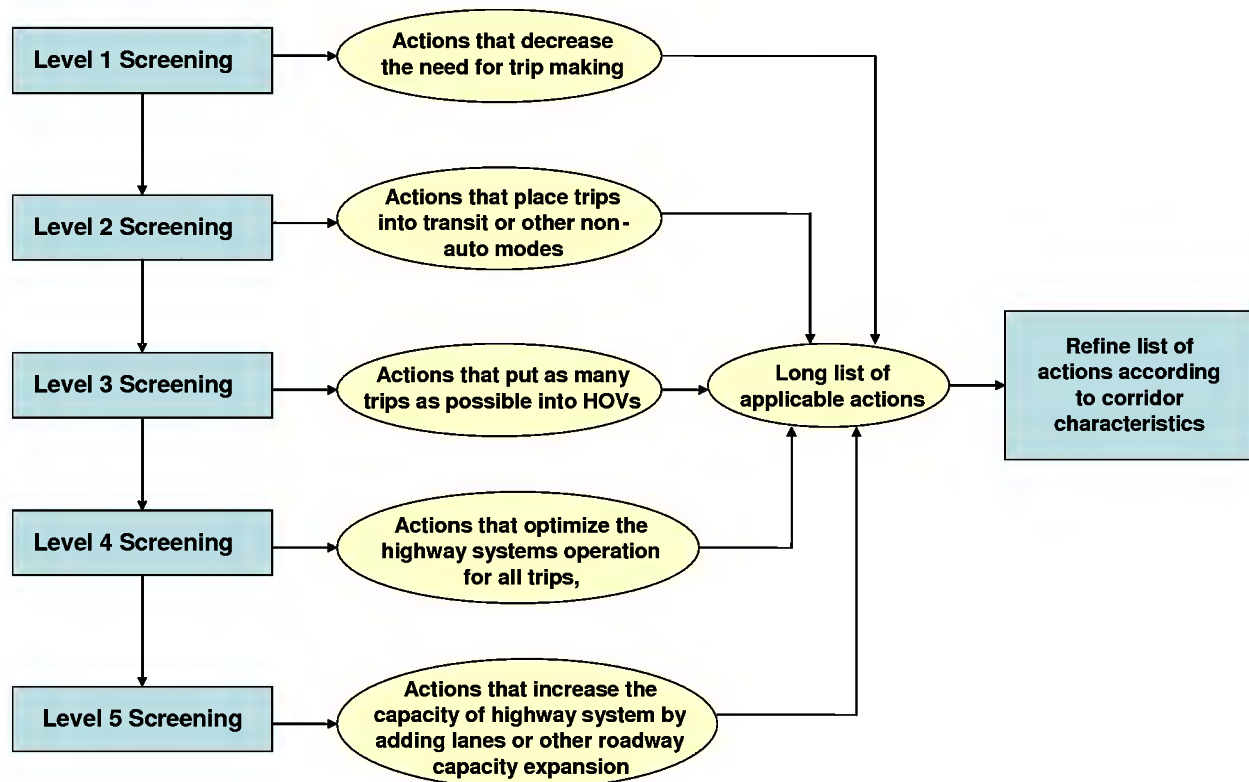
At S Church Street, the eastbound approach operates with inadequate LOS in the AM and PM peak hours.

5 Mitigation Strategies & Scheduled Updates

With the various techniques available for reducing traffic congestion, a formalized strategy-selection methodology was developed in alignment with Federal guidelines to address and mitigate congestion for the identified corridors. Figure 4 is a flow diagram that illustrates the general process followed to arrive at mitigation strategies for congested corridors. The methodology is prioritized process in this order:

- 1) Decrease need for trip making.
- 2) Increase use of transit over other modes.
- 3) Increase HOV use.
- 4) Enhance operations on existing roadway facilities.
- 5) Increase roadway capacity through additional infrastructure.

Figure 4. Process and Toolbox of Strategies



FHWA Five (5) Levels of Mitigation

The potential mitigation strategies that accompany each screening level are shown in Tables 8A and 8B. The five (5) Levels of mitigation strategies are presented in the order they were examined, in accordance with FHWA guidance and policies for CMP's. The first level strategies include land use policies and jobs/housing balance. These strategies are intended at the regional level and are not necessarily intended to solve corridor specific issues. Levels 2 through 5 are corridor-level strategies that were predominantly applied to the findings from this CMP.

Level 1 - Decrease Need for Trip Making

This level is intended to be a mitigation strategy at the regional and policy level. This strategy involves modifying/creating land use policies and regulations to limit growth in areas with limited infrastructure. It also looks to enhance jobs to housing balance along corridors and within sections of the region.

Growth Management strategies apply in this level of mitigation. Revising land use policies to balance jobs and housing targets the core issue of traffic congestion and livability and if done properly can benefit transportation operations in a local and regional scale.

Level 2 - Shift Trips from Automobiles to Other Modes

This level is intended to be a mitigation strategy that shifts trip from the automobile to other modes. These strategies include transit capital and operational improvements and the encouragement of other modes of travel.

Public transit capital improvements and operational improvements include exclusive right-of-way, commuter express bus service (transit service with limited stops), circulators (transit service that services a limited but dense area), and park and ride lots. Public transit operational improvements include service enhancements such as queue jumpers (that allow buses to receive a green light at an intersection) and information systems (that communicate key travel information like when the next bus is anticipated to arrive, via real time GPS data).

This level also encourages the use of non-motorized modes by considering the presence of sidewalks (or lack thereof) and bicycle facilities.

Level 3 - Increase Vehicle Occupancy

This level contains mitigation strategies that increase vehicular occupancy and manage travel demand. These travel demand management strategies include considerations of parking management/fee adjustment (for paid parking areas in a downtown area), vanpooling programs, and ride share matching services (where users can identify other commuters in their neighborhood who share a similar commute).

Level 4 - Enhance Operations on Existing Roadway Facilities

This level contains mitigation strategies aimed to improve traffic operations at the corridor level. Traffic operation improvements include intersection widenings (that may consist of adding turn lanes at intersections), signal coordination (choreographing the timings of closely spaced intersections), and traffic surveillance and control systems (advanced traffic systems that adjust traffic control patterns based on real time input data). Incident management and access management solutions include medians (controlling and limiting excess number of driveways along a corridor that may cause undue delay to thoroughfare traffic), signal and driveway spacing, frontage roads (parallel roadways that can serve local destinations and preserve the main arterial), and interparcel connections (additional roadways that create options for travelers to get from point A to point B – this is also provides benefit to EMS vehicles and emergency situations).

Level 5 - Increase Roadway Capacity

This level looks at increasing roadway capacity where capacity is deficient and all previous mitigation strategies discussed in Levels 1 through 4 were considered but do not provide the most effective solution or do not provide for a timely solution to the existing deficiencies. This solution involves constructing additional general purpose lanes and/or the creation of new roads

Table 8A: Toolbox of Mitigation Strategies

Level 1	Growth Management	Land Use Policies
		Jobs/Housing Balance
LEVEL 2 Shift Trips from Automobiles to other modes	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)
		Commuter Orientated Transit Service (express)
		Bus Circulator
		Bus Connections to Nearby Transit Route
		Transit park and ride facilities
	Public Transit Operational Improvements	Service enhancement/Service Expansion
		Queue Jumper/Bypass Technology
		Transit information systems/Intelligent Bus Stops
		Transit Marketing
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems
		Sidewalks 5'
		Wide Sidewalks (>5') and Streetscape
		Pedestrian Grade Separation between major trip generators
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment
		Vanpooling Programs
		Ride share matching services
		Telecommuting
LEVEL 4 Improve Roadway Operations	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes
		Intersection turn restrictions/One-way Pairs
		Signal Coordination
		Signal Consolidation
		Traffic Surveillance and control systems
	Incident Management	Detection of incidents
		Clearance/Response time improvements
		Information Distribution/Alternative Routes
	Access Management	Driveway control
		Median control
		Frontage roads/Interparcel Connectivity
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Deceleration Lanes
		Arterial Lanes

Table 8B: Definitions of Mitigation Strategies

Level 1	Land Use Policies	Permitted and restricted land uses in an area and selective guidelines derived from legislation and land use plans.
	Jobs/Housing Balance	The proportion of residential homes to the proportion of employment in a specified area.
LEVEL 2	Exclusive ROW	A right-of-way is a strip of land designated for transportation purposes, such as for a rail line or highway.
Shift Trips from Automobiles to other modes	Commuter Transit Service (express)	Transit that is geared towards long distance commute trips in the peak hour and having minimal bus stops.
	Bus Circulator	Public transit that circulates a high trip generator (i.e. a downtown area) frequently and sometimes free of charge.
	Bus Connections to Nearby Transit Route	This improvement increase transit connectivity by adding logical transit connections.
	Transit park and ride facilities	Park and ride facilities accommodate parked cars on a daily basis or for even long-term periods to encourage transit.
	Service enhancement/Service Expansion	May include equipping buses with GPS devices, adding comfortable seats, providing TV/radio features.
	Queue Jumper/Bypass Technology	Bypass technology adjusts traffic signal timings to provide transit vehicles more green signal time.
	Intelligent Bus Stops	Intelligent bus stops provide real time bus arrival information to those waiting at bus stops.
	Transit Marketing	Can be accomplished through various media, such as the internet, TV, radio, that can be used to encourage transit travel.
	Bicycle Facilities/Storage Systems	Designated bike lanes on a public roadway. Storage systems are public infrastructure that store their bikes.
	Sidewalks 5'	Five foot sidewalks generally parallel a roadway and are used for pedestrian travel.
	Wide Sidewalks (>5') and Streetscape	Generally located in downtown urban settings to accommodate light poles, trees, and other aesthetic items.
	Pedestrian Grade Separation	May include a pedestrian overpass that connects two buildings, enabling pedestrian travel.
LEVEL 3 Increase Vehicle Occupancy	Parking Management/Fee Adjustment	Parking fees in downtown settings can be adjusted and managed to encourage specific travel behavior other modes.
	Vanpooling Programs	Vanpool programs are encourage multiple commuters to coordinate their commutes and save fuel / maintenance costs.
	Ride share matching services	Similar to vanpool programs, these programs match-up commuters who live in similar areas to share a commute.
	Telecommuting	Allows some workers to work from home (if appropriate), thereby eliminating some trips from the road network .
LEVEL 4 Improve Roadway Operations	Intersection widening/Channelization	Widening intersection approaches in order to accommodate turn lanes that increase vehicular capacity and minimize delay.
	Intersection turn restrictions/One-way Pairs	Limiting turns at intersections or converting 2 way streets into 1 way streets enhances the traffic flow operations of the corridor.
	Signal Coordination	Coordinating multiple traffic signals in a small area to match times that enable vehicles to travel the corridor without stopping.
	Signal Consolidation	Removing an unnecessary traffic signal on a corridor that has frequent signals, driveways and intersections.
	Traffic Surveillance and control systems	Traffic surveillance and control systems can monitor traffic flow and demand in real-time, and adjust traffic signal timings.
	Detection of incidents	Implementation closed-circuit television cameras and variable message signs that communicate travel information to motorists.
	Clearance/Response time improvements	Attending to the incident and removing the vehicles in a timely fashion.
	Information Distribution/Alternative Routes	Information distribution on incidents may be done via variable message board signs, GPS systems, or via cell phones.
	Driveway control	Minimizing the number of driveways in order to minimize traffic slowdowns by way of conflicting traffic movements.
	Median control	Implementation of a raised median or separation between counter flow lanes that prevents left turns.
	Frontage roads/Interparcel Connectivity	Increases roadway connectivity and can alleviate traffic congestion by introducing new roadways that serve as a parallel facility.
	Deceleration Lanes	Deceleration lanes accommodate right turning vehicles in an exclusive lane, thereby not affecting vehicle speeds fbehind.
LEVEL 5	Arterial Lanes	Arterial lanes are additional lanes on an existing roadway, i.e. widening a roadway from 2 lanes to 4 lanes, or 4 lanes to 6 lanes.

Corridor Characteristics

The roadway characteristics unique to each corridor were examined to determine the most applicable mitigation strategies from those shown in Table 8. These corridor characteristics are shown in Table 9.

For future updates, consideration should be given to adding and examining the following corridor characteristics given that there is quantifiable data available to support the analysis:

- Average Trip Length;
- Jobs/Housing Balance;
- Crash rates; and
- Incident clearance times.

Based on the toolbox of mitigation strategies (grouped by screening level) and the corridor characteristics, and evaluation matrix was developed by combining the two tables to assist in determining the most applicable mitigation strategies for each corridor. An example of this evaluation matrix is shown in Table 10. It should be reiterated again that Level 1 strategies were not considered due to the regional nature of the solutions, versus corridor-level.

The matrix shown in Table 10 was used for each of the corridors identified with congestion in this study, as depicted in Figures 2 and 3. The recommended strategies for each of the congested corridors are described in Section 6.

Table 9: Corridor Characteristics Examined

Corridor Characteristics	Description of Assessment
Future Growth > 2% per year	Travel demand model volume projections were used to identify corridor growth greater than 2%
Current Transit Service (Commuter Orientated)	CMCOG GIS transit information was used to identify current commuter transit
Current Transit Service (Local)	CMCOG GIS transit information was used to identify current local transit routes
Planned Transit along Corridor	CMCOG GIS transit information was used to identify planned transit routes along the corridor
Major Trip Generators Present	General mapping was used to identify major trip generators (i.e. malls, CBD's, etc.)
Parallel High Capacity Transit Route(within 1/2 mile)	CMCOG GIS transit information was used to identify parallel transit routes in the vicinity of the corridor
Regional Activity Center or CBD within 1/2 mile	General mapping was used to identify regional activity centers in the vicinity of the corridor
Current Bicycle Routes or Lanes	CMCOG GIS bike lanes information was used to identify any designated bike routes along the corridor
Current Sidewalk (standard 5')	Aerial photography was primarily used to identify any sidewalks along the corridor
Major trip generators on opposite sides of Road	General mapping was used to identify major trip generators on both sides of the corridor
Current paid parking lots along Corridor	Downtown corridors were assumed to have paid parking
Current or Planned Median	Aerial photography was primarily used to identify any medians along the corridor
Current or Planned 2 Lane Road	Aerial photography was primarily used to identify 2 lane roads
Current or Planned Multilane Road	Aerial photography was primarily used to identify multi-lane roads
Turn Lanes Present	Aerial photography was primarily used to identify turn lanes on the corridor
Frequent Signal Stops	Data from the travel time data collection was primarily used to identify frequent signal locations
Within Activity Center or CBD	General mapping was used to identify regional activity centers in the vicinity of the corridor
Congestion Index Less than 0.5	Congestion Index results for the corridors were used
Access to major truck generators	General mapping was used to identify major truck generators in the vicinity of the corridor
Frequent median breaks	Aerial photography was primarily used to identify frequent median breaks and poor access management
Frequent driveways / tight driveway turning radii	Aerial photography was primarily used to identify excess driveways along the corridor
Presence of deceleration lanes	Aerial photography was primarily used to identify any deceleration lanes along the corridor
Presence of parallel/alternative routes for incidents	Aerial photography was primarily used to identify any parallel routes in the area of the corridor
Congestion Present for >.5 mile (arterial)	Congestion Index results for the corridors were used

Table 10: Evaluation Matrix for Identifying Potential Mitigation Strategies

6 2008 CMP Findings

This Columbia Area CMP was prepared in accordance with federal guidance developed by the US Department of Transportation in the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The CMP is a process in which a transportation system is periodically monitored for congestion and mitigation strategies are recommended in response to identified deficiencies.

Approximately 330 centerline miles of key roadways were examined in the Columbia area. The roadways were identified and selected from the Year 2002 CMP corridors, an examination of Year 2005 and 2035 travel demand model volume-to-capacity projections, and CMCOG staff and stakeholder input. Approximately 775 directional corridors were examined with travel time runs in the AM and PM peak period. Two (2) runs using the standard “floating car” travel time run method was performed for each corridor and each peak period. Most of the sub-set corridors are half a mile in length or greater. Approximately thirty (30) of these directional corridors are between 500 and 1500 feet in length.

Based on the *FWHA HCM 2000*-based congestion thresholds developed in this study, approximately 4% of the corridors were found to be congested (LOS E and F) and 4% were found to be potentially congested (LOS D) for both the AM and PM peak period (7-9AM, 4-6PM). Approximately 92% of the corridors examined were not congested.

The corridors identified with congestion were subsequently analyzed for potential mitigation strategies. Various unique characteristics pertaining to each corridor were examined in relation to the potential strategies to reduce congestion. The following list describes the general type of mitigation treatments considered for each corridor, in order of priority:

- Level 1) Decrease need for trip making
- Level 2) Increase use of transit over other modes
- Level 3) Increase HOV use
- Level 4) Enhance operations on existing roadway facilities
- Level 5) Increase roadway capacity through additional infrastructure

The following sections describe and summarize the analysis and mitigation strategies recommended for each corridor identified as congested through this CMP process. For each congested corridor, the most applicable mitigation strategies unique to the corridor are detailed along with additional key information that served as input data into the process (i.e. choke point intersections with congestion). If available, a brief description of previously considered transportation improvements for the corridor is included. Appendix C contains information on specific corridor characteristics supportive of various potential mitigation strategies. Cost estimates were also included along with some of the mitigation strategies. Data and information for the cost estimates were obtained from the Institute of Transportation Engineers, Atlanta Regional Commission, Maryland Metropolitan Transit Authority, the Regional Bus Committee of the Transportation Planning Board, and project experience. Most of the costs represent construction costs, with the exception of adding new bus stops, which accounts for ROW, bus stop amenities and sidewalk reconstruction.

1001/1002 - Clemson Road (from US 1 to I-20)Congestion Mitigation Strategies

- Regional growth management through land use policies
- Transportation demand management (vanpool, ride matching, telecommuting)
- Intersection widening/Channelization and turn lanes (\$75,000 per turn lane)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)
- Interchange Improvements

Key Intersections & ADT

Clemson Rd at:

- Sparkleberry Lane, Wildwood Center Drive, I-20 Interchange, Percival Road
- 2007 ADT: 21,600 north of I-20, 10,900 south of I-20.
- Projected Annual Growth: 2%

Future road Improvements previously considered include road improvements from Summitt Parkway on the northwest to Sparkleberry Road on the southeast. Road improvements on Percival Rd have also been considered. These improvements do not cover Wildwood Center Dr or the I-20 interchange.

1001/1002 - Clemson Road (near Village at Sandhill, westside of US 1)Congestion Mitigation Strategies

- Regional growth management through land use policies
- Transportation demand management (vanpool, ride matching, telecommuting)
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)
- Bus Circulator, including commercial areas along US 1 (\$500,000 per bus, \$7,000 per bus stop)
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

Clemson Rd at:

- Summitt Pkwy, North Springs Rd
- 2007 ADT: 27,900
- Projected Annual Growth: 3%

Future road improvements previously considered include road improvements from Summitt Parkway on the northwest to Sparkleberry Road on the southeast. These improvements cover key intersections.

1003/1004 - Columbia Drive (Between Park St and US 76)Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

Columbia Drive at:

- RR crossing, Chapin Road
- 2007 ADT: 8,700
- Annual Projected Growth: 3%

Future road improvements previously considered included road improvements on Columbia Drive. These improvements cover the key intersection at Chapin Road.

1005/1006 - Columbiana Drive (in the vicinity of Columbiana Station, north of Harbison Blvd)Congestion Mitigation Strategies

- Transit circulator to include Harbison Road/Columbiana Drive area
- Queue jumper technology for transit
- Key intersection improvements (\$75,000 per turn lane)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)

Key Intersections & ADT

Columbiana Drive at:

- Harbison Road
- 2007 ADT: 16,500
- Projected Annual Growth: 1%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the PM peak hour. Intersection issues primarily stem from Mall traffic (Columbiana Station). Thus, key intersection improvements and pedestrian improvements are the recommended strategies.

1009/1010 - Harbison Blvd (Between Columbiana Dr and I-26)Congestion Mitigation Strategies

- Transit circulator to include Harbison Road/Columbiana Drive area
- Queue jumper technology for transit
- Key intersection improvements (\$75,000 per turn lane)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)

Key Intersections & ADT

Harbison Blvd at:

- Columbiana Dr, Columbiana Cir
- 2007 ADT: 42,200
- Annual Projected Growth: 0.7%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the PM peak hour. Future road improvements previously considered included SB Off Ramp improvements at I-26. It is presumed that heavy traffic in the peak periods are due to trip generation from Columbiana Station.

1011/1012 - Hardscrabble Rd (in the vicinity of Ridge View High School)

Congestion Mitigation Strategies

- Regional growth management through land use policies
- Transportation demand management (vanpool, ride matching, telecommuting)
- Deceleration lanes (\$50,000 per turn lane)
- Arterial lanes (\$1,825,000 per lane mile)
- Key intersection improvements (\$75,000 per turn lane)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)

Key Intersections & ADT

Hardscrabble Rd at:

- Rice Creek & Rice View Schools, Lee Rd, Clemson Rd, Summitt Pkwy
- 2007 ADT: 18,500
- Annual Projected Growth: 2%

Future road improvements previously considered included widening on Hardscrabble Rd from Clemson Rd to Lake Carolina. These improvements cover key intersections and the additional capacity needed to address current and future growth.

1013/1014 - Edmond Hwy/SC 302/Airport Blvd (On the Westside of Boston Ave to I-26)

Congestion Mitigation Strategies

- Transit Service enhancement/Service Expansion (\$500,000 per bus, \$7,000 per bus stop)
- Intersection widening/Channelization and turn lanes (\$75,000 per turn lane)
- Driveway control
- Median control
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)

Key Intersections & ADT

Airport Blvd at:

- I-26, Stratford Rd, Boston Ave
- 2007 ADT: 34,200
- Annual Projected Growth: 2%

Future road improvements previously considered includes a project at I-26 interchange and Airport Blvd.

1021/1022 - Longs Pond Rd/Mt. Pisgah Church Rd (from I-20 to Barr Rd)

Congestion Mitigation Strategies

- Regional growth management through land use policies
- Transportation demand management (vanpool, ride matching, telecommuting)
- Intersection widening/Channelization and turn lanes (\$75,000 per turn lane)
- Driveway control
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

- Mt. Pisgah Church Rd at:
- Barr Rd, Two Notch Rd, I-20
- 2007 ADT: 11,100
- Annual Projected Growth: 3-4%

Future road improvements previously considered includes road improvements on Longs Pond Rd/Mt. Pisgah Church Rd and on Two Notch Rd. These improvements cover the areas of congestion.

1023/1024 - Longtown Road (At the intersection of Killian Rd and Clemson)

Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

- Longtown Rd at Clemson Rd
- 2007 ADT: 6,300
- Annual Projected Growth: 8%

Intersection skew may be an issue at Longtown Road and Clemson Road.

1027/1028 - Old Cherokee Road (near Downtown Lexington)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Bus circulator to include commercial areas along US 378 and downtown Lexington
- Key intersection improvements (\$75,000 per turn lane)
- Transit service enhancements (\$500,000 per bus, \$7,000 per bus stop)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)

Key Intersections & ADT

Old Cherokee Rd at:

- Sunset Blvd (US 378), N Lake Dr
- 2007 ADT: 13,200
- Annual Projected Growth: 2%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the PM peak hour. Future road improvements considered previously include roadway improvements on Old Cherokee Rd and on N. Lake Drive, north of Old Cherokee Rd.

1029/1030 - Park Terrace/Bower Pkwy (South of Harbison Blvd and north of Bower Pkwy)Congestion Mitigation Strategies

- Transit circulator to include Harbison Road and Columbiana Drive areas
- Key intersection improvements (\$75,000 per turn lane)
- Pedestrian Improvements (\$160,000 per lane mile of sidewalk)
- Bus circulator (\$500,000 per bus, \$7,000 per bus stop)

Key Intersections & ADT

- Park Terrace at Harbison Blvd and at Bower Parkway
- 2007 ADT: 9,400
- Annual Projected Growth: 3%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the PM peak hour. Future road improvements considered previously include a project along Park Terrace Rd.

1033/1034 - Pineview Rd/SC 768 at US 76Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

- Pineview Rd at US 76
- 2007 ADT: 14,400
- Annual Projected Growth: 1%

Future road improvements considered previously include improvements on Pineview Rd and US 76. These roadway improvements cover the congested intersection.

1035/1036 - Platt Springs Rd at SC 6 (Between SC 6 and New Orangeburg Rd)Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

Platt Springs Rd at:

- SC 6, New Orangeburg Rd
- 2007 ADT: 11,900
- Annual Projected Growth: 5%

Future road improvements considered previously include roadway improvements on Platt Springs Road and SC 6. It should be noted that intersection improvements at SC 6 and Platt Springs Rd are underway and there is a New Wal-Mart in the vicinity.

1037/1038 - SC 12/Forest Dr/Percival Rd/Taylor St (Downtown Columbia, west of US 76, and between SH 16 and Trenholm Rd)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Bicycle Facilities/Storage Systems
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Intersection widening/Channelization and turn lanes
- Signal Coordination (\$2,500 per signal for retiming)
- Signal Consolidation
- Traffic Surveillance and control systems
- Driveway control
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

SC 12/Forest Dr/Percival Rd at:

- Trenholm Rd, Beltline Blvd/SC 16
- 2007 ADT: 24,100
- Annual Projected Growth: 0.7%

The congested area for this corridor is in the vicinity of Richland Mall, various schools, and Trenholm Plaza.

1041/1042 - SC 262/Leesburg Rd (At interchange I-77)

Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)
-

Key Intersections & ADT

- Leesburg Rd at US 76 and I-77
- 2007 ADT: 6,700
- Annual Projected Growth: 1%

Future road improvements considered previously include roadway improvements on SC 262 and US 76. However, there are no improvements for SC 262 in vicinity of I-77.

1043/1044 - SC 277/Bull St, (Downtown Columbia, between US 1 and Harden St Ext)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Key intersection improvements (\$75,000 per turn lane)
- Bus circulator/Transit Service enhancement (\$500,000 per bus, \$7,000 per bus stop)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)

Key Intersections & ADT

- SC 277/Bull St at:
- US 1, SC 12, Colonial, Harden St Ext.
- 2007 ADT: 21,800
- Annual Projected Growth: 1.3%

1047/1048 - SC 6/Lake Dr/Dreher Shoals Rd, (Downtown Lexington, between Tall Pine Ave and US 378, and between I-20 and Platt Springs Rd)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Intersection widening/Channelization and turn lanes (\$75,000 per turn lane)
- Driveway control
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)
- One-way Pair
- Parallel Route
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Pedestrian Improvements (\$160,000 per lane mile of sidewalk)
- Interchange Improvements

Key Intersections & ADT

- SC 6 at:
- US 378, US 1, Platt Springs Rd, Railroad Ave, I-20
- 2007 ADT: 12,300
- Annual Projected Growth: 3%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the AM and PM peak hour. Future road improvements considered previously include roadway improvements along SC 6, US 378, US 1, and Platt Springs Rd. It should be noted that improvements are underway at Platt Springs Rd at SC 6. There is a new Wal-Mart in the area.

1049/1050 - SC 768/Shop Rd/US 76, Downtown Columbia (Between Calhoun St and Park St)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Bicycle Facilities/Storage Systems
- Pedestrian Improvements (\$160,000 per lane mile of sidewalk)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Intersection widening/Channelization and turn lanes (\$75,000 per turn lane)
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Traffic Surveillance and control systems
- Driveway control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

SC 768/Shop Rd at:

- Gervais St, Taylor St, Blossom St, Elmwood Ave
- 2007 ADT: 26,800
- Annual Projected Growth: 0.05%

1051/1052 - St. Andrews Rd, Near Irmo High School, south of Emory Lane

Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

- St. Andrews Rd at Harbison Blvd
- 2007 ADT: 21,300
- Annual Projected Growth: 2%

1053/1054 - Sunset Drive, Near Richland Medical Center (Between Medical Park Rd and Richland Medical Park Drive)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)

Key Intersections & ADT

- Sunset Drive at SC 277
- 2007 ADT: 22,700
- Annual Projected Growth: 1%

Future road improvements considered previously include roadway improvements on Sunset Drive, west of SC 277. These improvements do not cover congested area of Sunset Dr near Richland Medical Center which was an area flagged with congestion in the analysis.

1055/1056 - Two Notch Rd at Muddy Springs Rd

Congestion Mitigation Strategies

- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

- Two Notch Rd at Muddy Springs Rd
- Annual Projected Growth: 7%

Future road improvements considered previously include roadway improvements on Two Notch Road. These improvements cover the congested area.

1059/1060 - US 176/River Dr/Broad River Rd (Between Bert Friday and Greystone Blvd)

Congestion Mitigation Strategies

- Regional growth management through land use policies
- Transportation demand management (vanpool, ride matching, telecommuting)
- Transit Service enhancement/Service Expansion (\$500,000 per bus, \$7,000 per bus stop) or commuter express buses and/or queue jumper technology
- Intersection widening/Channelization and turn lanes (\$75,000 per turn lane)
- Signal Coordination (\$2,500 per signal for retiming)
- Traffic Surveillance and control systems
- Driveway control
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)
- Interchange Improvements

Key Intersections & ADT

US 176 between:

- Seminole Rd, I-20 and Graystone Blvd
- 2007 ADT: 34,400
- Annual Projected Growth: 2%

Future road improvements considered previously include projects at I-20 and US 176. However, the projects identified on US 176 do not cover the area of identified congestion.

1059/1060 - US 176/River Dr/Broad River Rd (East of I-26)

Congestion Mitigation Strategies

- Regional growth management through land use policies
- Transportation demand management (vanpool, ride matching, telecommuting)
- Transit Service enhancement/Service Expansion (\$500,000 per bus, \$7,000 per bus stop) or commuter express buses and/or queue jumper technology
- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

US 176 at:

- Lykes Lane, Kennerly Road, I-26
- 2007 ADT: 12,000
- Annual Projected Growth: 3%

Future road improvements considered include roadway improvements along Kennerly Road and on US 176. However, no projects were identified on US 176 in the vicinity of the congestion.

**1061/1062 - US 21/US 176/ US 321/Blossom St/Charleston Hwy, Downtown Columbia
(Between US 76 and SH 555, and Between I-26 and I-77)**

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Pedestrian improvements (\$160,000 per lane mile of sidewalk)
- Transit Service enhancement/Service Expansion (\$500,000 per bus, \$7,000 per bus stop) and Queue Jumper technology
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)

Key Intersections & ADT

US 21/US 176/ US 321/Blossom St/Charleston Hwy at:

- Harden St, Saluda Ave, Devine St, Frink St
- 2007 ADT: 19,700
- Annual Projected Growth: <1%

Future road improvements considered previously include projects at I-20 and US 176. However, the projects identified on the corridor were not in the vicinity of the congested intersections.

1063/1064 - US 321/Huger St, Downtown Columbia (Between I-126 and Catawba St)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Traffic Surveillance and control systems
- Driveway control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

US 321/Huger St at:

- Hampton St, Gervais St, Blossom St
- 2007 ADT: 33,500
- Annual Projected Growth: 1%

1065/1066 - US 321/US 21/Elmwood Ave, Downtown Columbia (Between Gadsden St and SH 277)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)

- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Traffic Surveillance and control systems
- Driveway control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

US 321/US 21/Elmwood Ave at:

- Assembly St, Main St, Bull St
- 2007 ADT: 32,200
- Annual Projected Growth: 1%

1067/1068 - US 321/US21/Main St/Wilson Blvd, Downtown Columbia (Between I-20 and Wilkes Rd)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Driveway control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$75,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

US 321/US 21/Main St/Wilson Blvd at:

- Elmwood Ave, River Dr, Sunset Dr, Columbia College Dr, I-20
- 2007 ADT: 15,600
- Annual Projected Growth: 1%

Future road improvements considered include a project on Sunset Dr in the vicinity of Main Street. However, the improvements do not address the congested area.

1069/1070 - US 378/Columbia Ave/Augusta Hwy/Sunset Blvd/Gervais St (in Downtown Columbia)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Driveway control
- Median control

- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

- US 378 at Huger St, Assembly St, I-26
- 2007 ADT: 28,300
- Annual Projected Growth: 1%

1069/1070 - US 378/Columbia Ave/Augusta Hwy/Sunset Blvd/Gervais St (in Downtown Lexington, between SC 6 and I-20)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Signal Coordination (\$2,500 per signal for retiming)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Driveway control
- Median control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

- US 378 at Old Cherokee Rd, SC 6, US 1
- 2007 ADT: 26,600
- Annual Projected Growth: 7%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the AM and PM peak hours.

1071/1072 - US 378/US 1/Millwood Ave/Two Notch Rd (in Downtown Columbia, between SH 12 and Maple St)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Transit Service enhancement/Service Expansion (\$500,000 per bus, \$7,000 per bus stop) or commuter express buses and/or queue jumper technology
- Intersection turn restrictions/One-way Pairs
- Signal Coordination (\$2,500 per signal for retiming)
- Driveway control
- Median control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)

Key Intersections & ADT

- US 1 at Forest Dr and Gervais St
- 2007 ADT: 11,400
- Annual Projected Growth: <1%

1071/1072 - US 378/US 1/Millwood Ave/Two Notch Rd (near Columbia Mall, between Faust St and I-77)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Signal Coordination (\$2,500 per signal for retiming)
- Driveway control
- Median control
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

- US 1 at I-77, I-20, Parklane Rd, O'Niel Ct, Barbara Dr
- 2007 ADT: 28,800
- Annual Projected Growth: <1%

Future road improvements considered previously include roadway improvements on US 1 north of I-20. These improvements cover some of the congested areas.

1073/1074 - US 1/SC 12/Jarvis Klapman Blvd/Main St/Augusta Rd, Downtown Lexington (Between US 378 and SC 6, and the eastside of I-20)

Congestion Mitigation Strategies

- Transportation demand management (vanpool, ride matching, telecommuting)
- Key intersection improvements (\$75,000 per turn lane)
- Bus Circulator (\$500,000 per bus, \$7,000 per bus stop)
- Signal Coordination (\$2,500 per signal for retiming)
- Frontage roads/Interparcel Connectivity (\$1,000,000 per lane mile)
- Deceleration Lanes (\$50,000 per turn lane)
- Arterial Lanes (\$1,825,000 per lane mile)

Key Intersections & ADT

- US 1 at US 378, SC 6, I-20
- 2007 ADT: 16,700
- Annual Projected Growth: <2%

Time-of-day profiles indicate congestion may occur during the lunch hour in addition to the AM and PM peak hour. Future road improvements considered previously include roadway improvements between US 378 and SC 6 and along US 378. Not all of these projects address all the congested locations in Lexington.

1077/1078 - US 76/Devine St/Garners Ferry Rd at I-77 and SC 16

Congestion Mitigation Strategies

- Interchange Improvements
- Key intersection improvements (\$75,000 per turn lane)

Key Intersections & ADT

- US 76 at SC 16 and I-77
- 2007 ADT: 29,300 - 43,000
- Annual Projected Growth: 2%

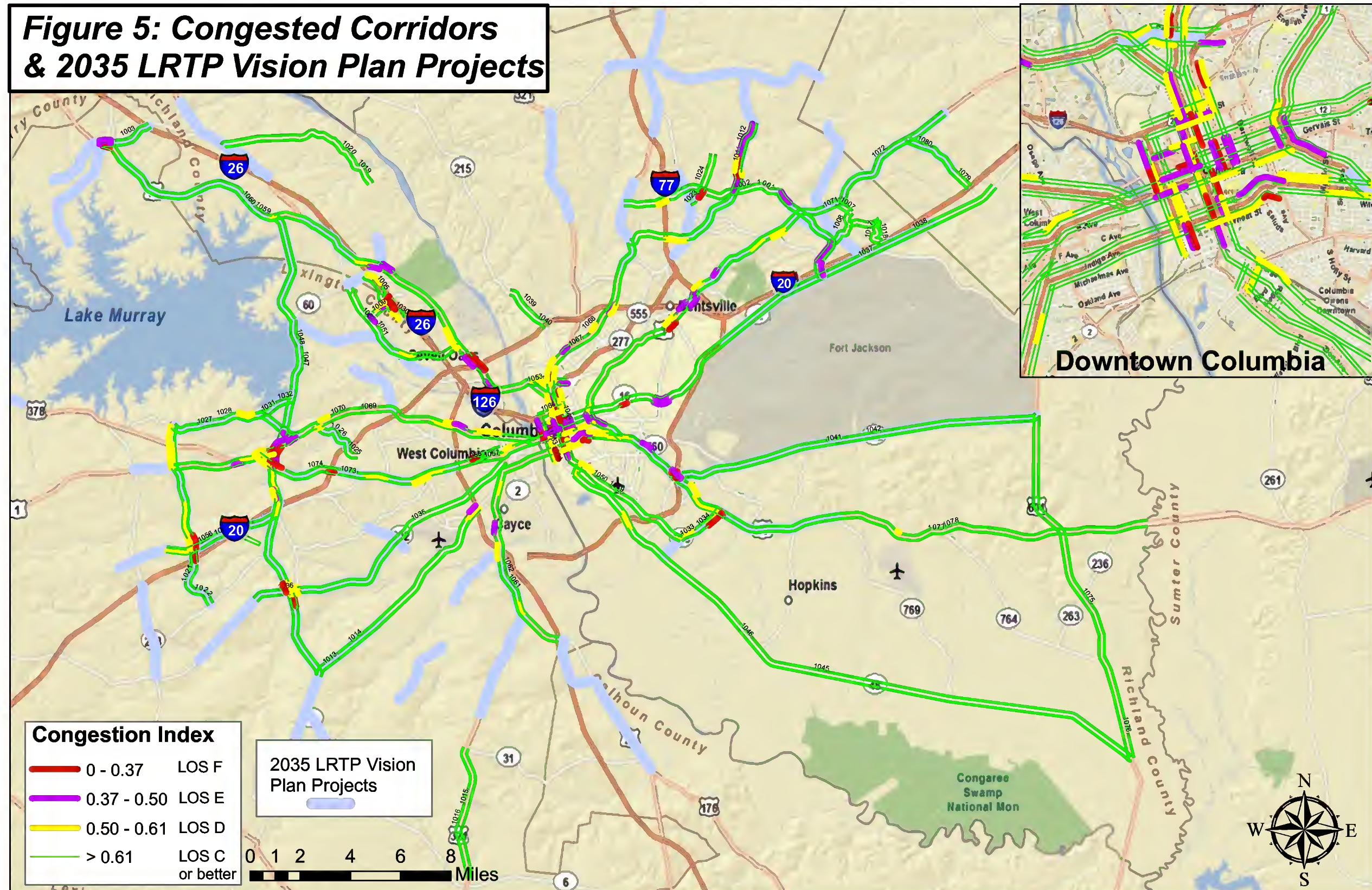
Future road improvements considered roadway improvements along US 76 and Pineview Rd. These projects cover the identified congestion for the corridor.

7 COATS 2035 LRTP Vision Plan

As the metropolitan planning organization for the Columbia, South Carolina urbanized area, the Central Midlands Council of Governments (CMCOG) is responsible for the development of a multi-modal long range transportation plan (LRTP). The LRTP serves as the vision plan for transportation improvements in the COATS area, known as the 2035 LRTP Vision Plan. This Plan attempts to ensure that proposed improvements to the transportation system enhance the movement of goods and people in an efficient and economic manner. The plan must also be fiscally constrained, project specific, meet the principles of environmental justice, include the public throughout the planning process, and meet air quality standards established for the Central Midlands area. This LRTP has a 25-year planning horizon and is currently working towards identify projects out to the year 2035.

Figure 5 shows the proposed 2035 LRTP Vision Plan projects along with the congestion data collected as part of the Year 2008 Columbia Area CMP. It should be noted that the 2008 Columbia Area CMP was completed before the 2035 LRTP Vision Plan.

**Figure 5: Congested Corridors
& 2035 LRTP Vision Plan Projects**



8 Future CMP Updates

The congestion monitoring schedule is proposed to occur every four (4) years on the corridors identified with congestion and potential congestion in the previous update and any additional corridors identified for examination. The focus will be monitoring congestion on key roadways and identifying any incremental congestion relief from new roadway projects. A report detailing the congestion report will be produced as part of the congestion monitoring efforts every four years.

The following details the suggested program for updating the CMP for the Columbia Area, once every four years:

Field Data Collection

- **Stage 1:** Examine congestion monitoring network versus travel demand model and note additional corridors for consideration.
- **Stage 2:** Perform travel time runs for defined corridors in congestion monitoring network.
- **Stage 3:** Physical roadway conditions along corridors already coded in GIS system are available for re-use. Collect additional roadway characteristics for new corridors.
- **Stage 4:** Consider increasing number of travel time runs per corridor to increase statistical validity of results (3 to 4 runs).

GIS Database

- **Task 1:** Re-use Linear Reference System for existing corridor network (i.e. 660 directional miles). Update Linear Reference System with any new corridors in the monitoring network.
- **Task 2:** Re-use corridor features for existing corridors and collect additional features for new corridors designated for travel time runs.
- **Task 3:** Use current 2008 CMP data to verify and cross-check future data collection efforts.

It is recommended that the LOS E and F corridors be examined every four (4) years, along with any additional corridors identified by CMCOG and 1/2 of the LOS D corridors. This cycle would be in affect for the Years 2012 and 2016. In the Year 2020, a major update would be recommended, encompassing all of the corridors.

Future Data Collection Considerations

The current data collection methods employed in the Columbia Area Congestion Management Process for collecting travel time information uses state-of-the-art GIS/GPS Bluetooth technology. However, with the continual and rapid technological advances in science and engineering, more efficient and cost-effective means of collecting travel time data may become practical to employ in a CMP at some point in time in the future.

One such technology uses anonymous cell phone signals to pin point and identify location and speed of vehicles along corridors. Although start up and data processing costs for use of this technology are currently high, improvements in the technology may make this a cost effective option in the next ten years.

Cell phone probing data technology is a potential supplement to replace the need for in-vehicle travel time runs. Four cell probe traffic data vendors were examined in order to determine whether their services better fit the travel time run needs of a CMP. The four cell probe companies investigated were suggested by FHWA. The findings of the investigation indicated that cell probe data services were not an appropriate substitute for the current travel time run methodology. The two (2) primary reasons were cost and accuracy. Cost estimates from two vendors for 1 year of services were approximately \$2 million dollars (for both start-up efforts and Operations and Maintenance (O&M)). In terms of accuracy, some companies have the ability to track vehicular speeds every 800 feet in dense urban areas, with an accuracy of plus/minus 20 feet. For the purposes of the CMP, tracking vehicles every 800 feet is not sufficient accuracy. Should the current barriers opposing anonymous cell probe data (i.e. affordability and accuracy) be overcome in the future, and satisfy the travel time scope and needs of the CMP, consideration should be given to reassessing the potential applicability of using anonymous cell probe data to obtain vehicular travel time information in lieu of in-vehicle travel time runs.

APPENDICES

Appendix A – Congested Corridors Map books

Appendix B – Congested Corridor Analyses

Appendix C – Matrix for Mitigation Strategies

Appendix D – Stakeholder Feedback

Appendix E – Technical Memorandum 1

Appendix F – Time-of-Day Profiles in Congested Areas

Appendix A Congested Corridors Map Books

Presented to:

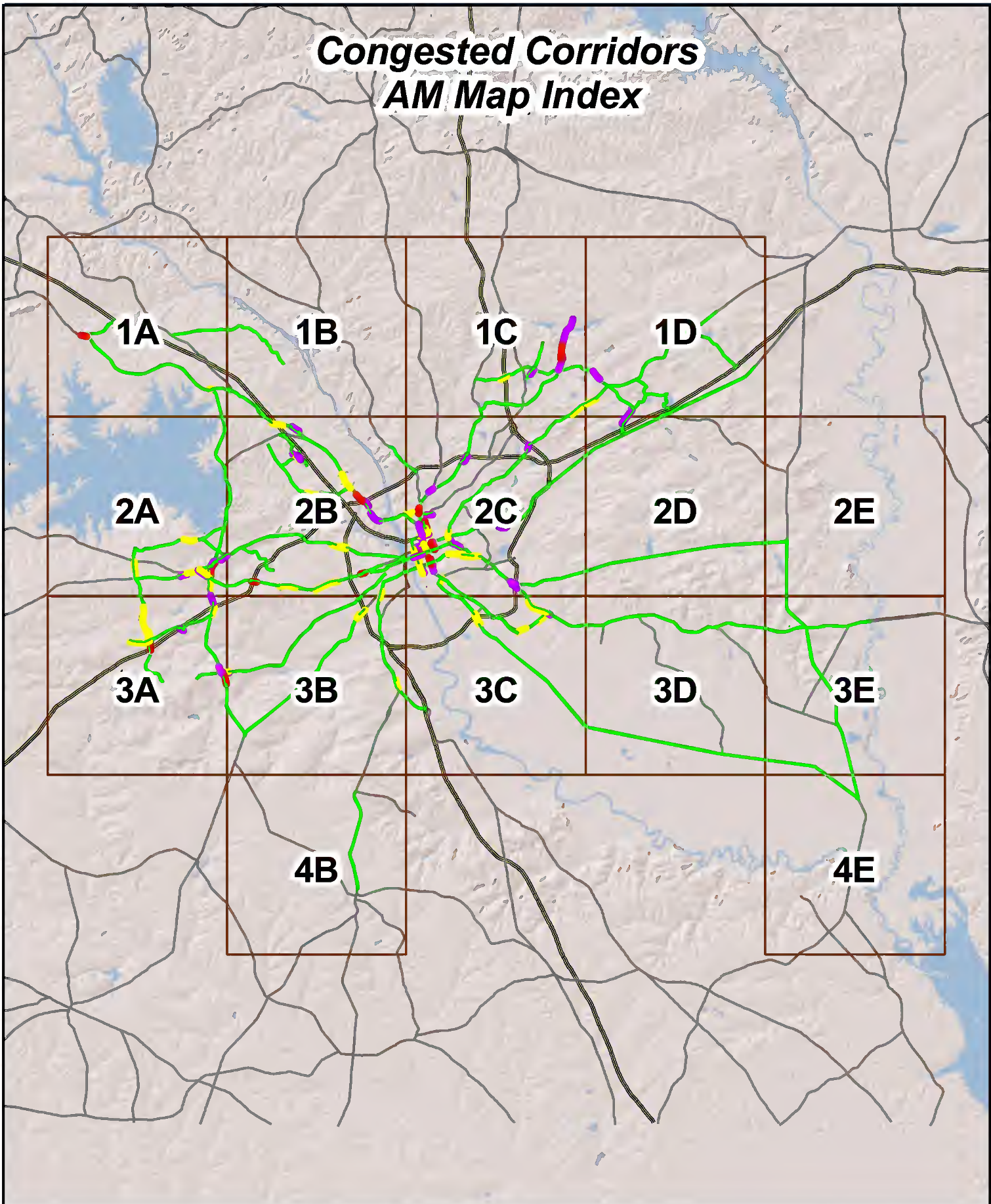
Central Midlands
Council of Governments



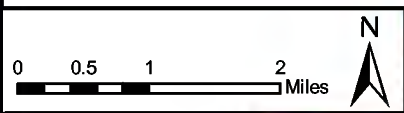
Presented by:



Congested Corridors AM Map Index



Congested Corridors AM



Map 1A

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

Road Network

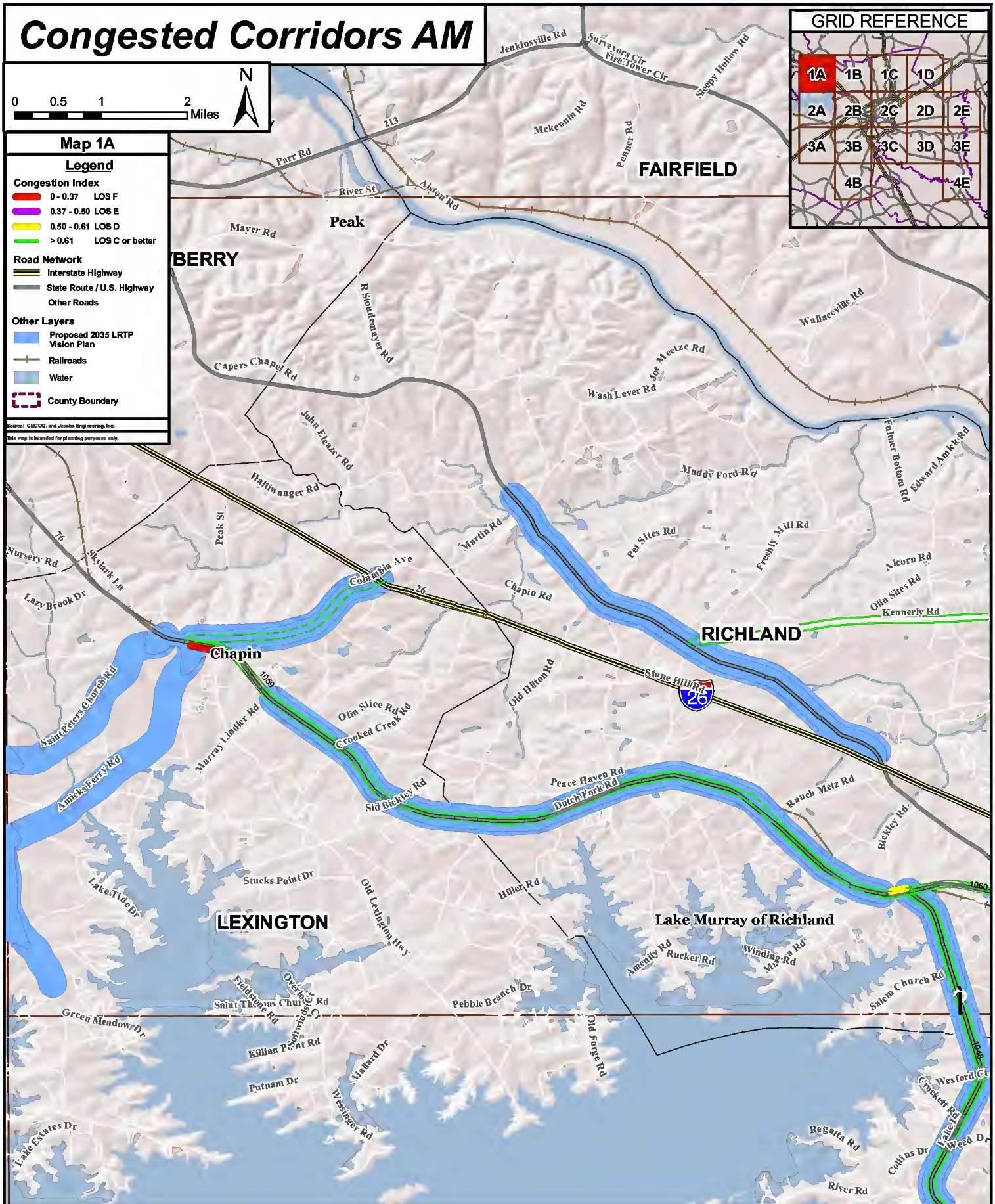
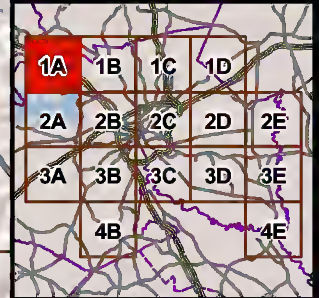
- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

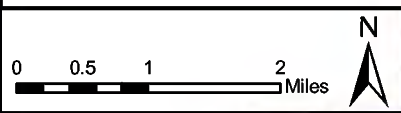
- Proposed 2035 LRTP Vision Plan
- Railroads
- Water
- County Boundary

Source: CMCOG and Jacobs Engineering, Inc.
This map is intended for planning purposes only.

GRID REFERENCE



Congested Corridors AM



Map 1B

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

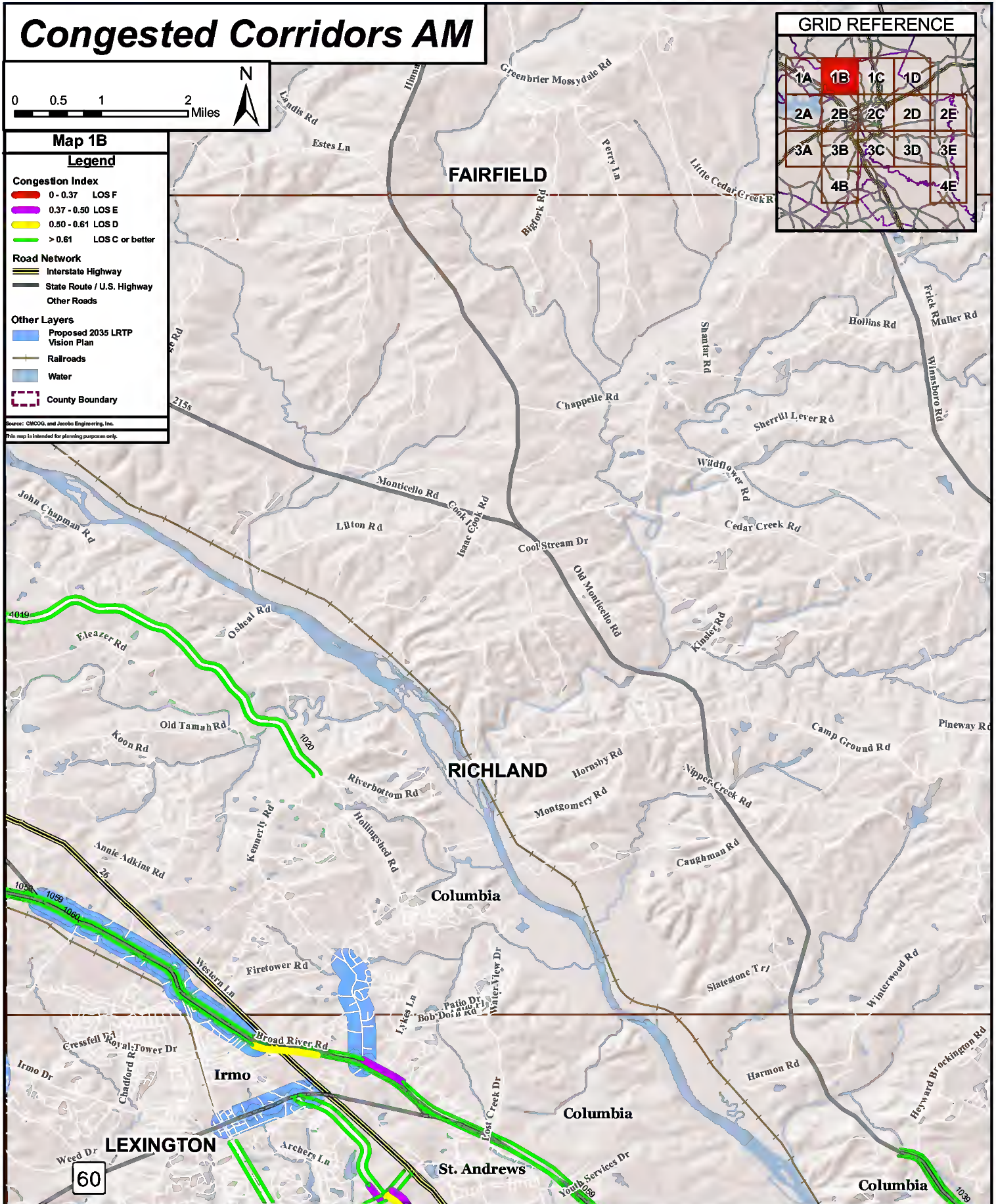
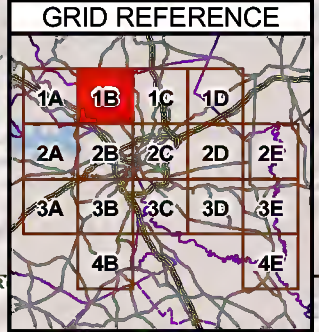
Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

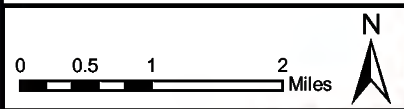
Other Layers

- Proposed 2035 L RTP Vision Plan
- Railroads
- Water
- County Boundary

Source: CMCOG and Jacobs Engineering, Inc.
This map is intended for planning purposes only.



Congested Corridors AM



Map 1C

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

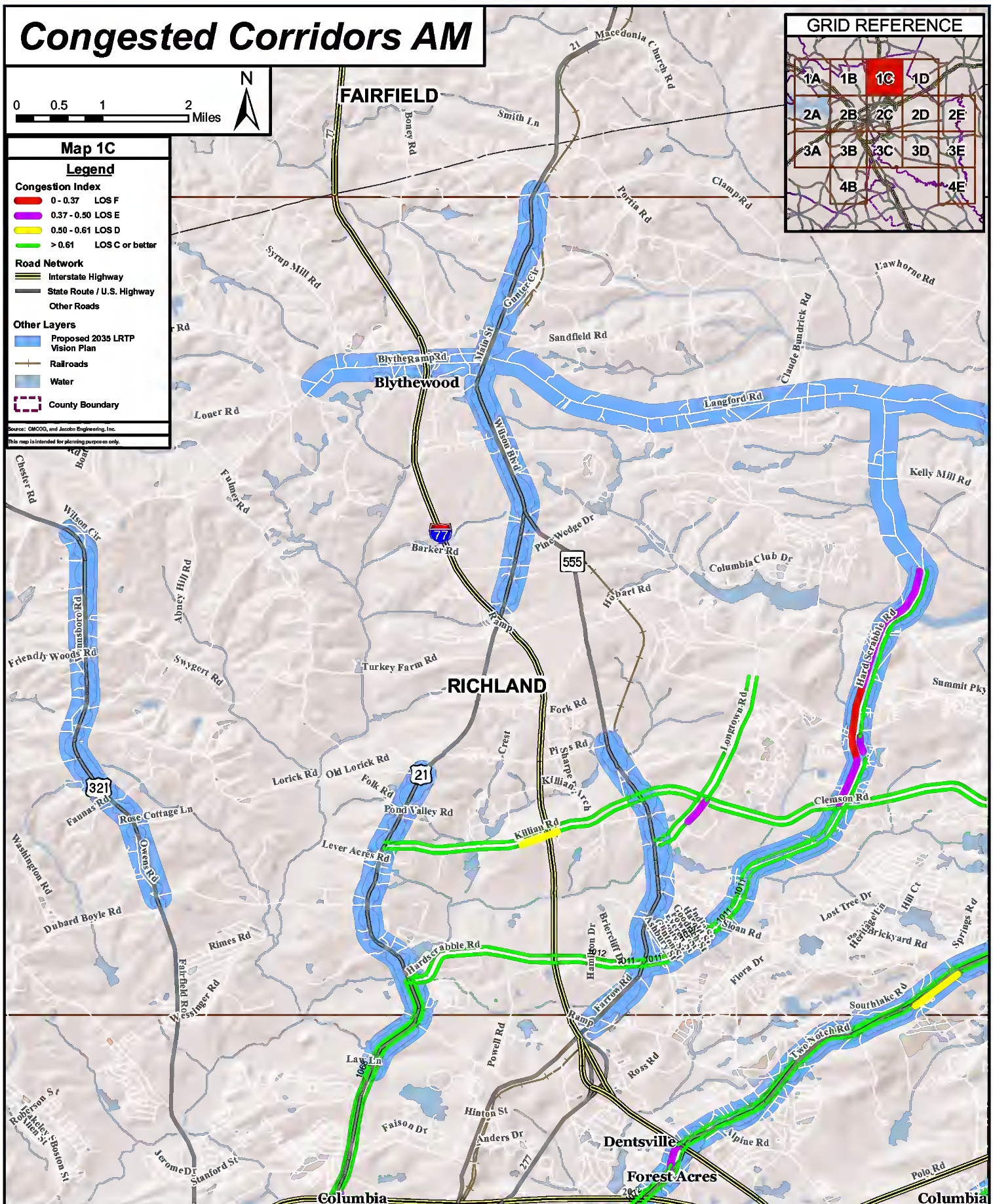
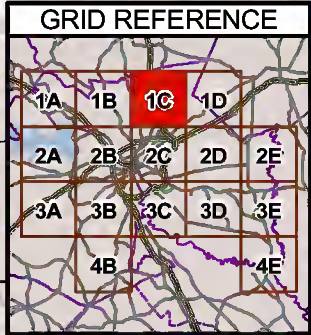
Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

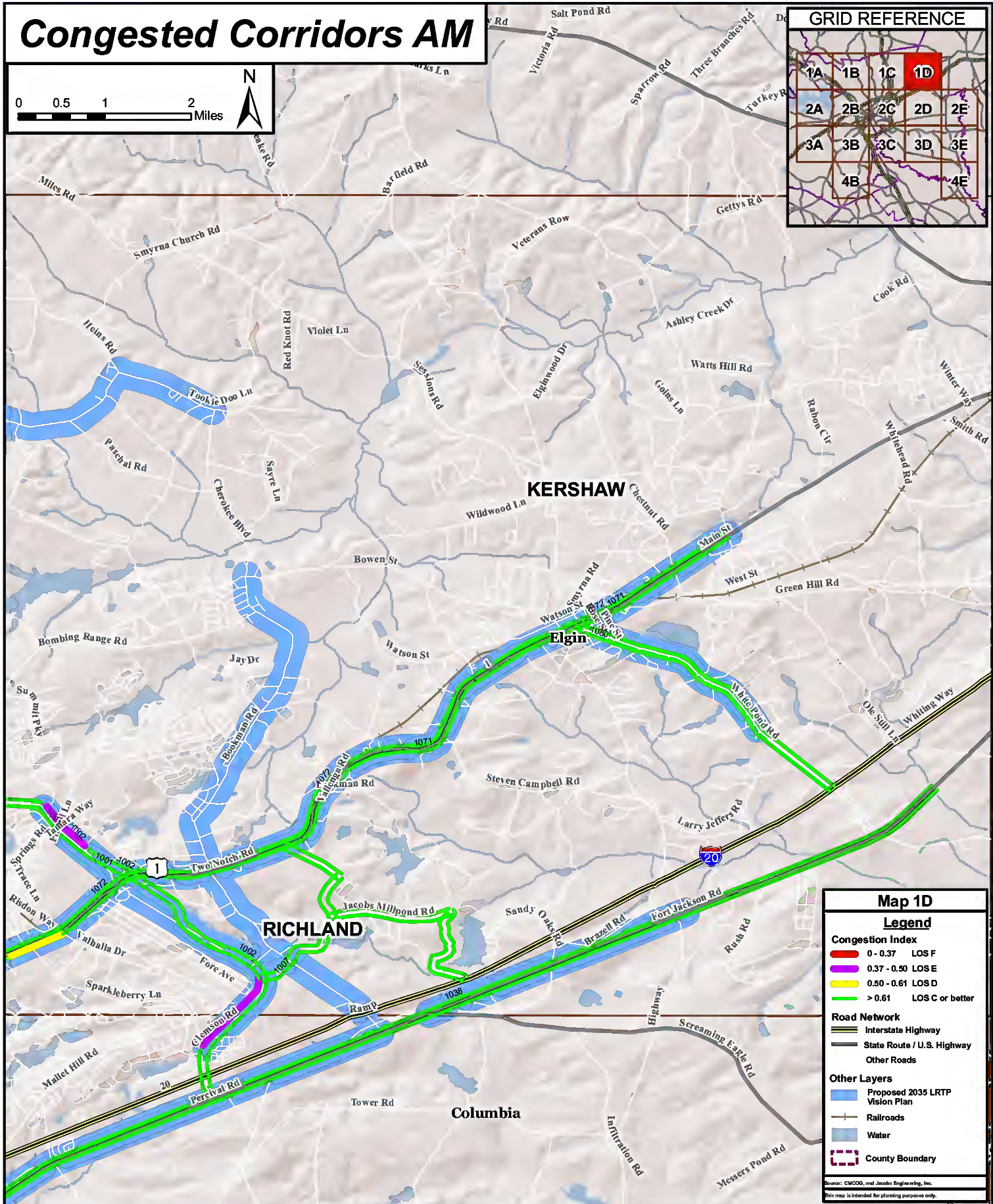
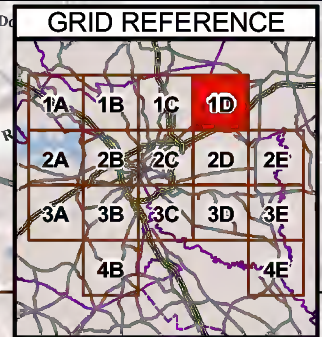
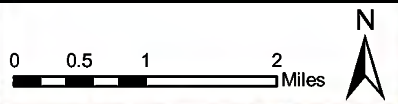
Other Layers

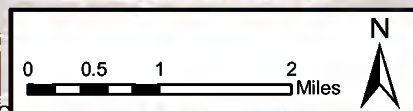
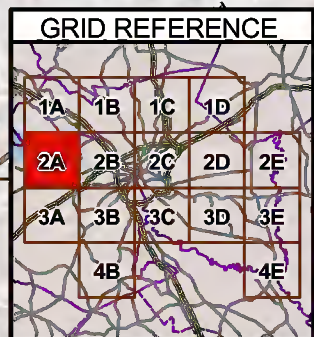
- Proposed 2035 L RTP Vision Plan
- Railroads
- Water
- County Boundary

Source: CMOG, and Jacobs Engineering, Inc.
This map is intended for planning purposes only.



Congested Corridors AM





Congested Corridors AM

Map 2B

Legend

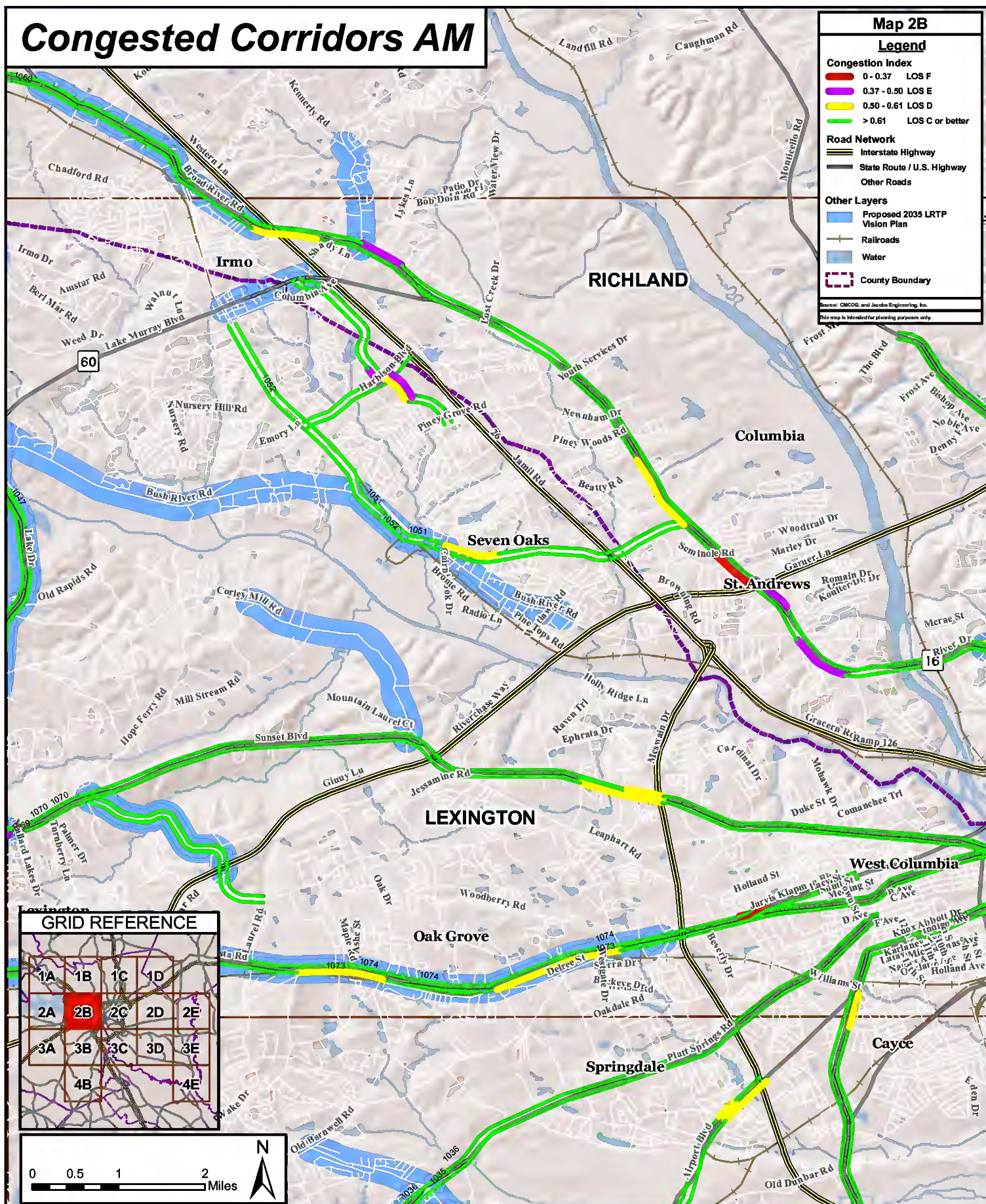
Congestion Index	
■	0 - 0.37 LOS F
■	0.37 - 0.50 LOS E
■	0.50 - 0.61 LOS D
■	> 0.61 LOS C or better

Road Network	
—	Interstate Highway
—	State Route / U.S. Highway
—	Other Roads

Other Layers	
■	Proposed 2035 L RTP Vision Plan
—	Railroads
■	Water
■	County Boundary

Source: CMCOG, and Jacobs Engineering, Inc.

This map is intended for planning purposes only.



Congested Corridors AM

Map 2C

Legend

Congestion Index
 0 - 0.37 LOS F
 0.37 - 0.50 LOS E
 0.50 - 0.61 LOS D
 > 0.61 LOS C or better

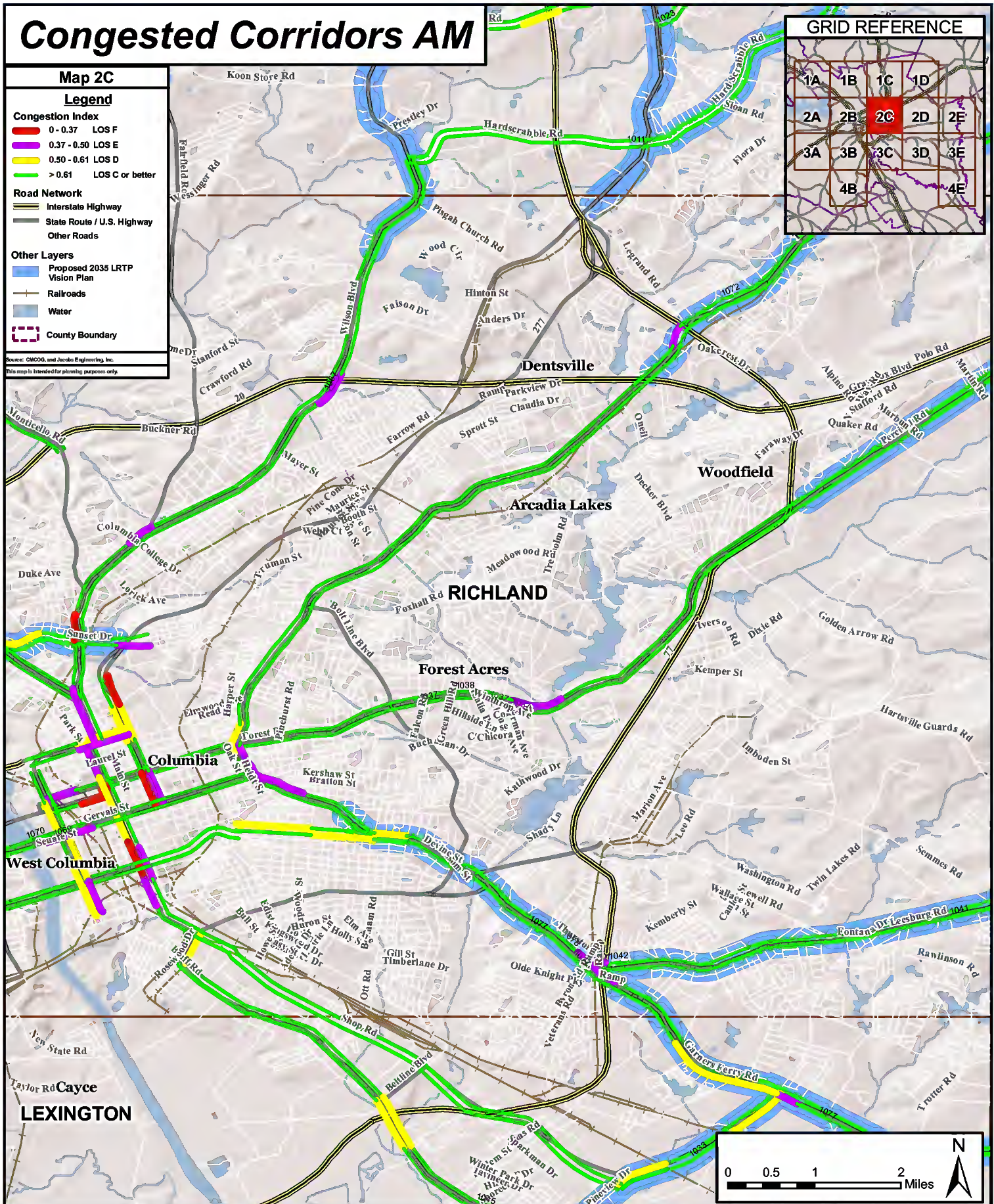
Road Network
 Interstate Highway
 State Route / U.S. Highway
 Other Roads

Other Layers
 Proposed 2035 L RTP
 Vision Plan
 Railroads
 Water
 County Boundary

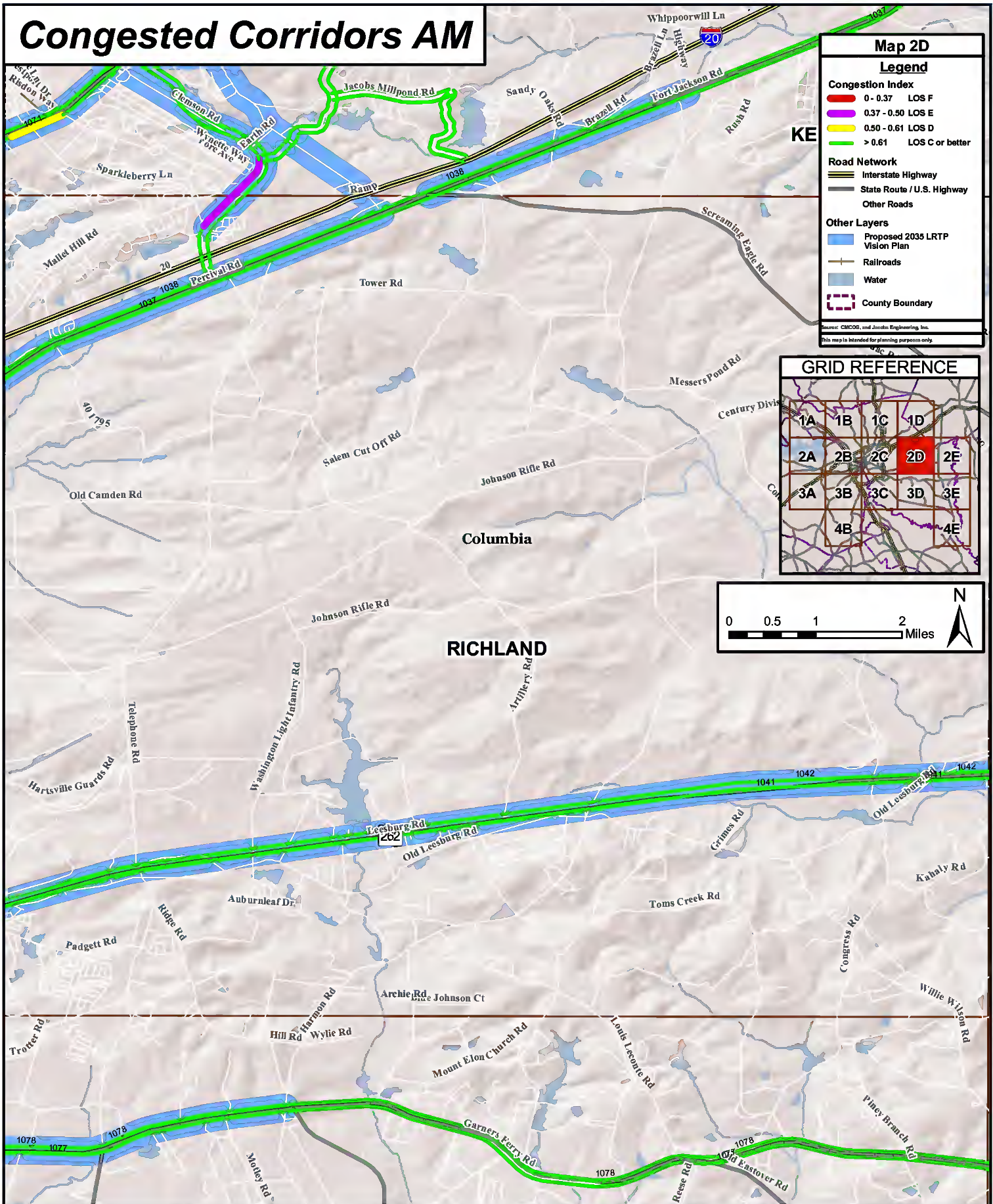
Source: CMCG and Jacobs Engineering, Inc.
 This map is intended for planning purposes only.

GRID REFERENCE

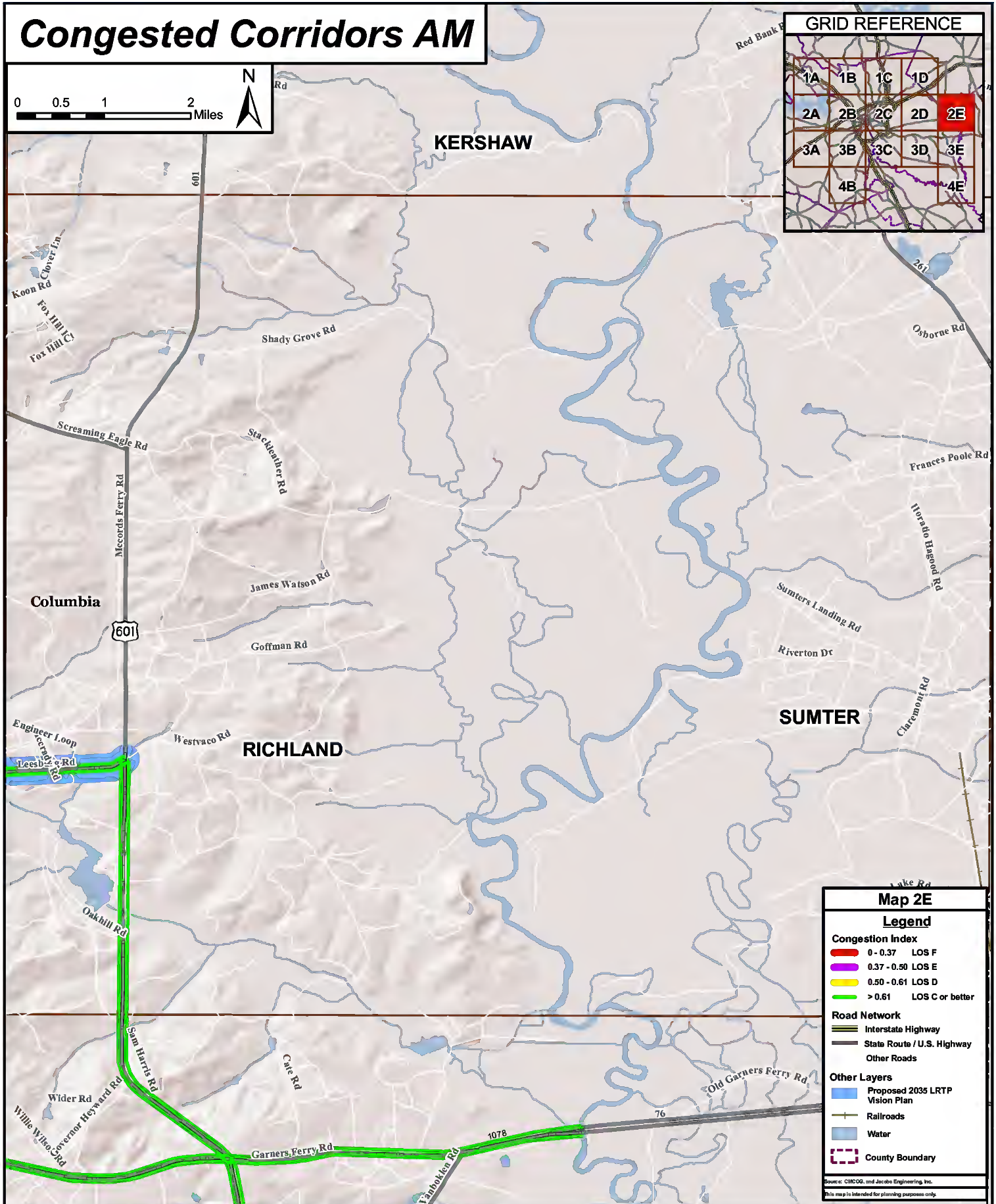
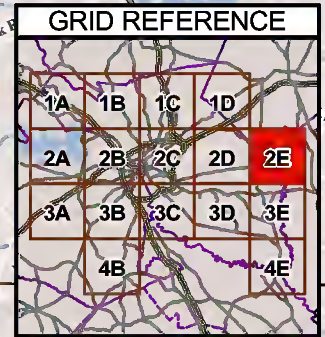
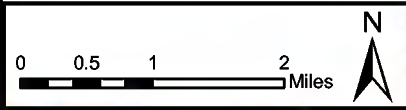
1A	1B	1C	1D
2A	2B	2C	2D
3A	3B	3C	3D
4B			



Congested Corridors AM



Congested Corridors AM



Map 2E

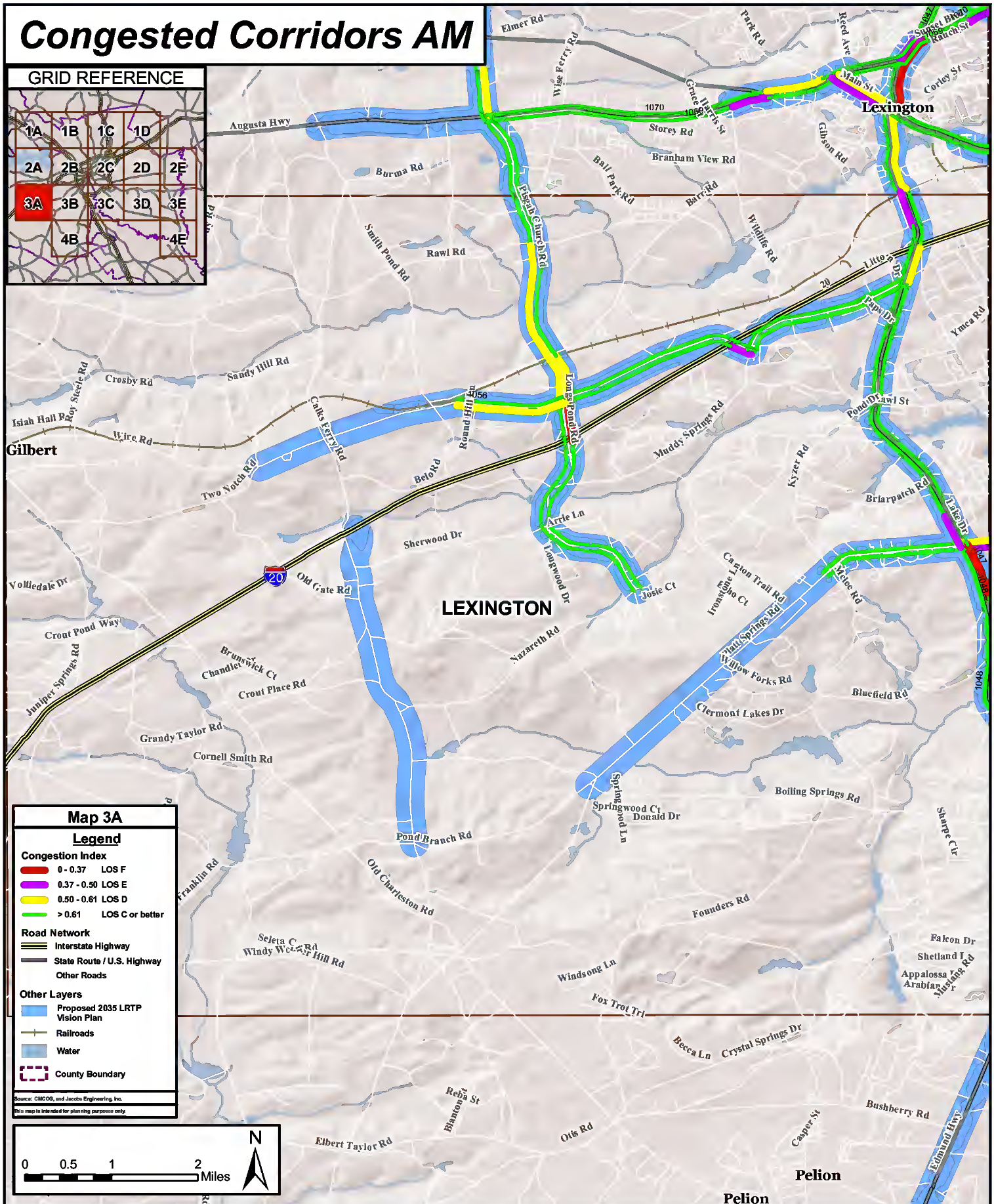
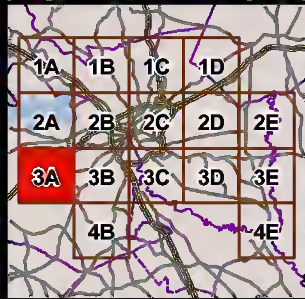
Legend

- Congestion Index**
- 0 - 0.37 LOS F
 - 0.37 - 0.50 LOS E
 - 0.50 - 0.61 LOS D
 - > 0.61 LOS C or better
- Road Network**
- Interstate Highway
 - State Route / U.S. Highway
 - Other Roads
- Other Layers**
- Proposed 2035 LRTP Vision Plan
 - Railroads
 - Water
 - County Boundary

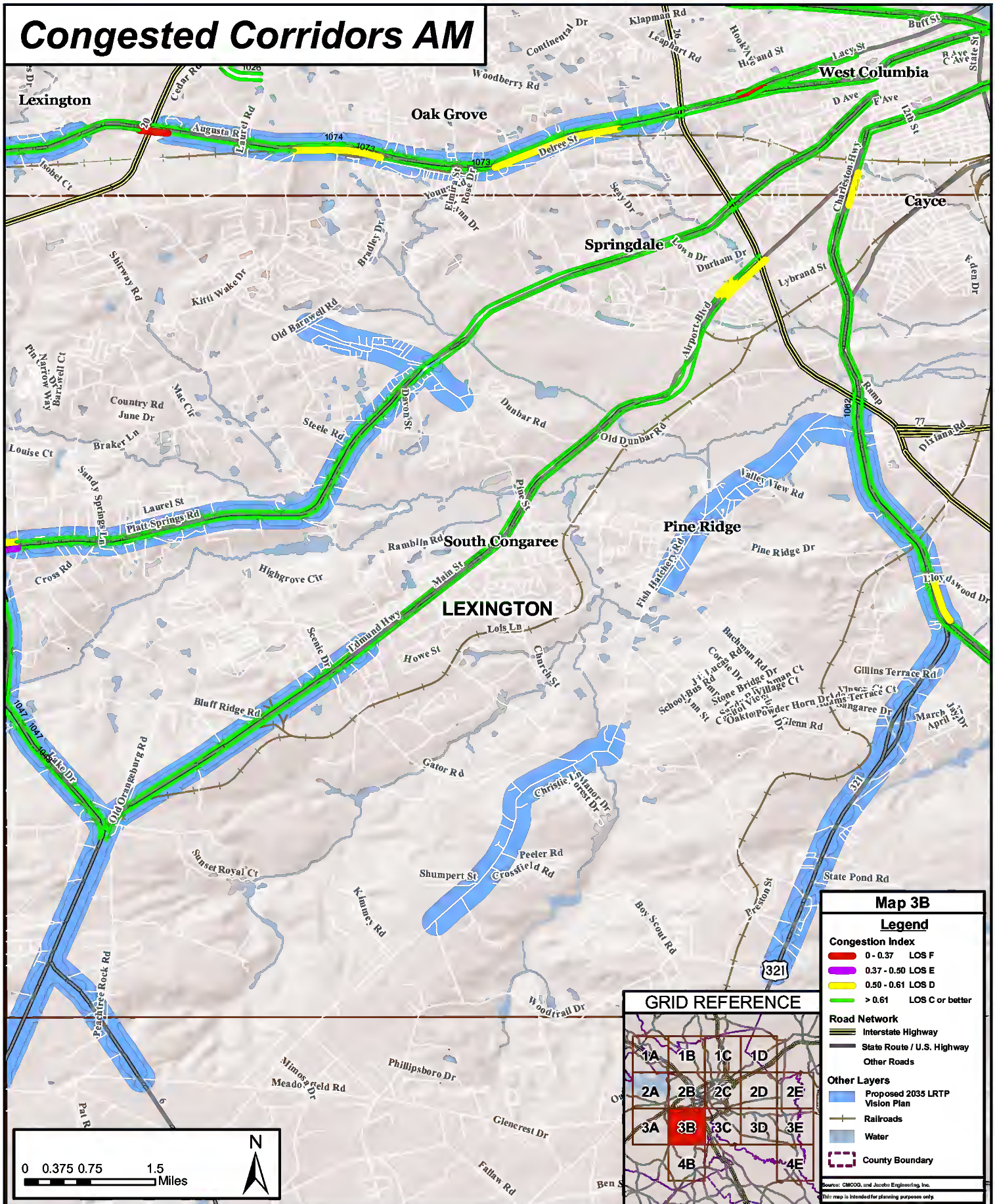
Source: CMCOG, and Jacobs Engineering, Inc.
This map is intended for planning purposes only.

Congested Corridors AM

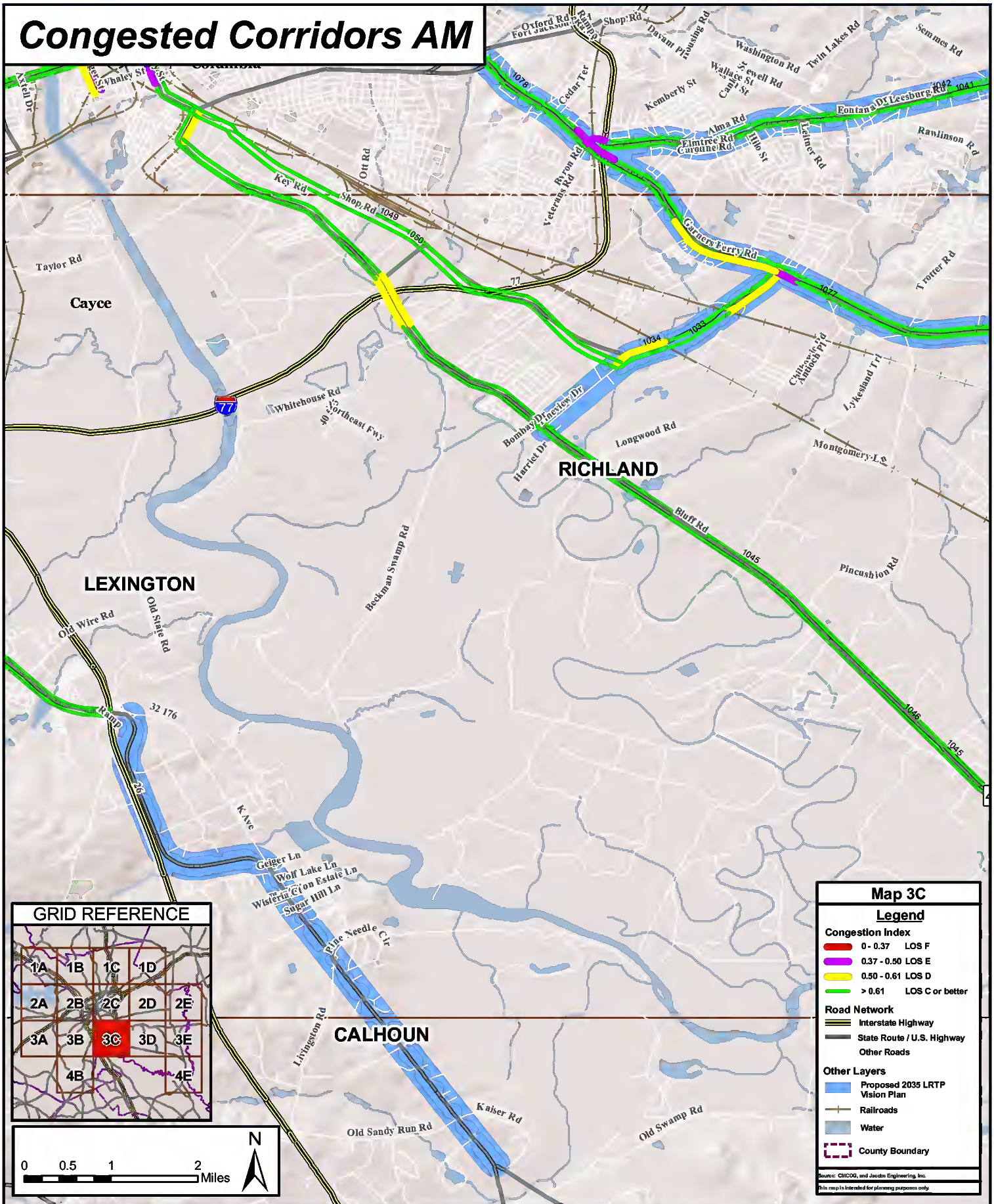
GRID REFERENCE



Congested Corridors AM

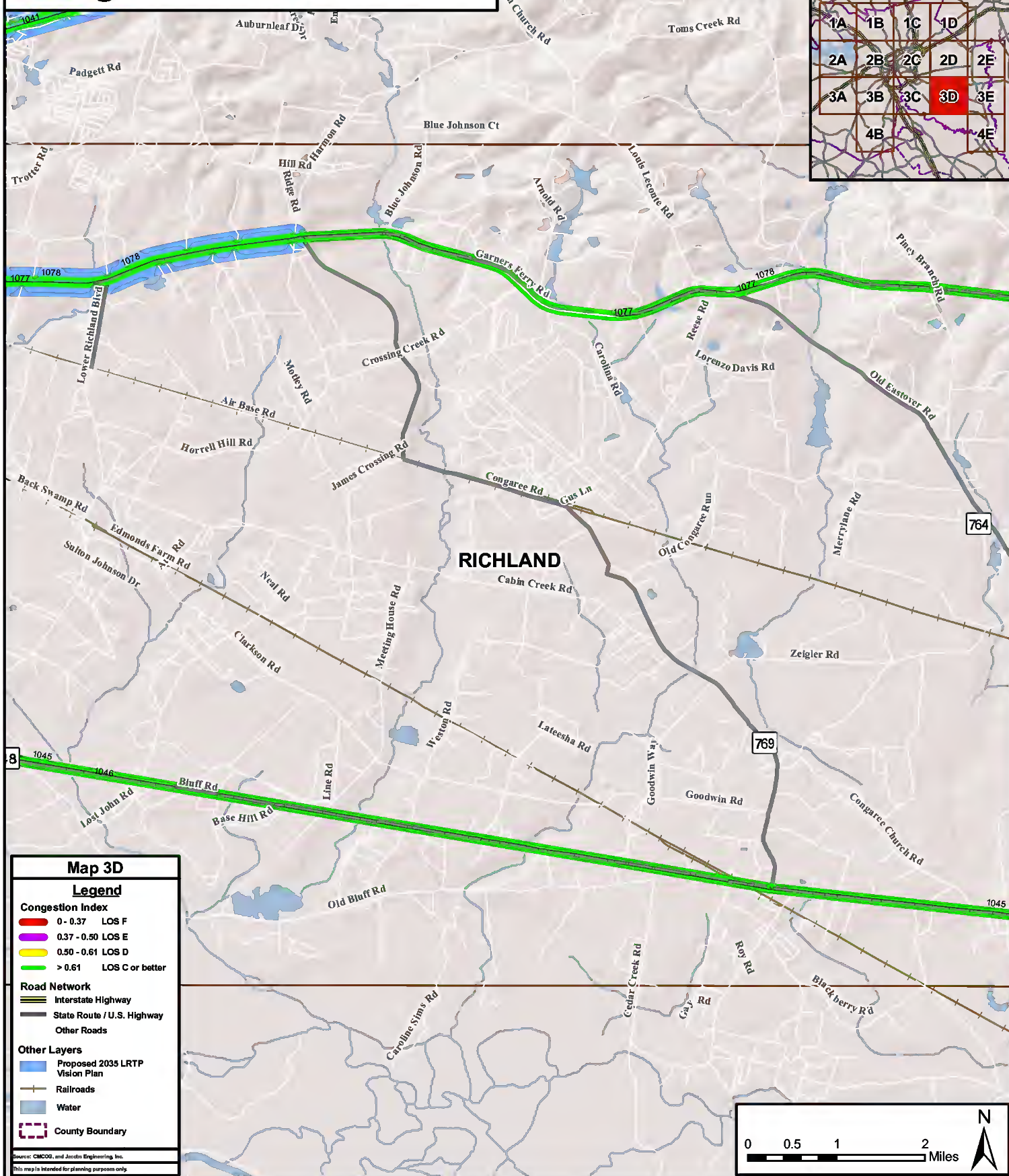
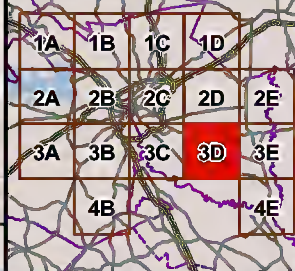


Congested Corridors AM

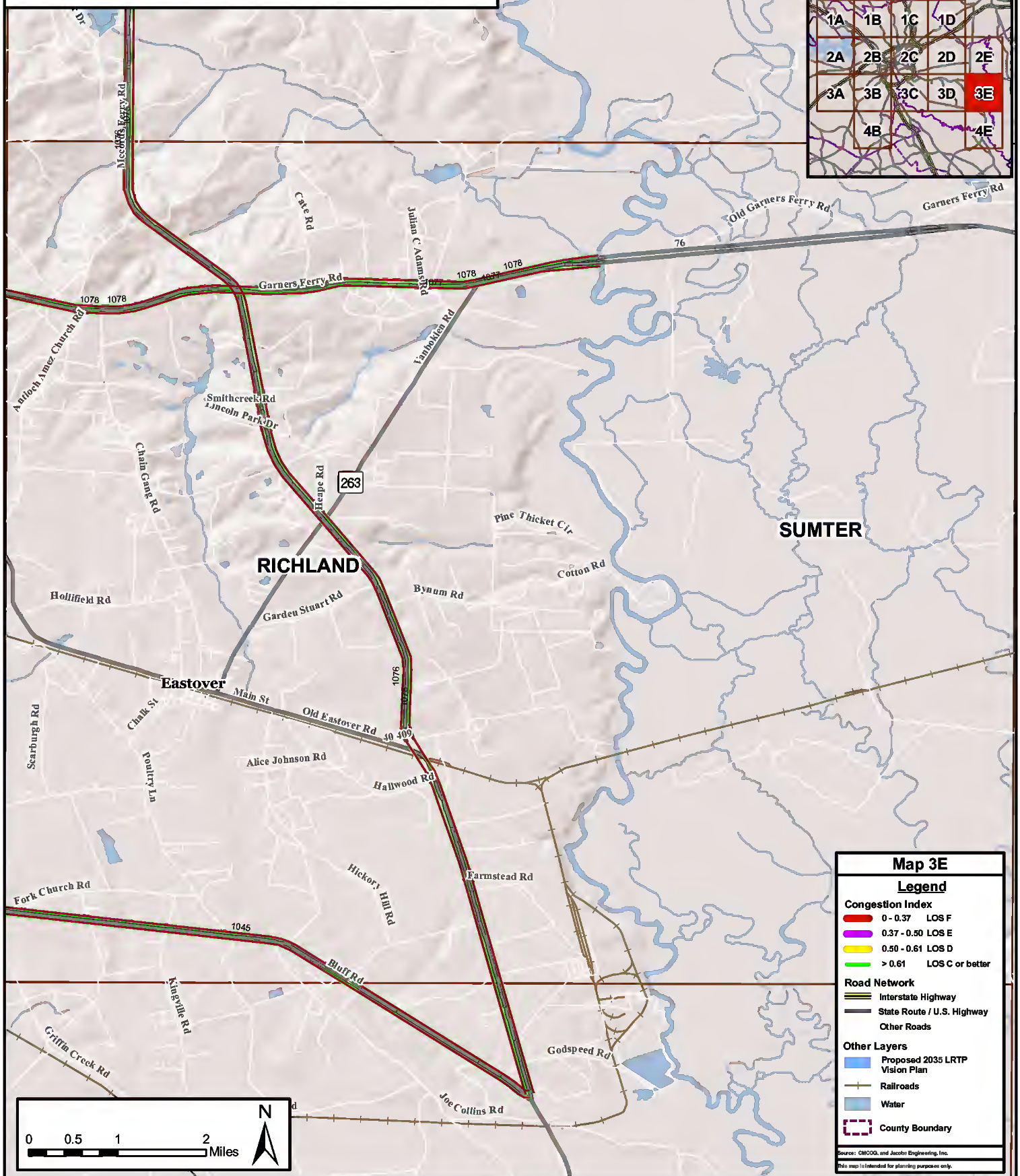
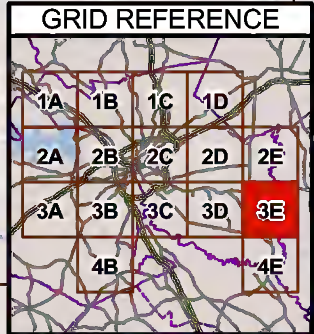


Congested Corridors AM

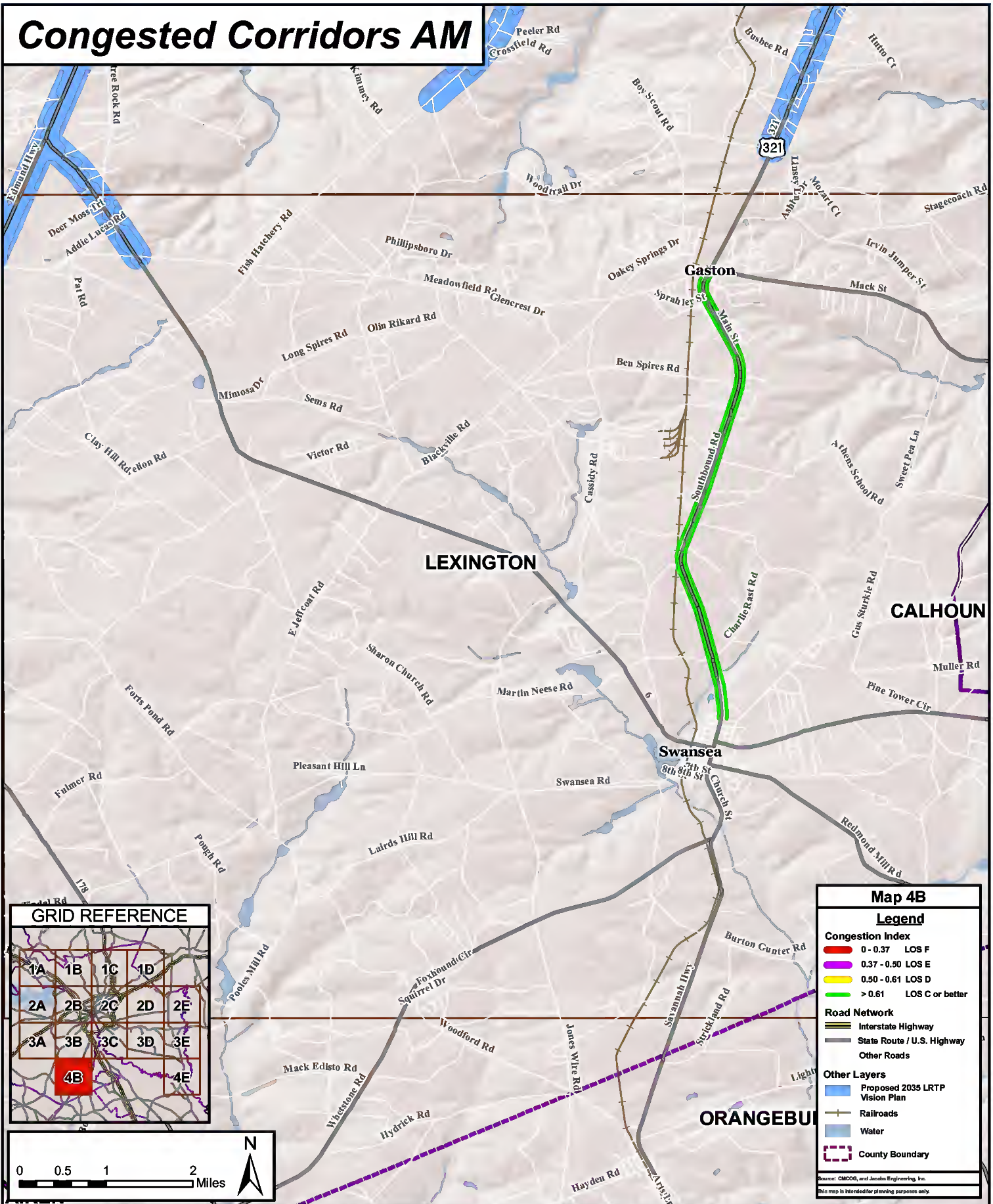
GRID REFERENCE



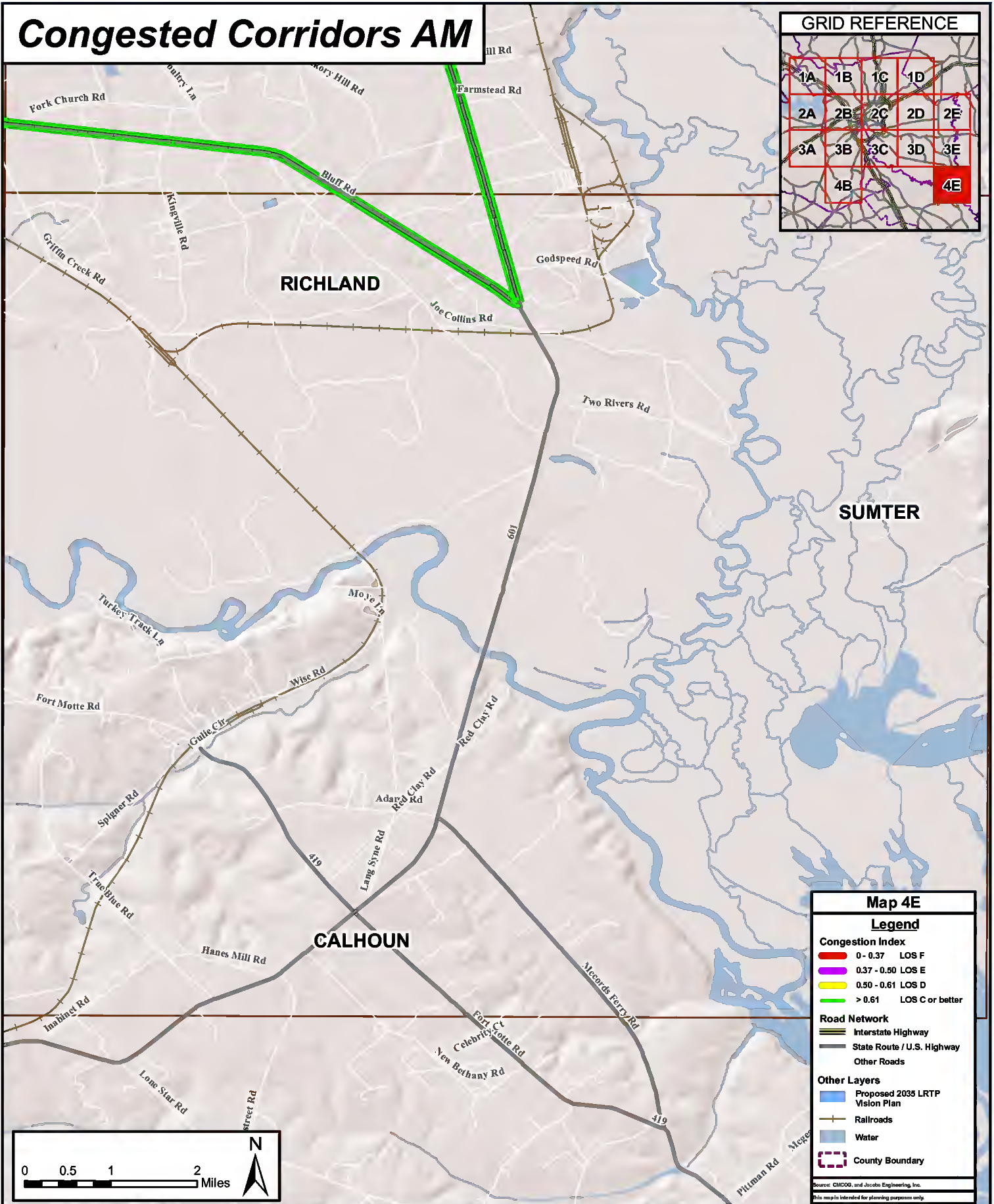
Congested Corridors AM

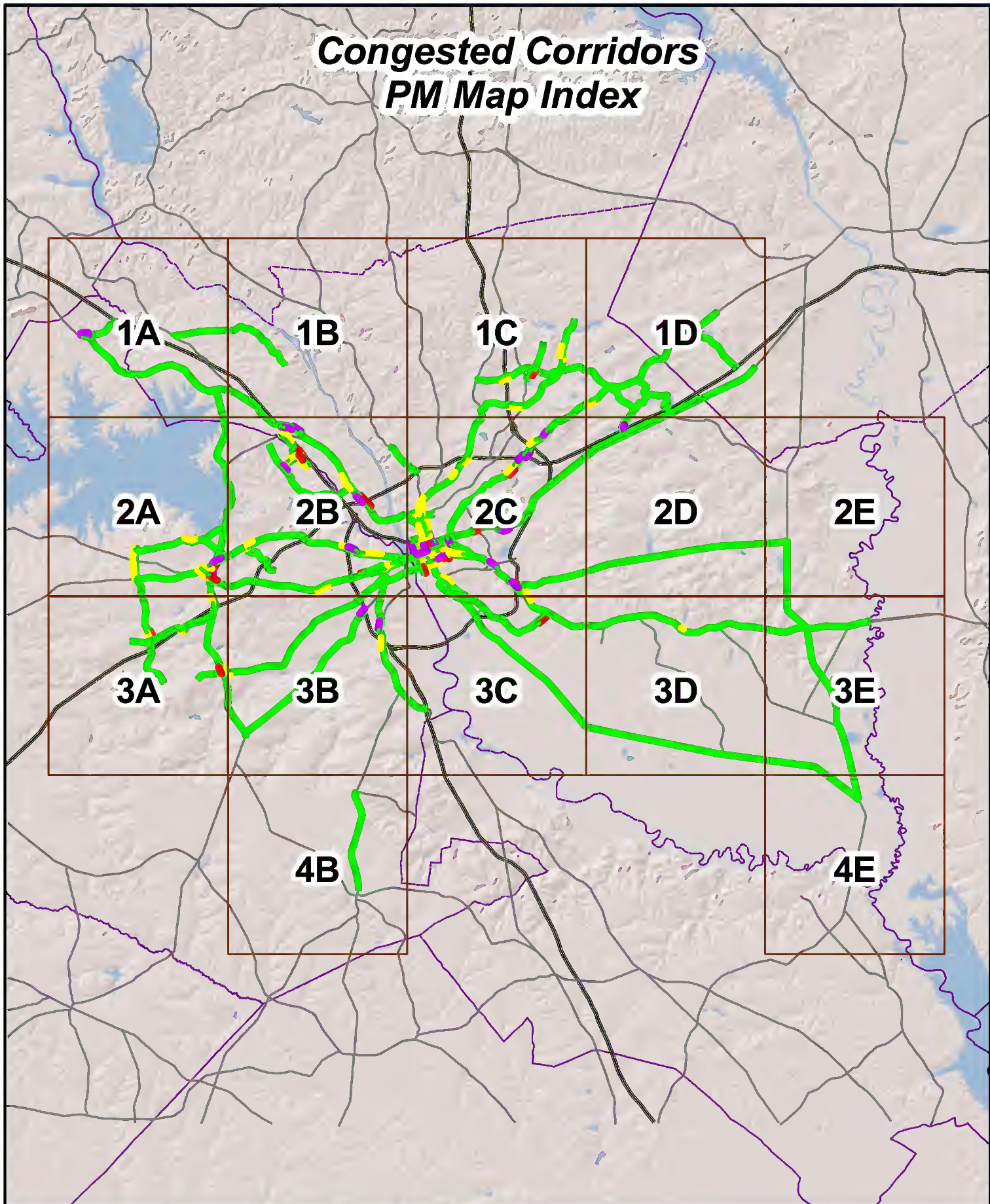


Congested Corridors AM

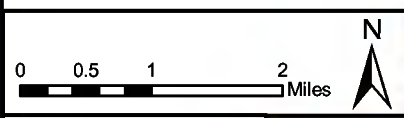


Congested Corridors AM





Congested Corridors PM

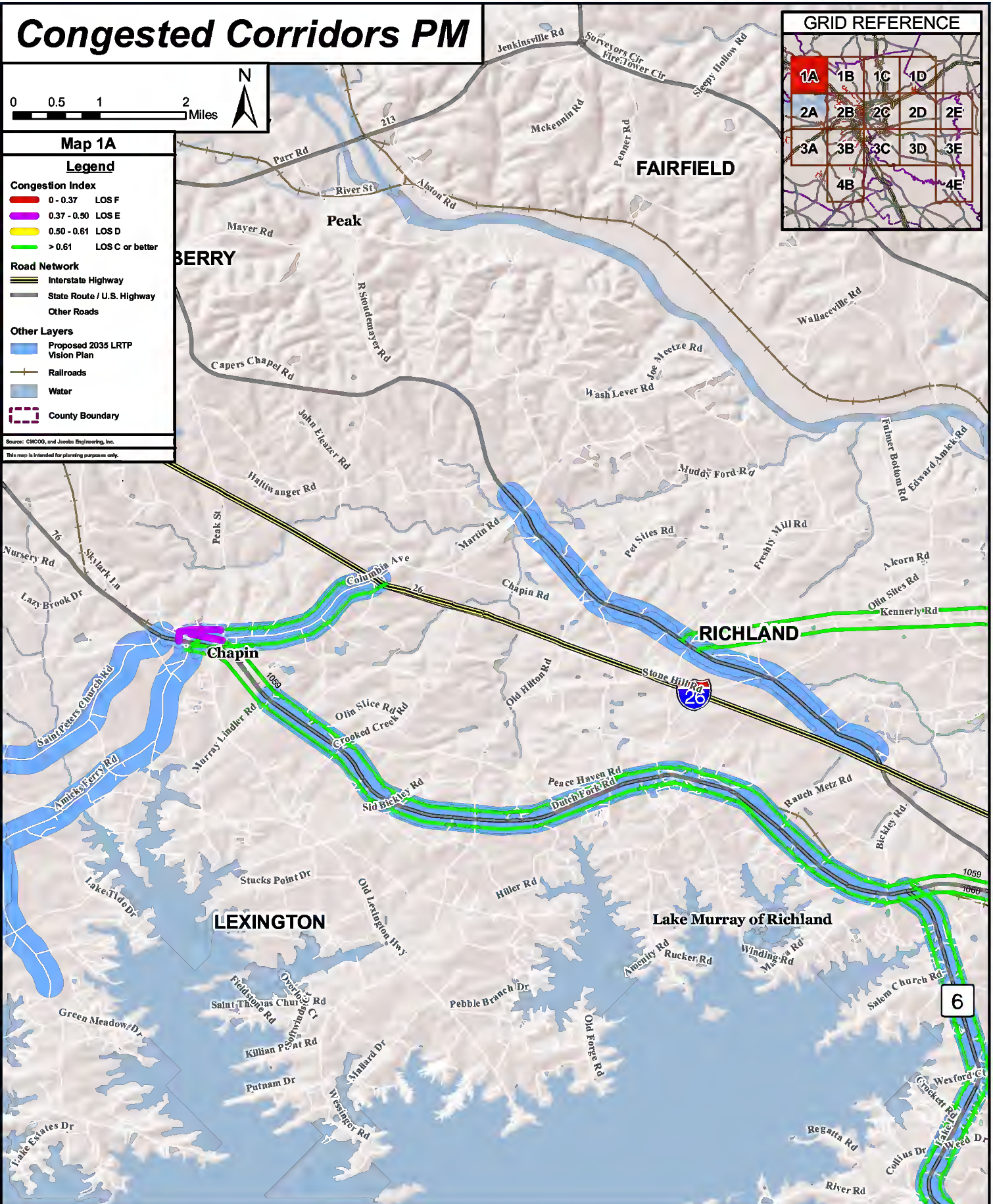
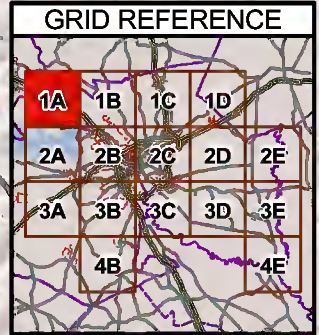


Map 1A

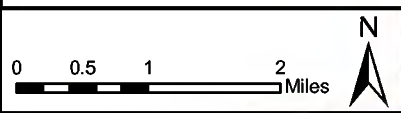
Legend

- Congestion Index**
- 0 - 0.37 LOS F
 - 0.37 - 0.50 LOS E
 - 0.50 - 0.61 LOS D
 - > 0.61 LOS C or better
- Road Network**
- Interstate Highway
 - State Route / U.S. Highway
 - Other Roads
- Other Layers**
- Proposed 2035 LRTP Vision Plan
 - Railroads
 - Water
 - County Boundary

Source: CMCOG, and Jacobs Engineering, Inc.
This map is intended for planning purposes only.



Congested Corridors PM



Map 1B

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

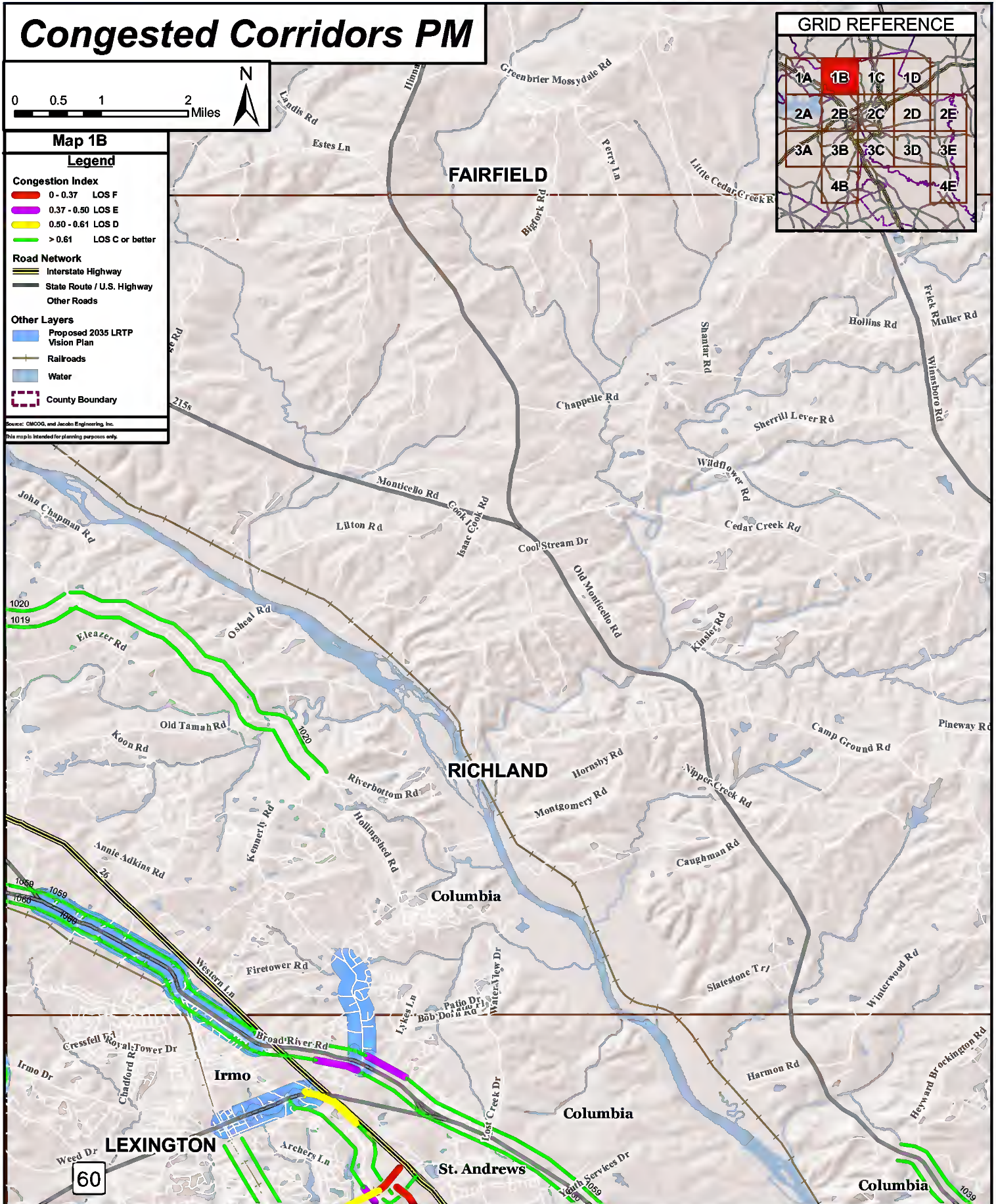
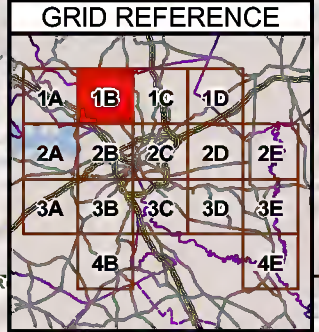
Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

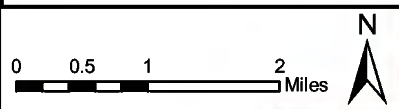
Other Layers

- Proposed 2035 L RTP Vision Plan
- Railroads
- Water
- County Boundary

Source: CMCOG, and Jacobs Engineering, Inc.
This map is intended for planning purposes only.



Congested Corridors PM



Map 1C

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

Road Network

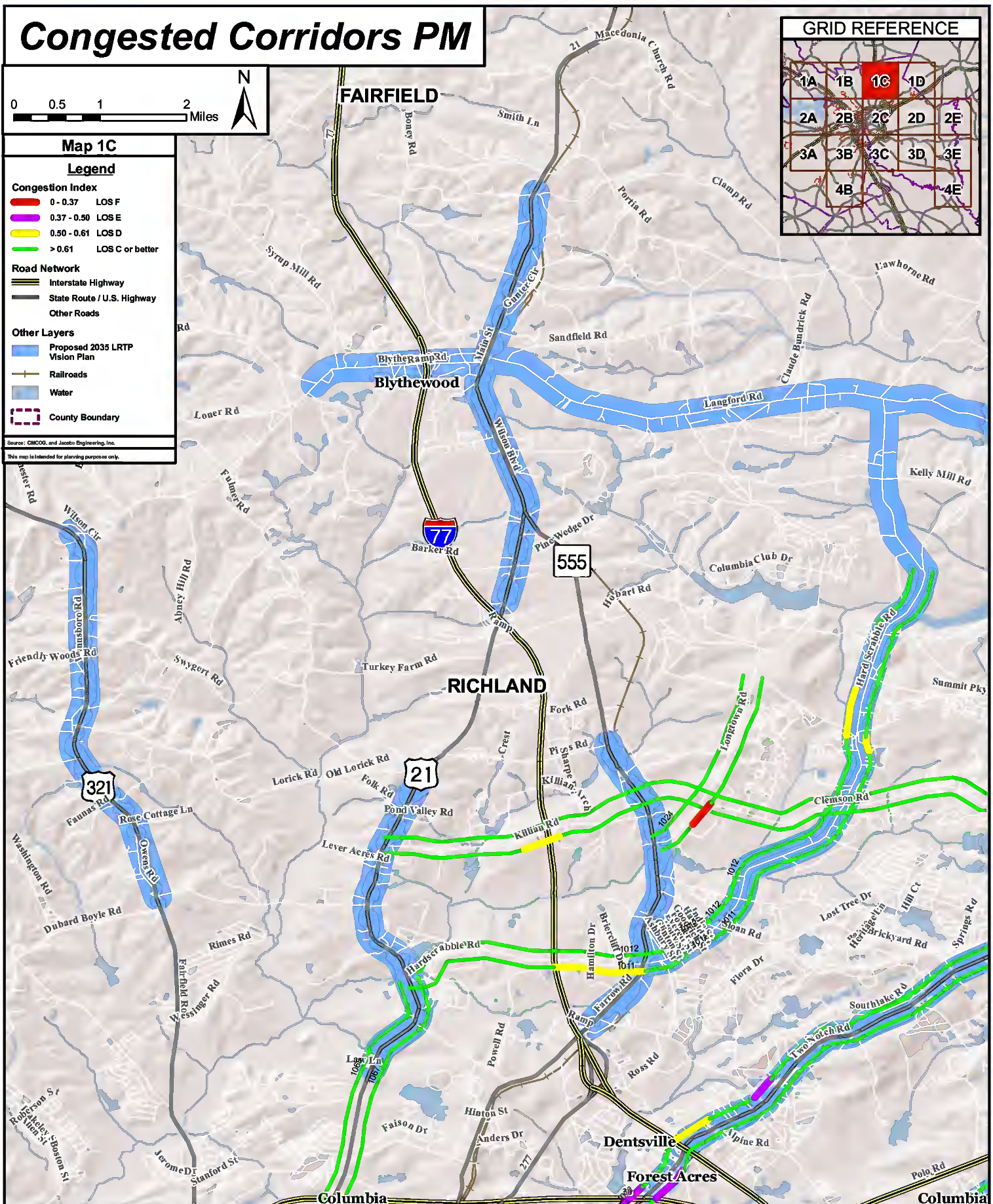
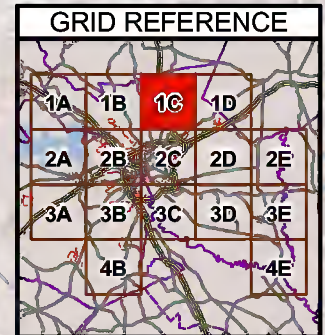
- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

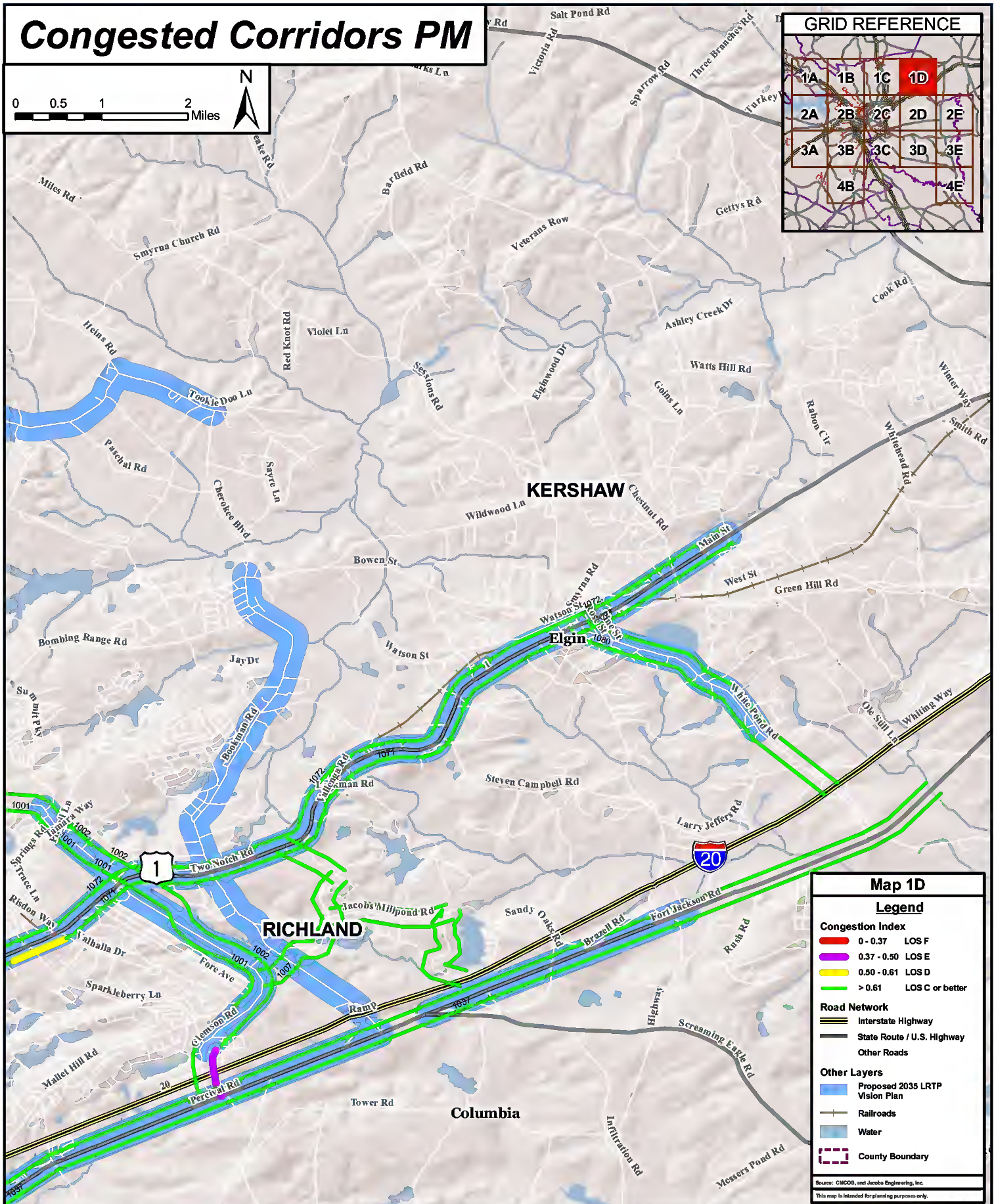
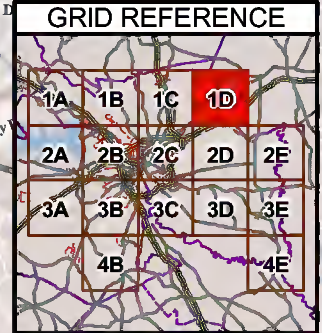
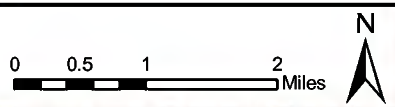
- Proposed 2035 LRTP Vision Plan
- Railroads
- Water
- County Boundary

Source: CMOG, and Jacobs Engineering, Inc.

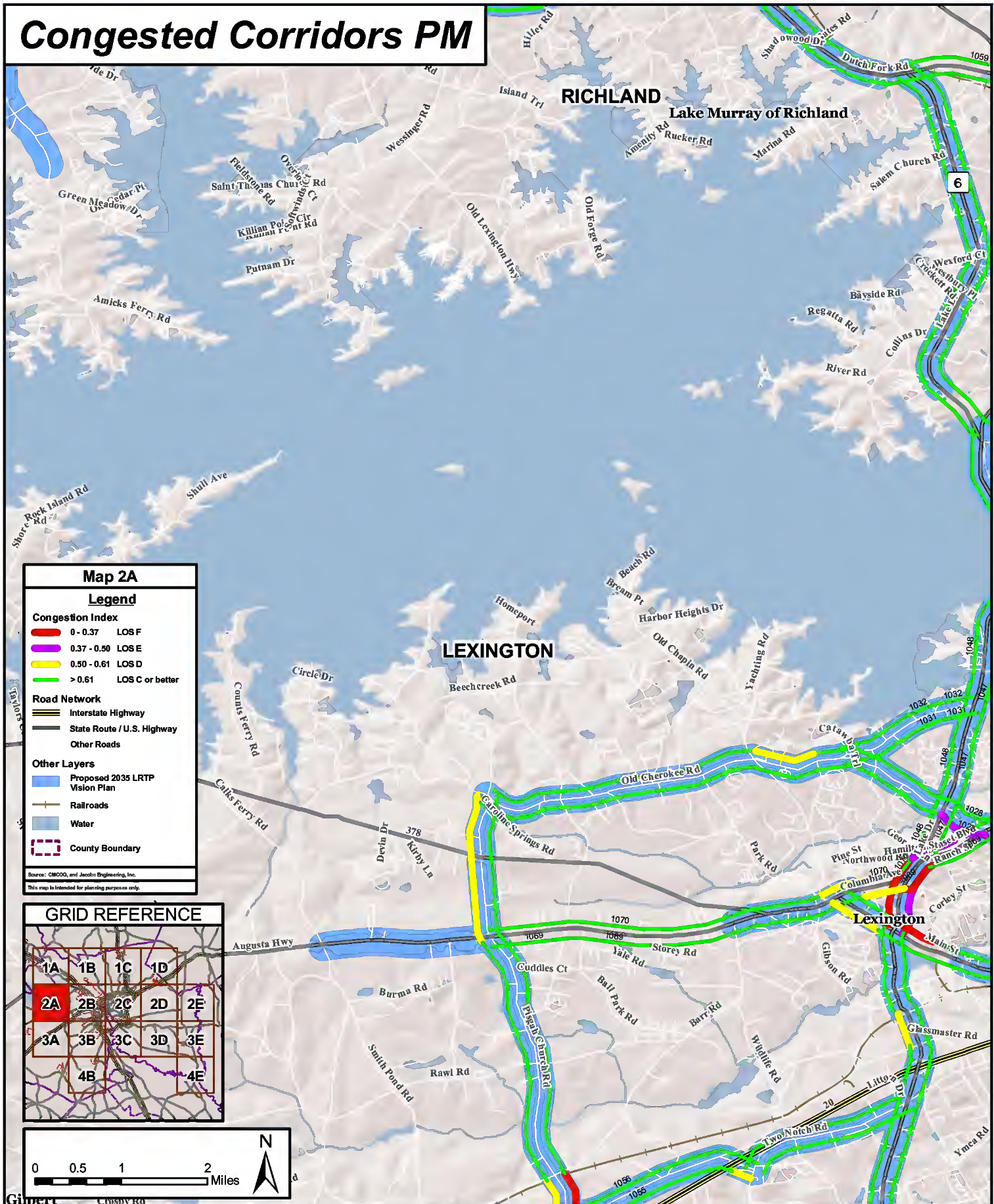
This map is intended for planning purposes only.



Congested Corridors PM



Congested Corridors PM



GRID REFERENCE

A map showing a grid reference system. The grid is labeled with letters 1A through 4E. A red square highlights the intersection of 2B and 2C, which is labeled '2B'.

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

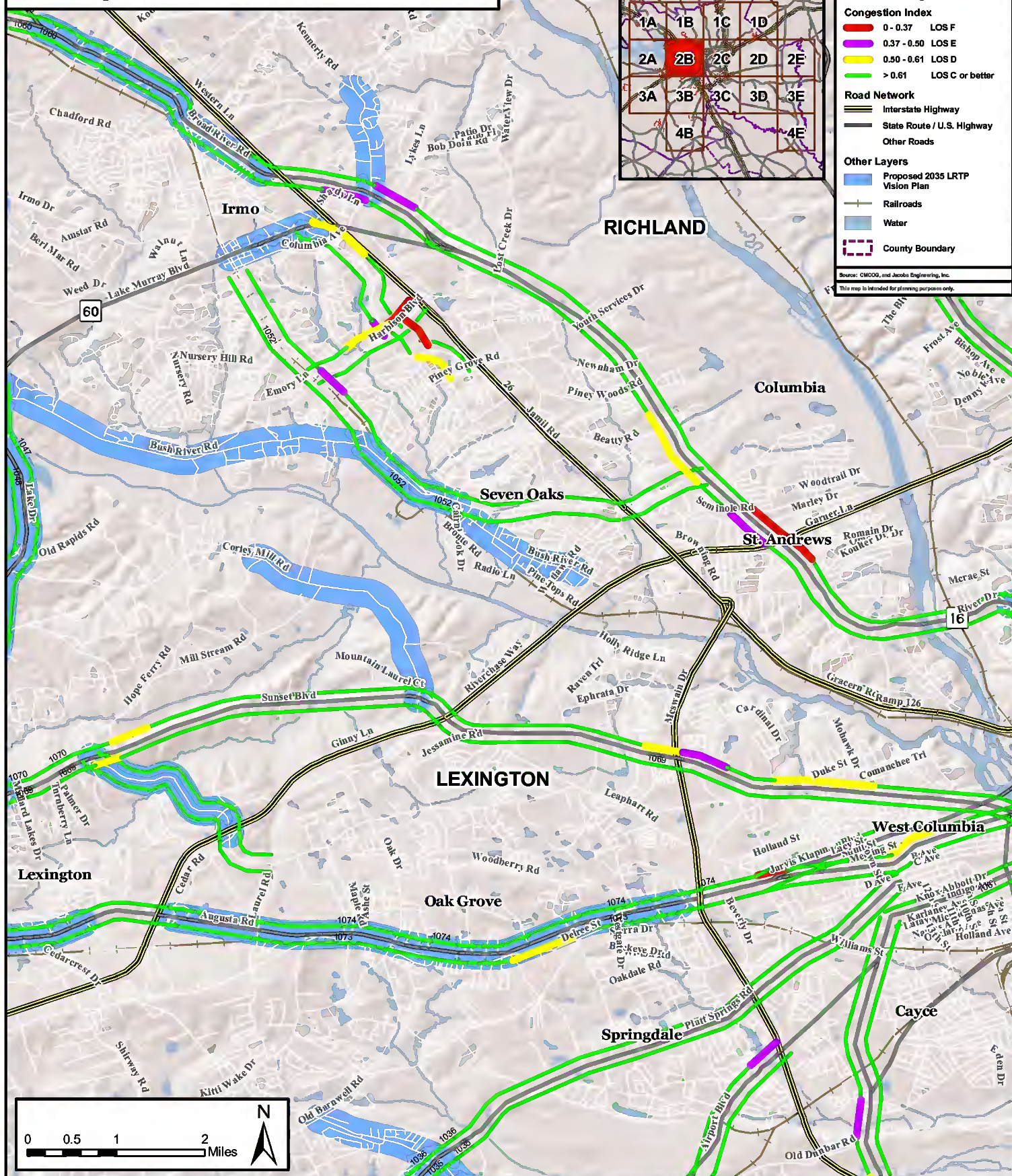
Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

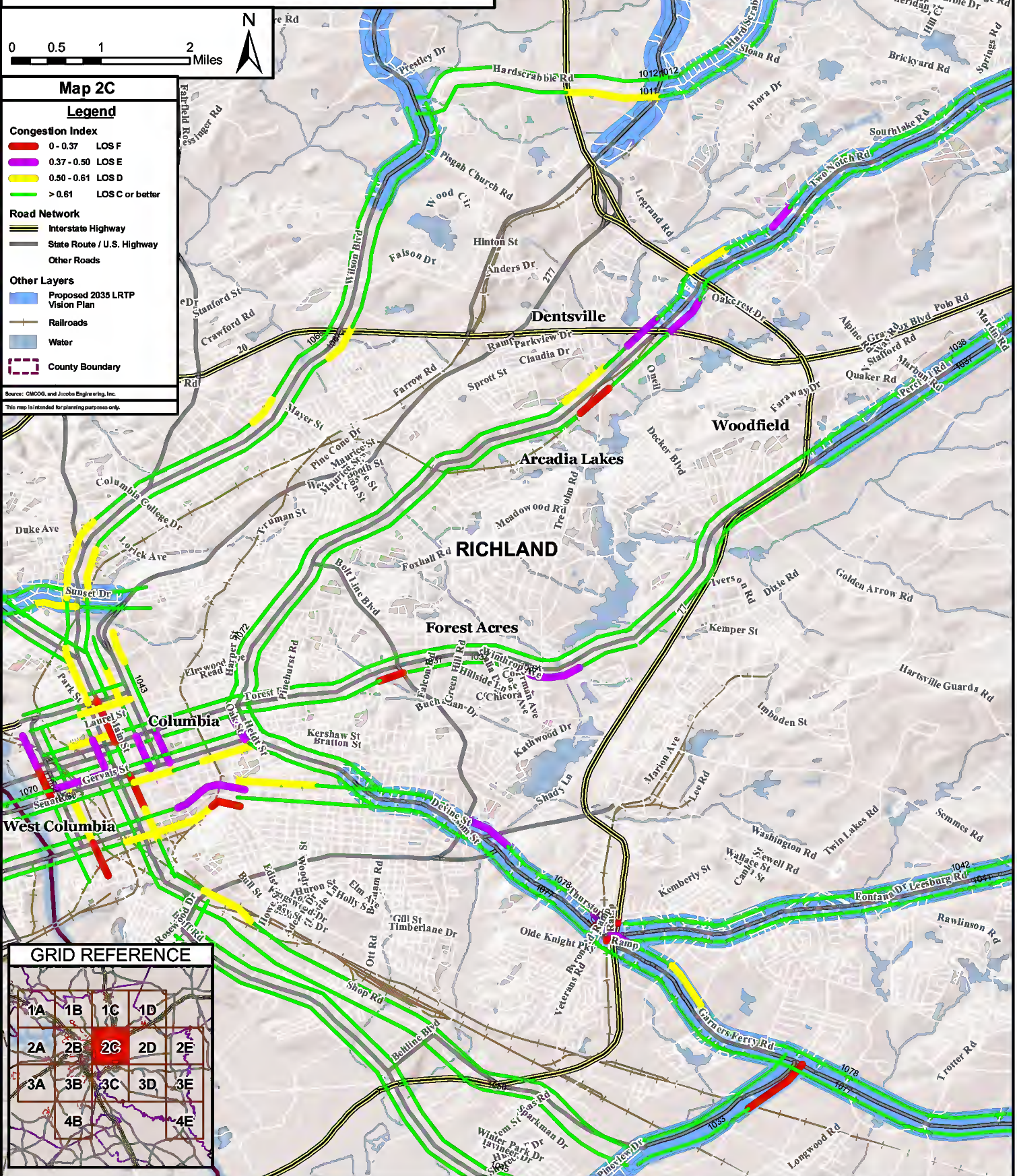
Other Layers

- Proposed 2035 LRTP Vision Plan
- Railroads
- Water
- County Boundary

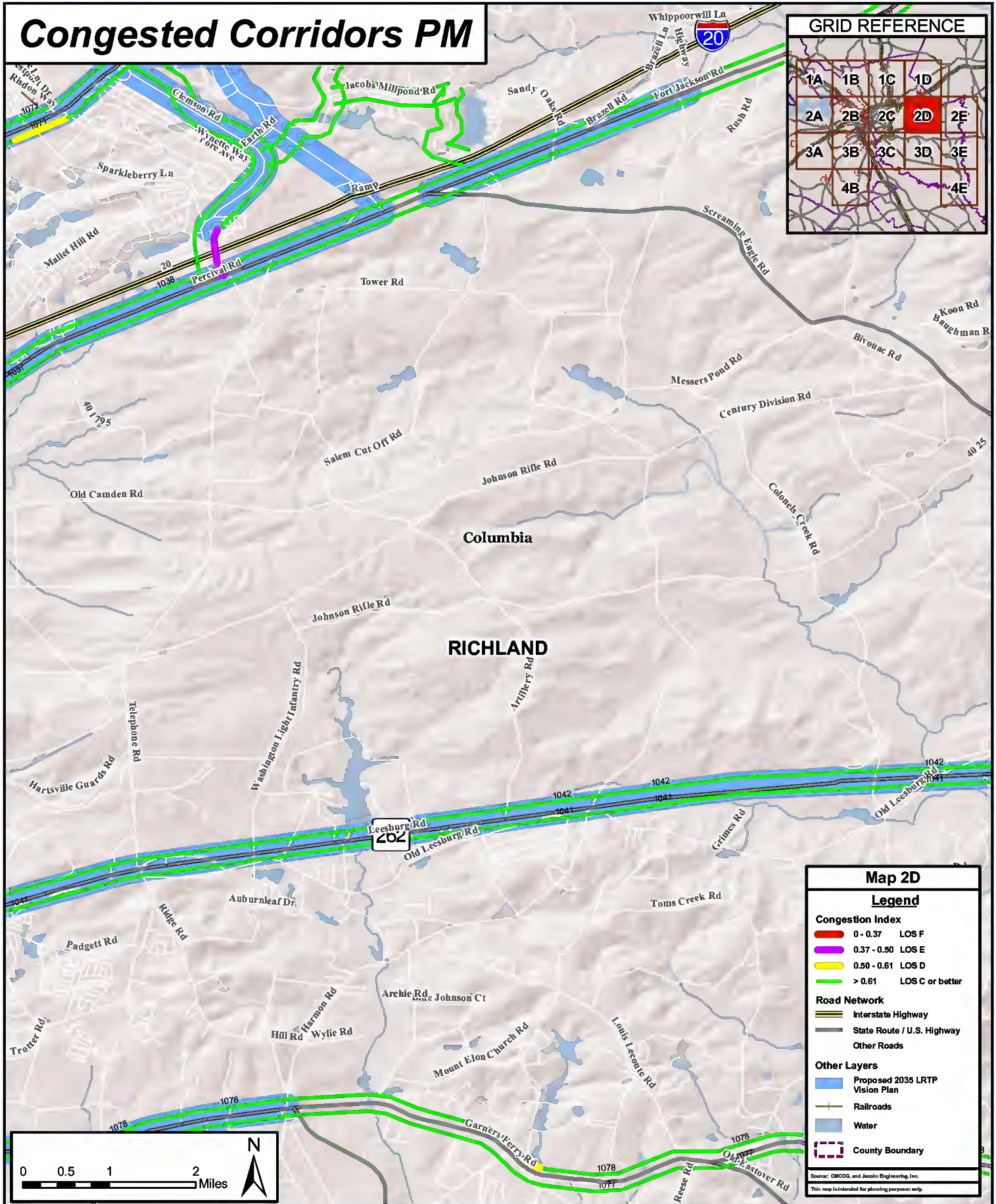
Source: CMCOG, and Jacobs Engineering, Inc.
 This map is intended for planning purposes only.



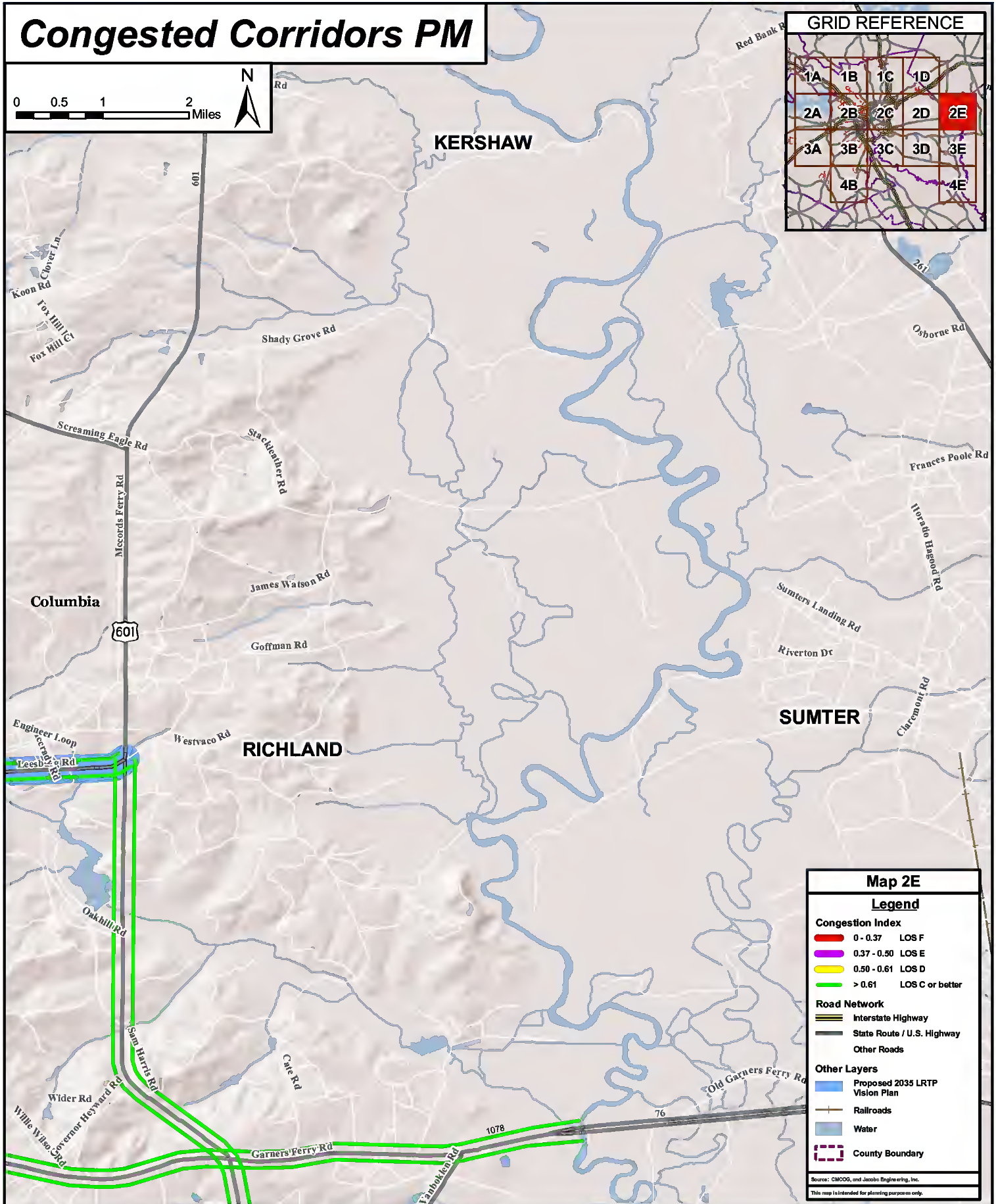
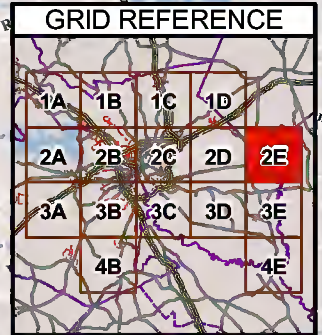
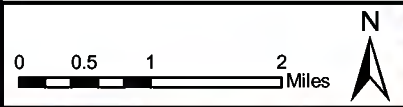
Congested Corridors PM



Congested Corridors PM



Congested Corridors PM



Map 2E

Legend

Congestion Index		
—	0 - 0.37	LOS F
—	0.37 - 0.50	LOS E
—	0.50 - 0.61	LOS D
—	> 0.61	LOS C or better

Road Network	
—	Interstate Highway
—	State Route / U.S. Highway
—	Other Roads

Other Layers	
—	Proposed 2035 L RTP Vision Plan
—	Railroads
—	Water
—	County Boundary

Source: CMCOG, and Jacobs Engineering, Inc.
This map is intended for planning purposes only.

Congested Corridors PM

Map 3A

Legend

Congestion Index

- 0 - 0.37 LOS F
- 0.37 - 0.50 LOS E
- 0.50 - 0.61 LOS D
- > 0.61 LOS C or better

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- Proposed 2035 LRTP Vision Plan
- Railroads
- Water
- County Boundary

Source: CH2M HILL and Jacobs Engineering, Inc.

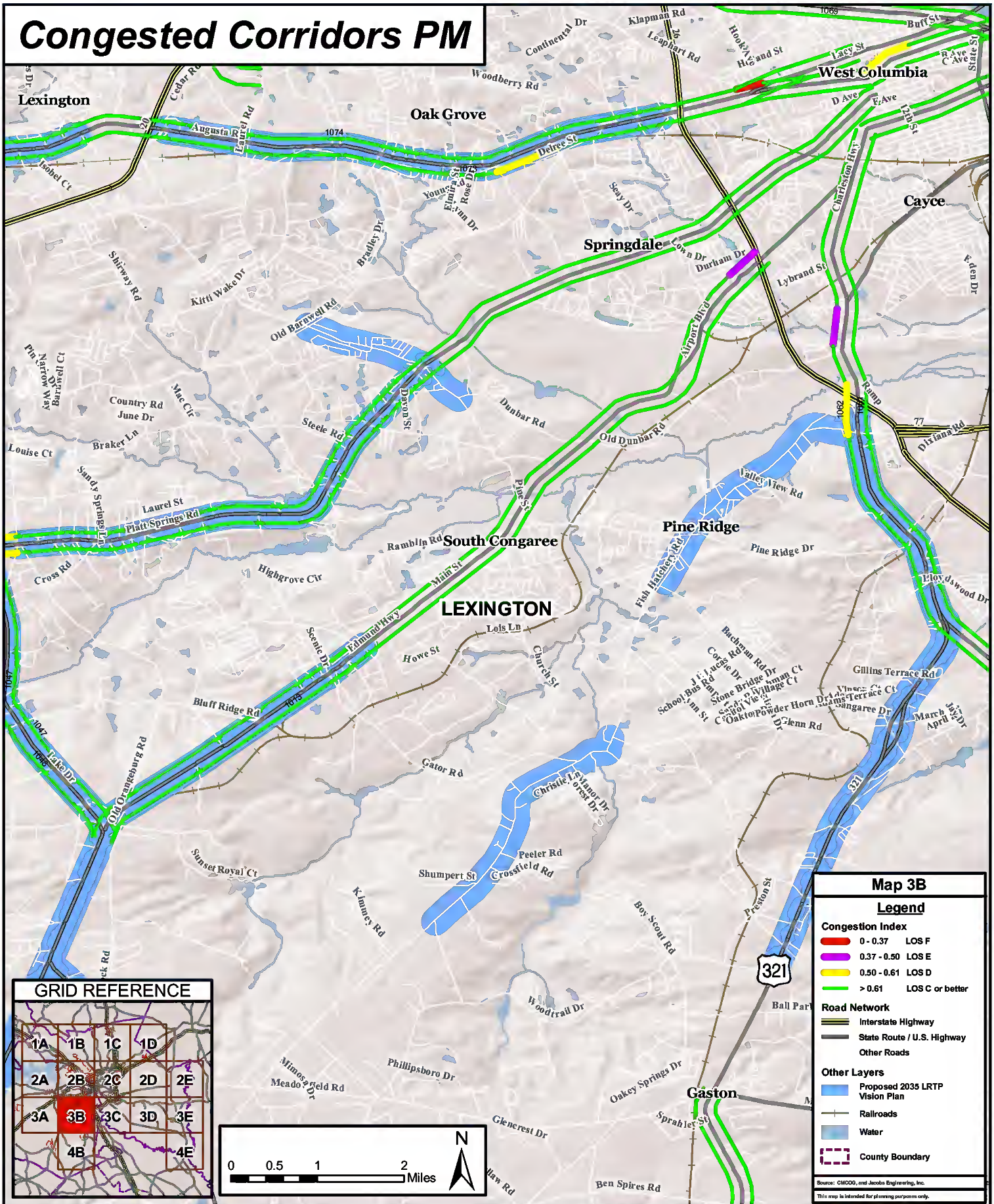
This map is intended for planning purposes only.

GRID REFERENCE				
1A	1B	1C	1D	
2A	2B	2C	2D	2E
3A	3B	3C	3D	3E
	4B			4E

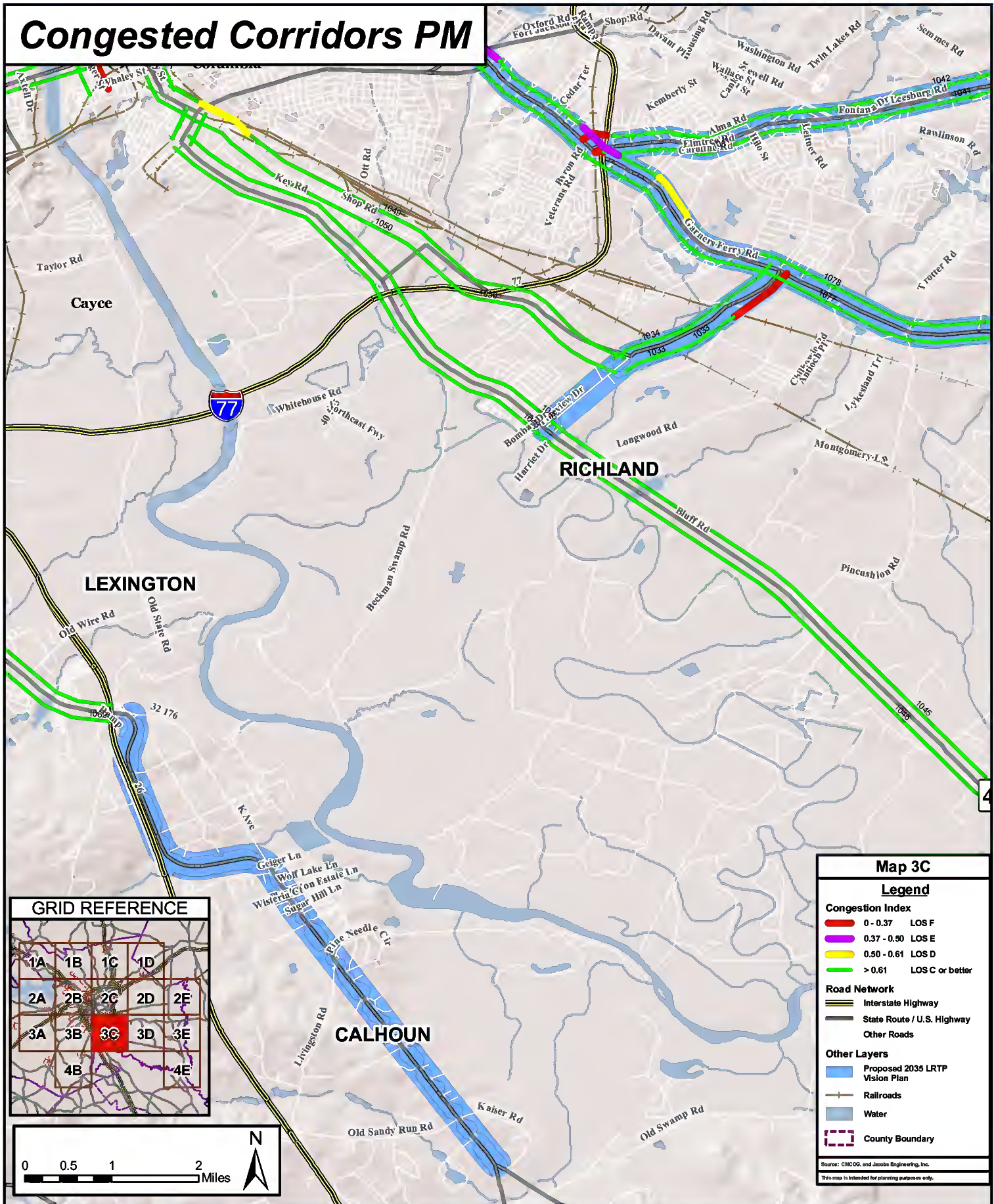
0 0.5 1 2 Miles

N

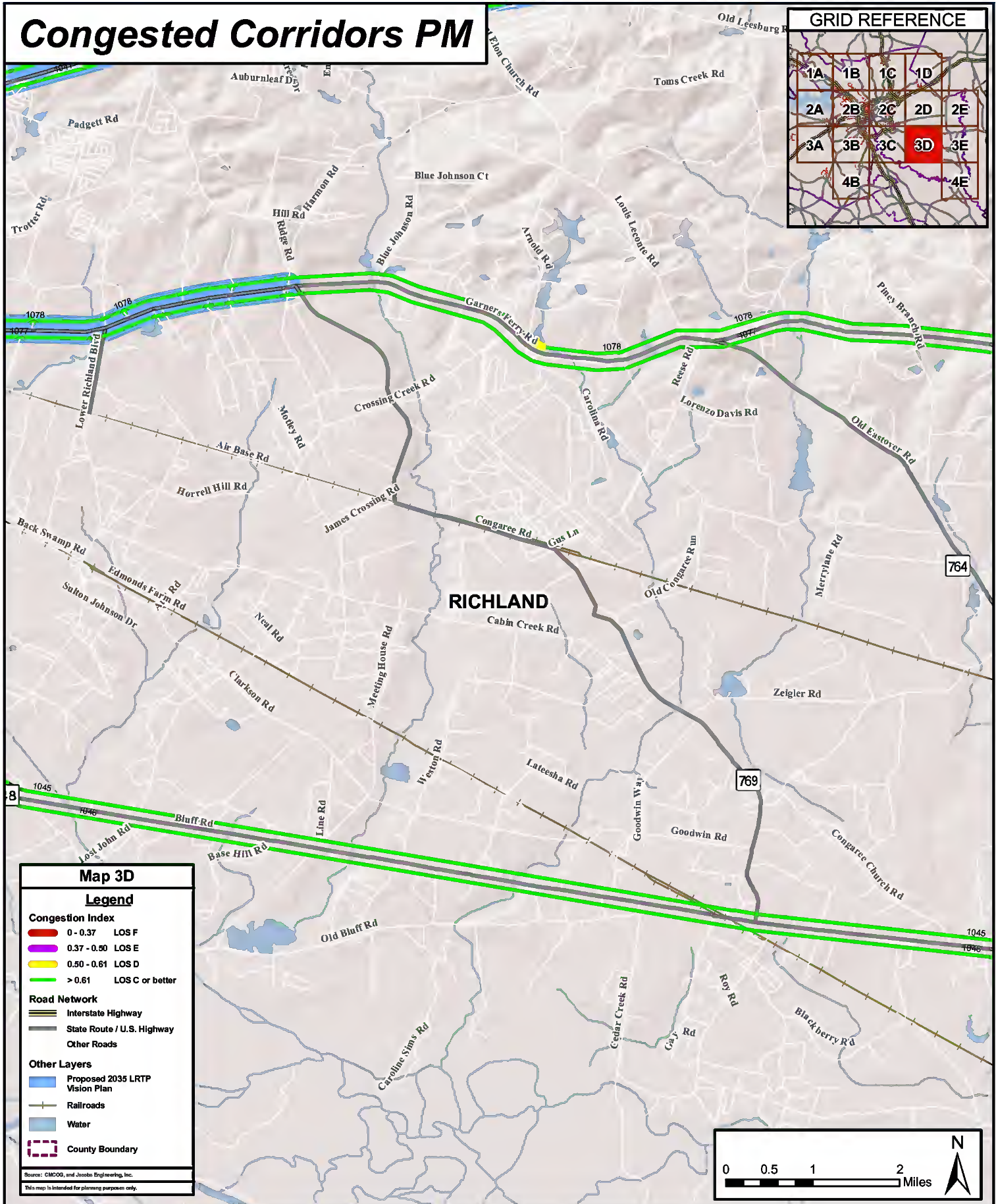
Congested Corridors PM



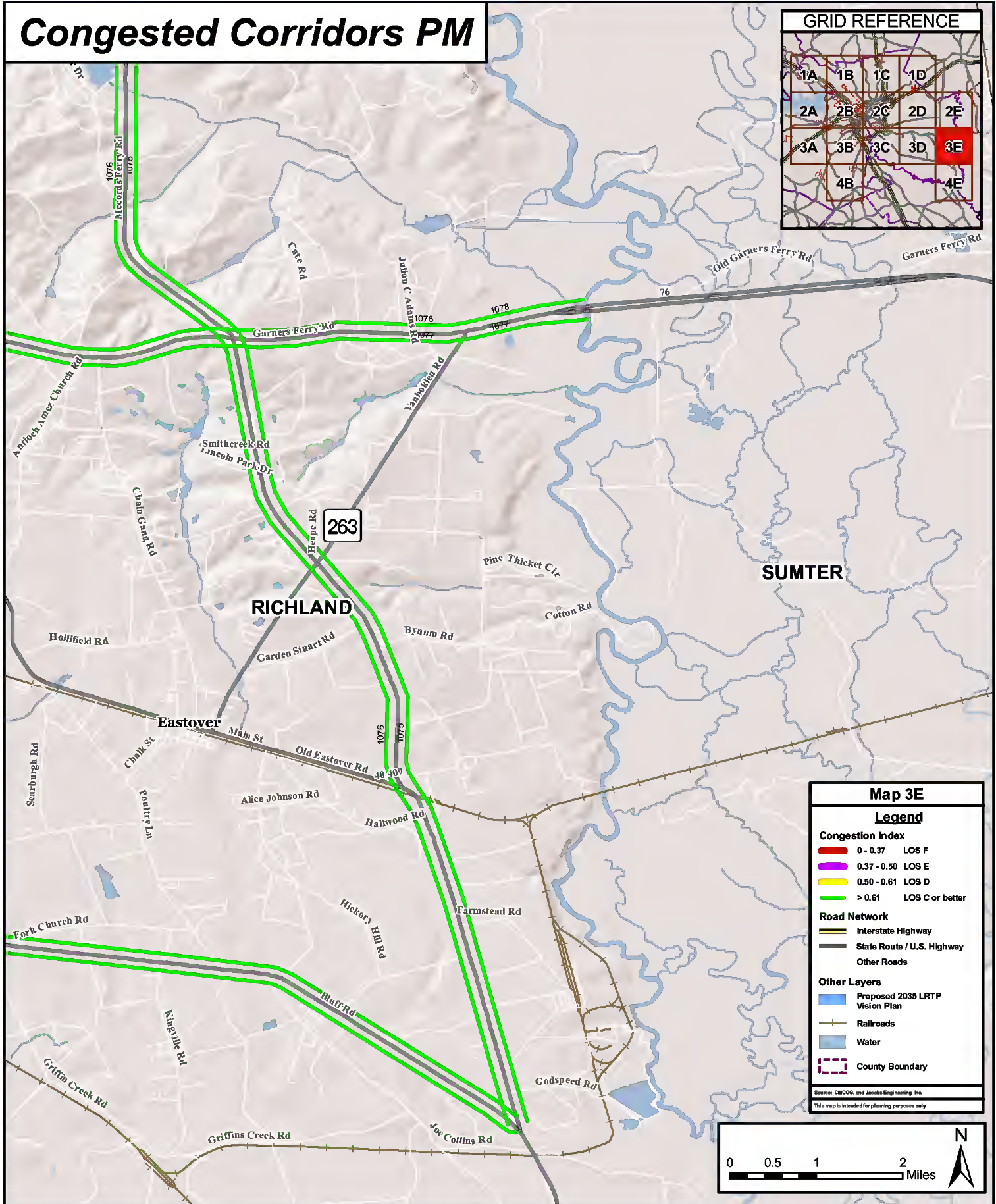
Congested Corridors PM



Congested Corridors PM



Congested Corridors PM



Congested Corridors PM

Map 4B

Legend

Congestion Index

0 - 0.37	LOS F
0.37 - 0.50	LOS E
0.50 - 0.61	LOS D
> 0.61	LOS C or better

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- Proposed 2035 LRTP Vision Plan
- Railroads
- Water
- County Boundary

GRID REFERENCE

1A	1B	1C	1D
2A	2B	2C	2D
3A	3B	3C	3D
4A	4B	4C	4D

0 0.5 1 2 Miles

Source: CMCOG and Jacobs Engineering, Inc.
This map is intended for planning purposes only.

Congested Corridors PM

Map 4E

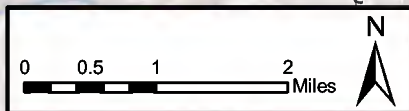
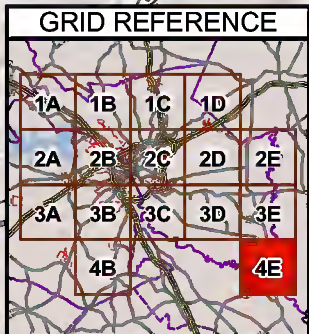
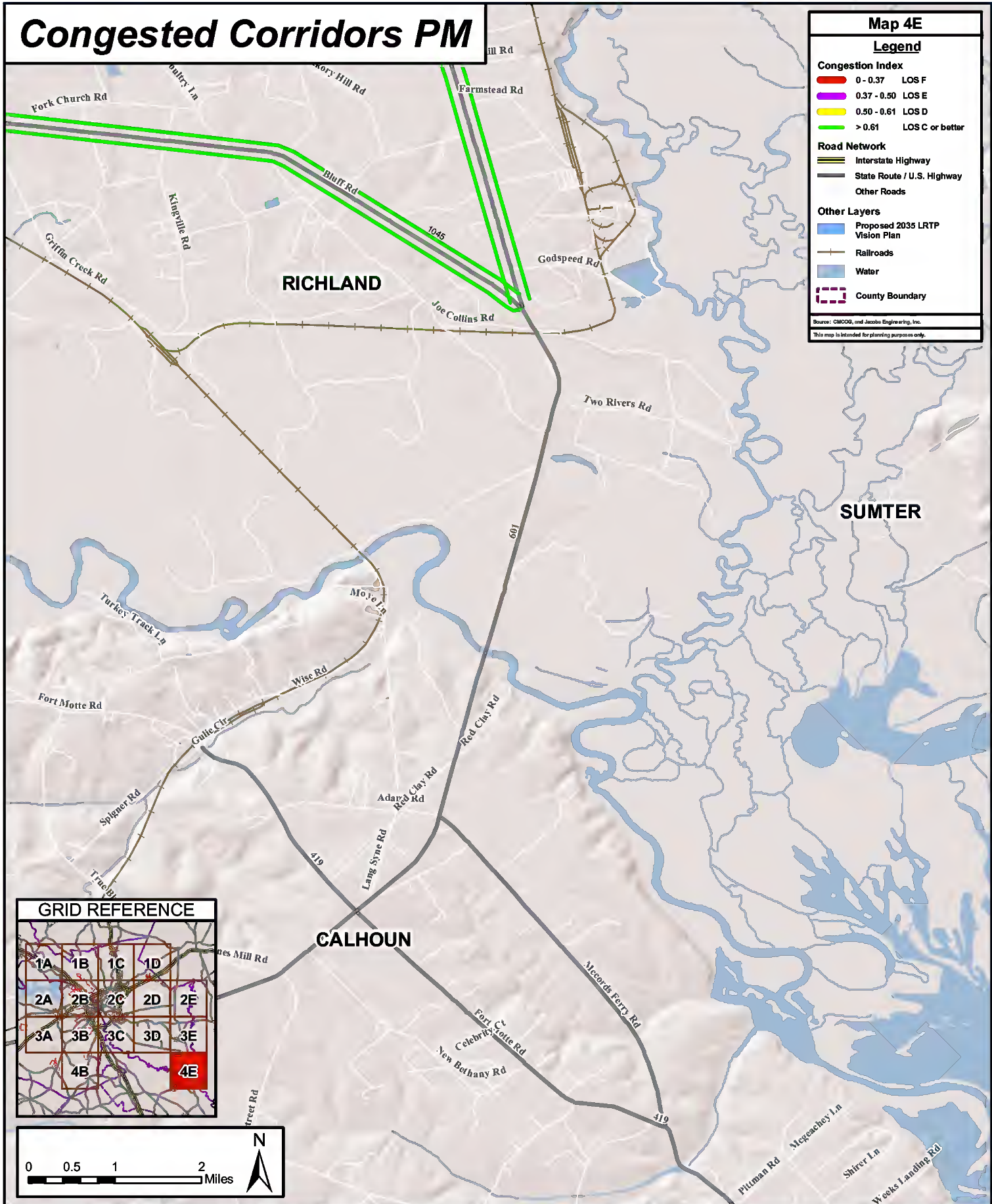
Legend

Congestion Index	
■	0 - 0.37 LOS F
■	0.37 - 0.50 LOS E
■	0.50 - 0.61 LOS D
■	> 0.61 LOS C or better

Road Network	
—	Interstate Highway
—	State Route / U.S. Highway
—	Other Roads

Other Layers	
■	Proposed 2035 LRTP Vision Plan
—	Railroads
■	Water
■	County Boundary

Source: CMCOG, and Jacobs Engineering, Inc.
This map is intended for planning purposes only.



Appendix B Congested Corridors Analysis

Presented to:

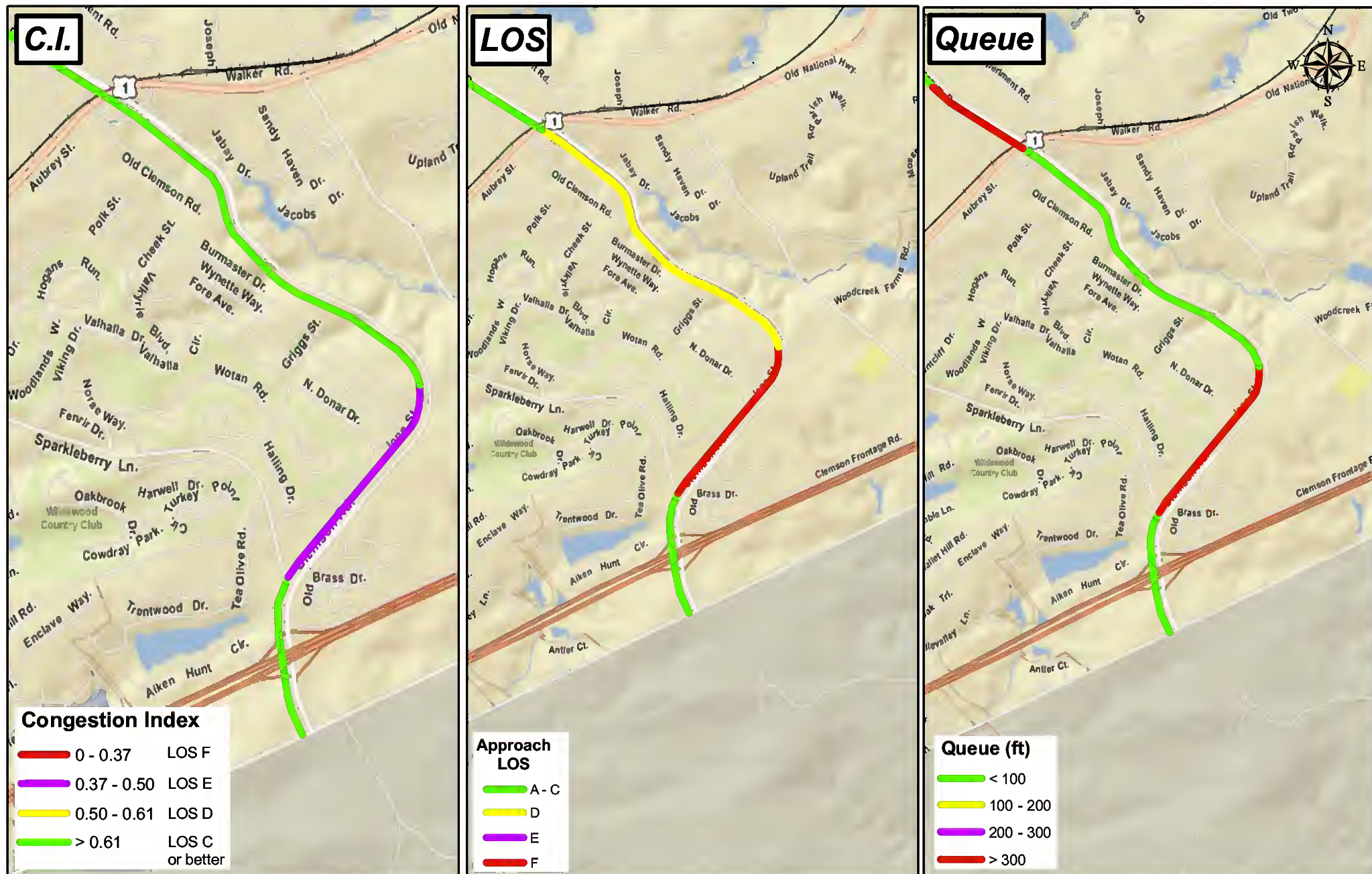
Central Midlands
Council of Governments



Presented by:



Columbia Area Congestion Mitigation Process (CMP)

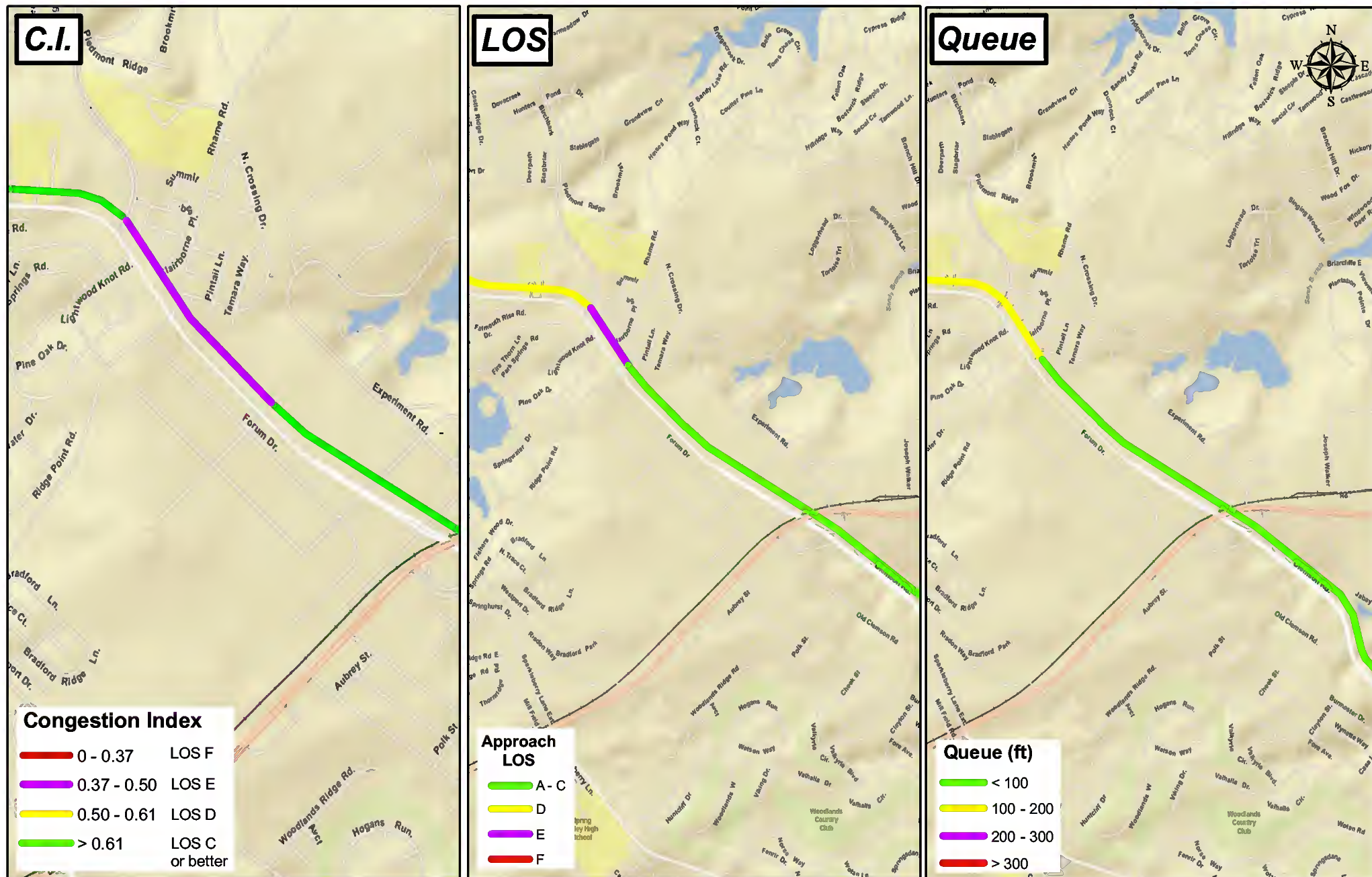


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

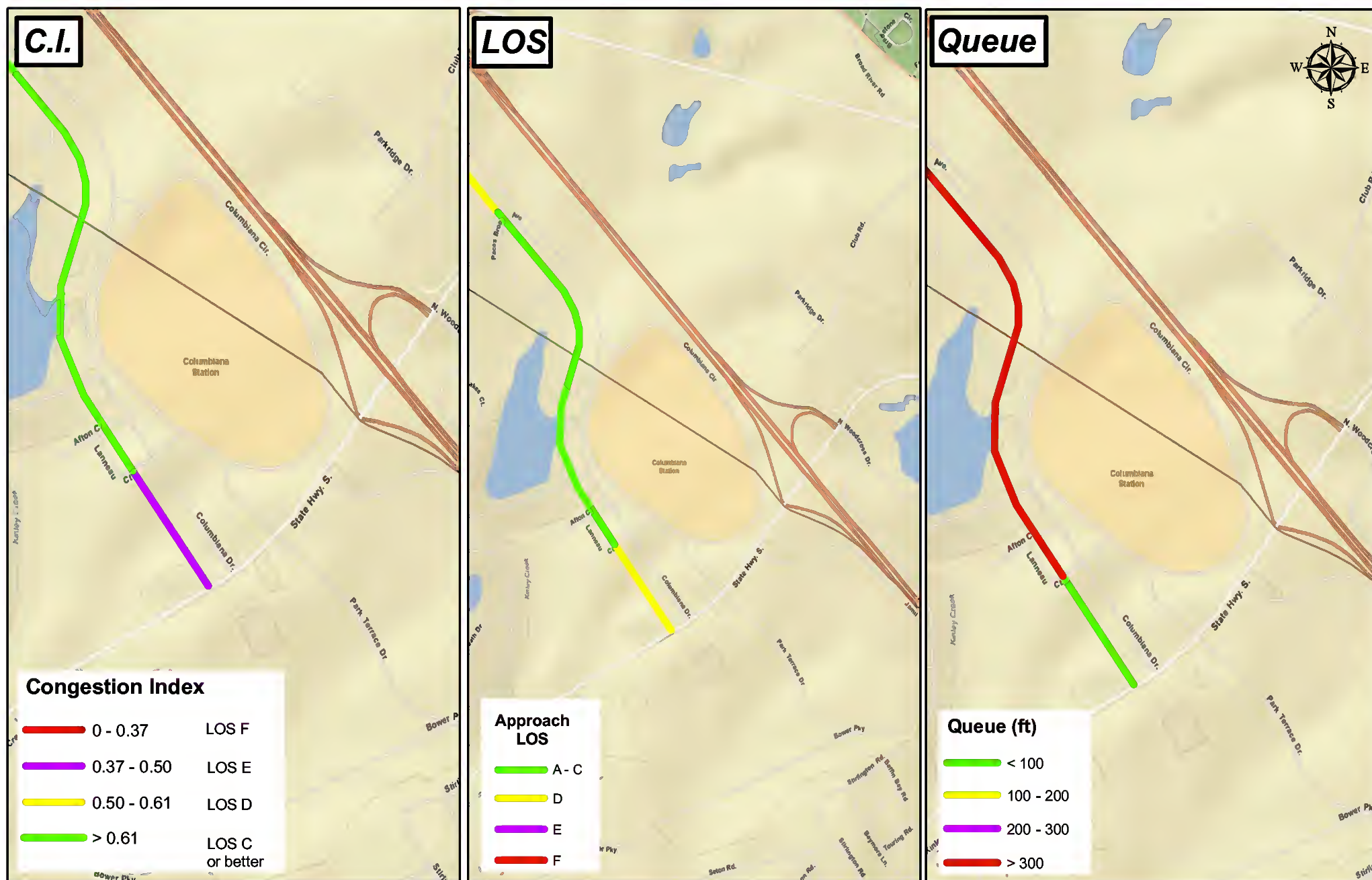
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

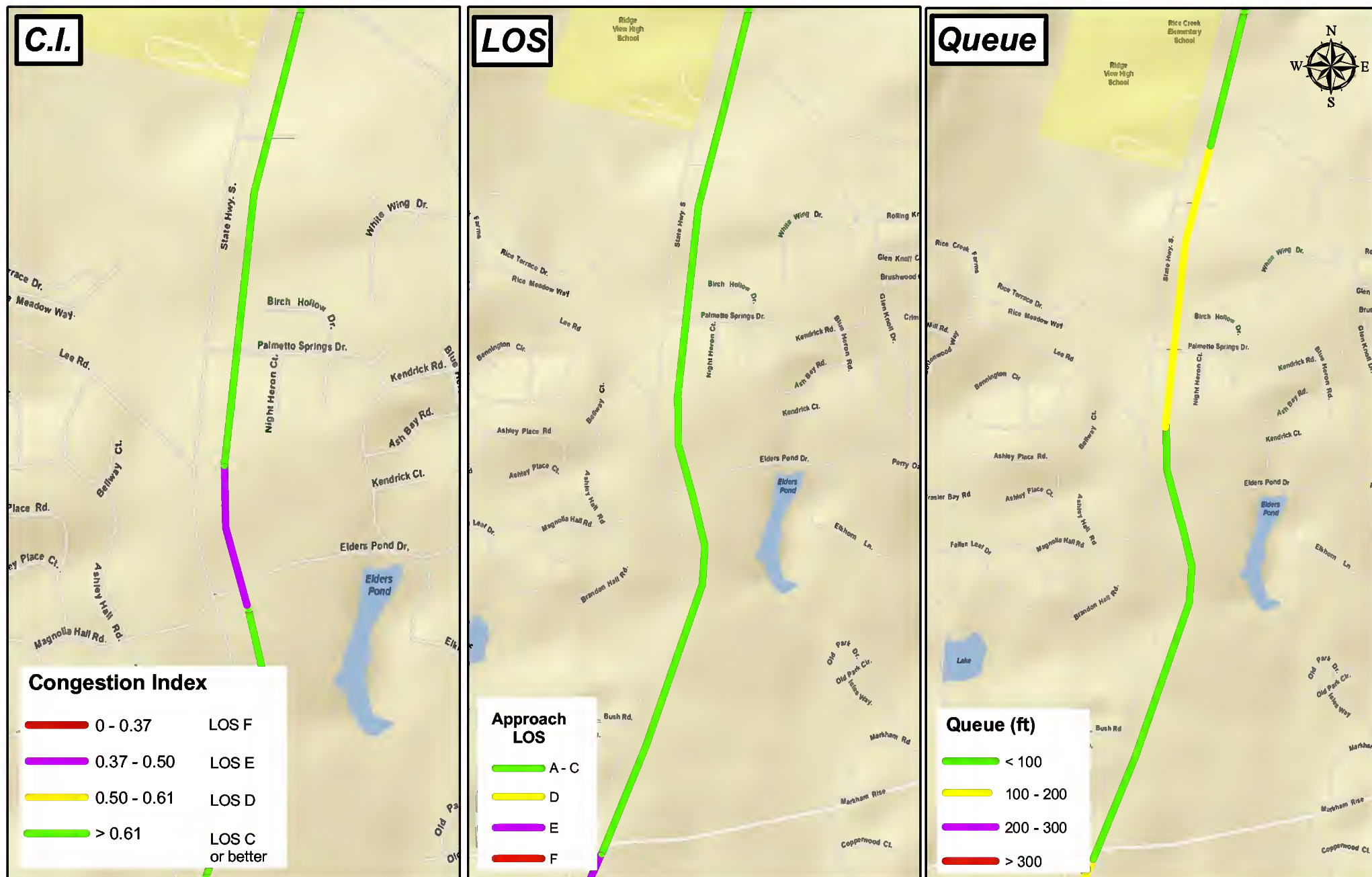
Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

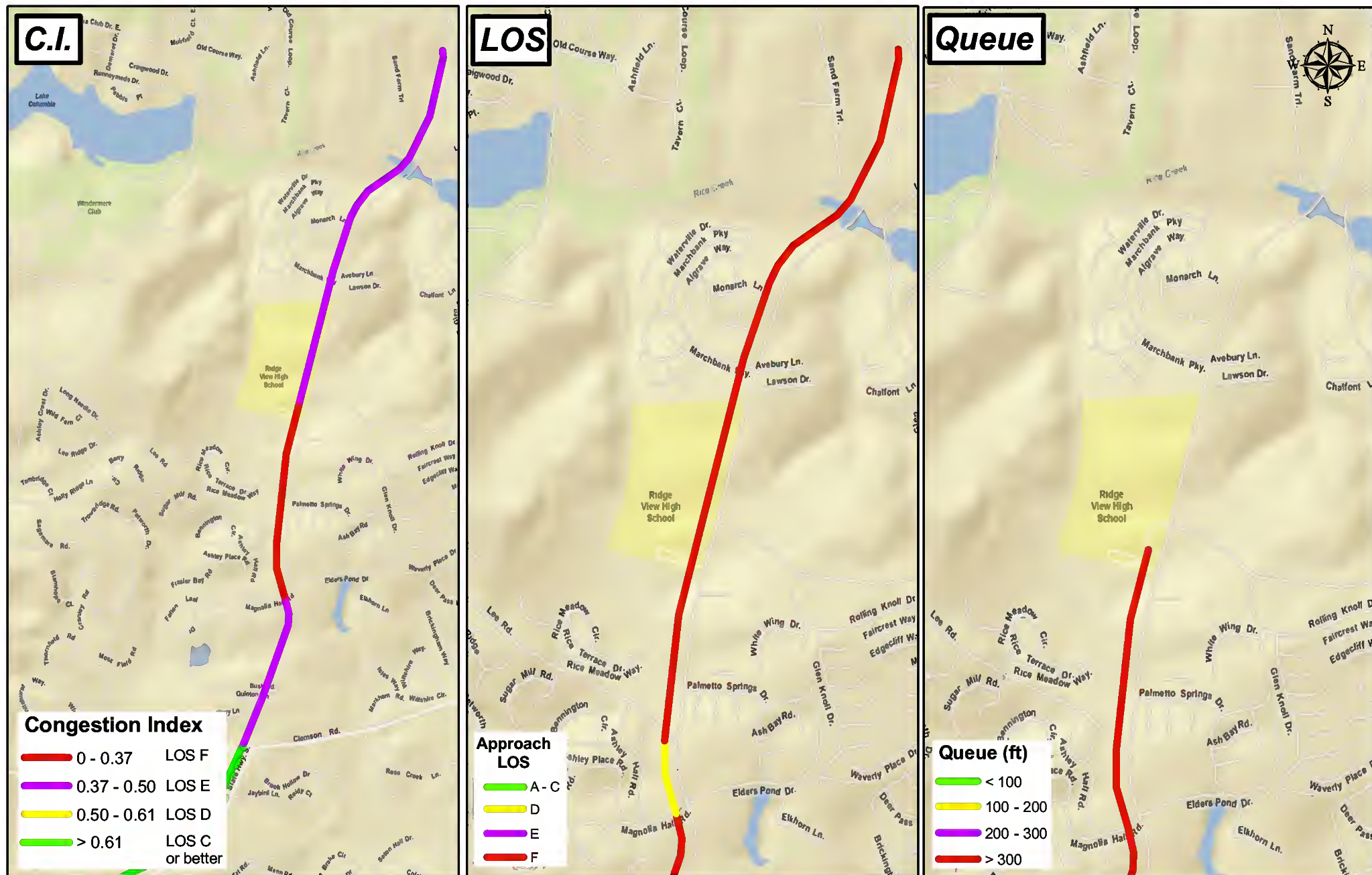


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

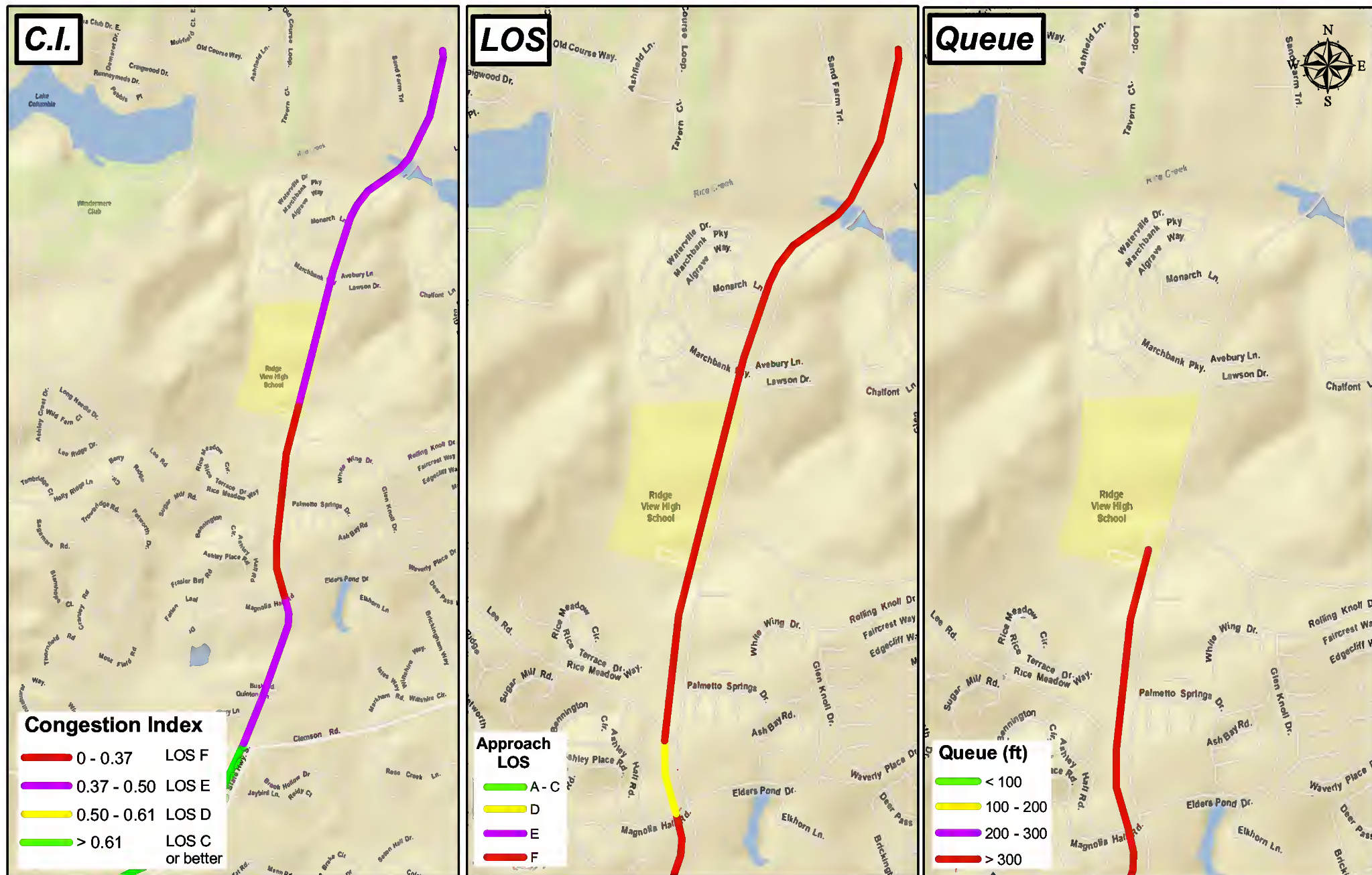


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

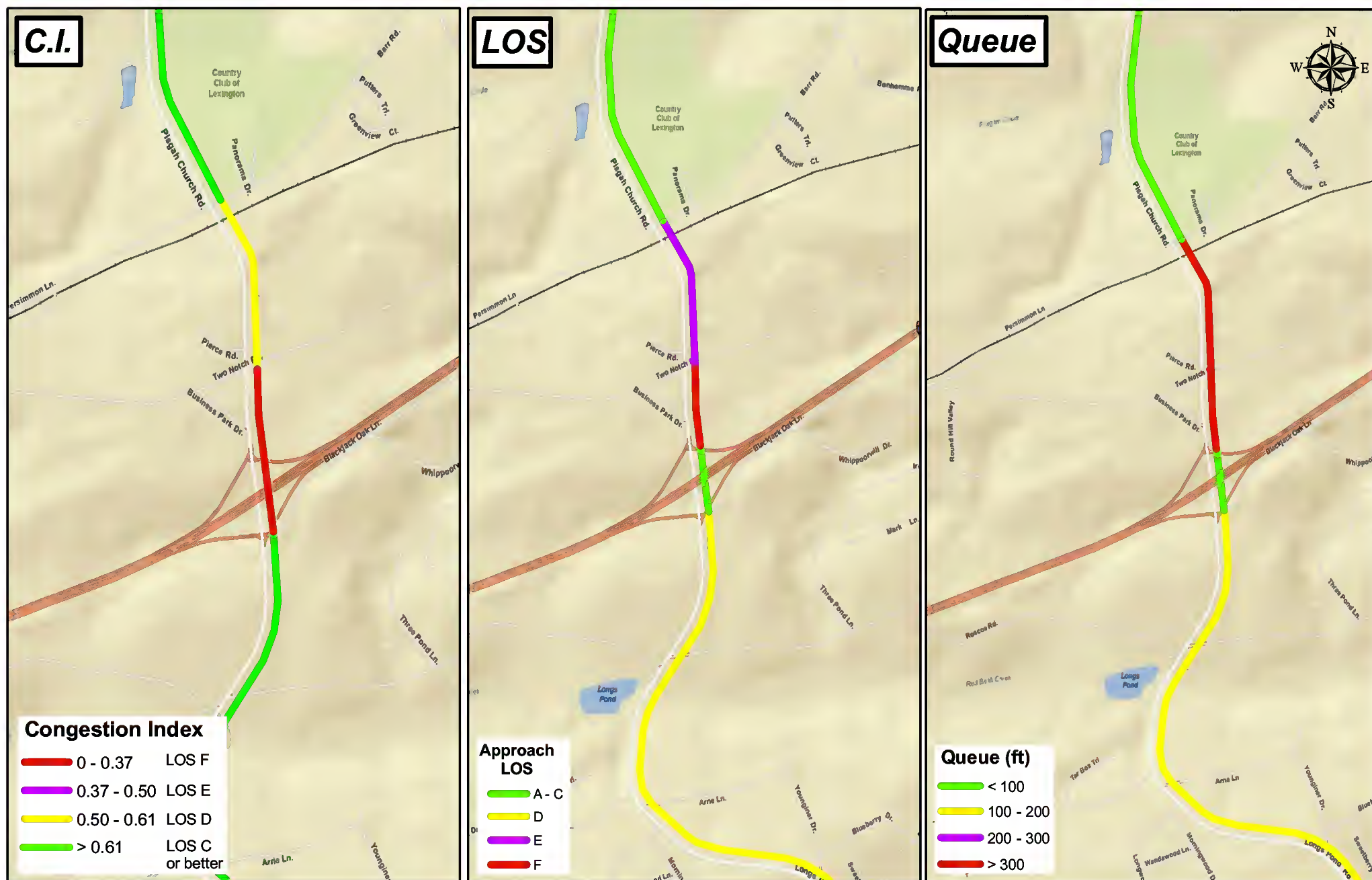
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

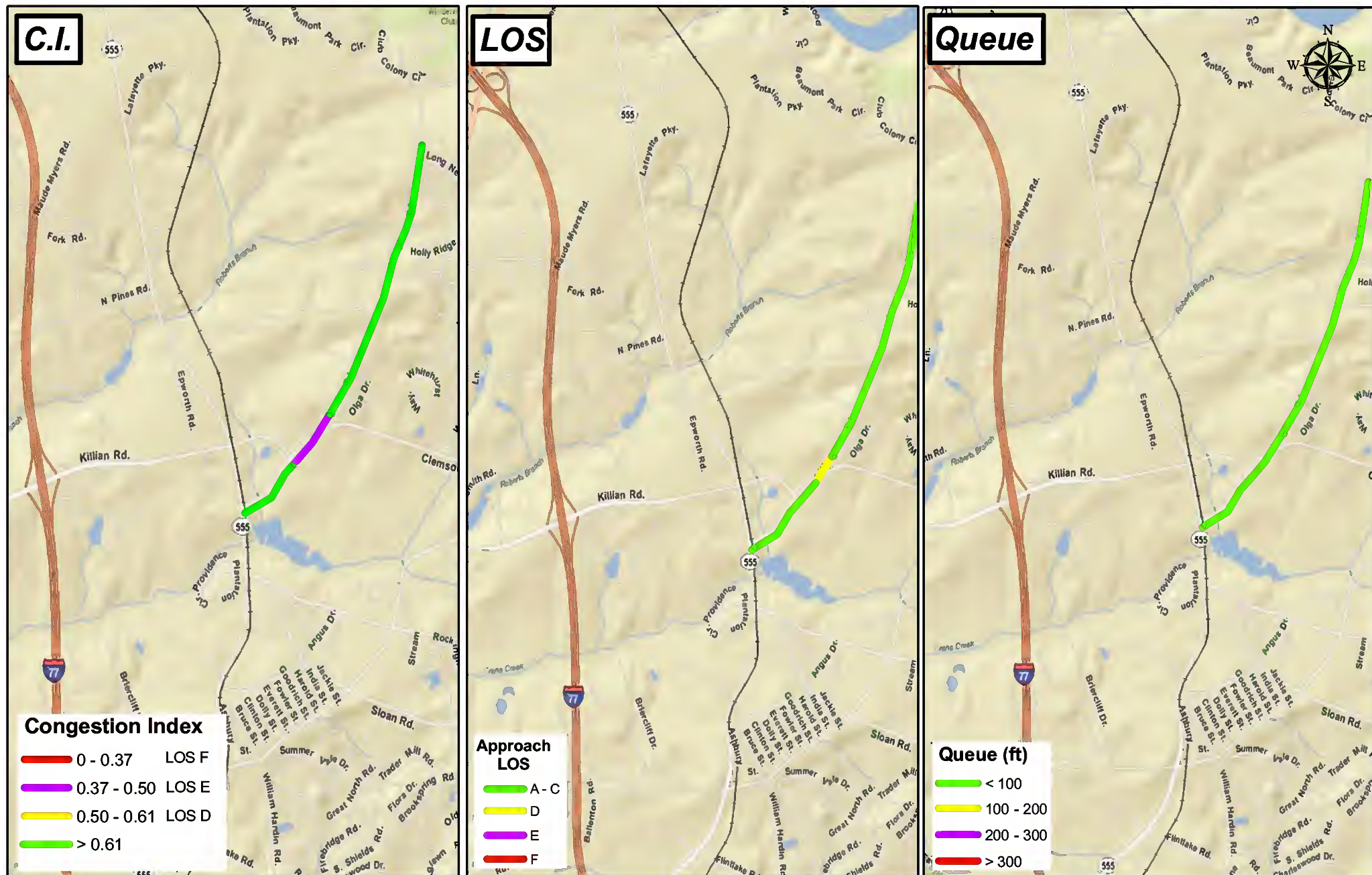


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

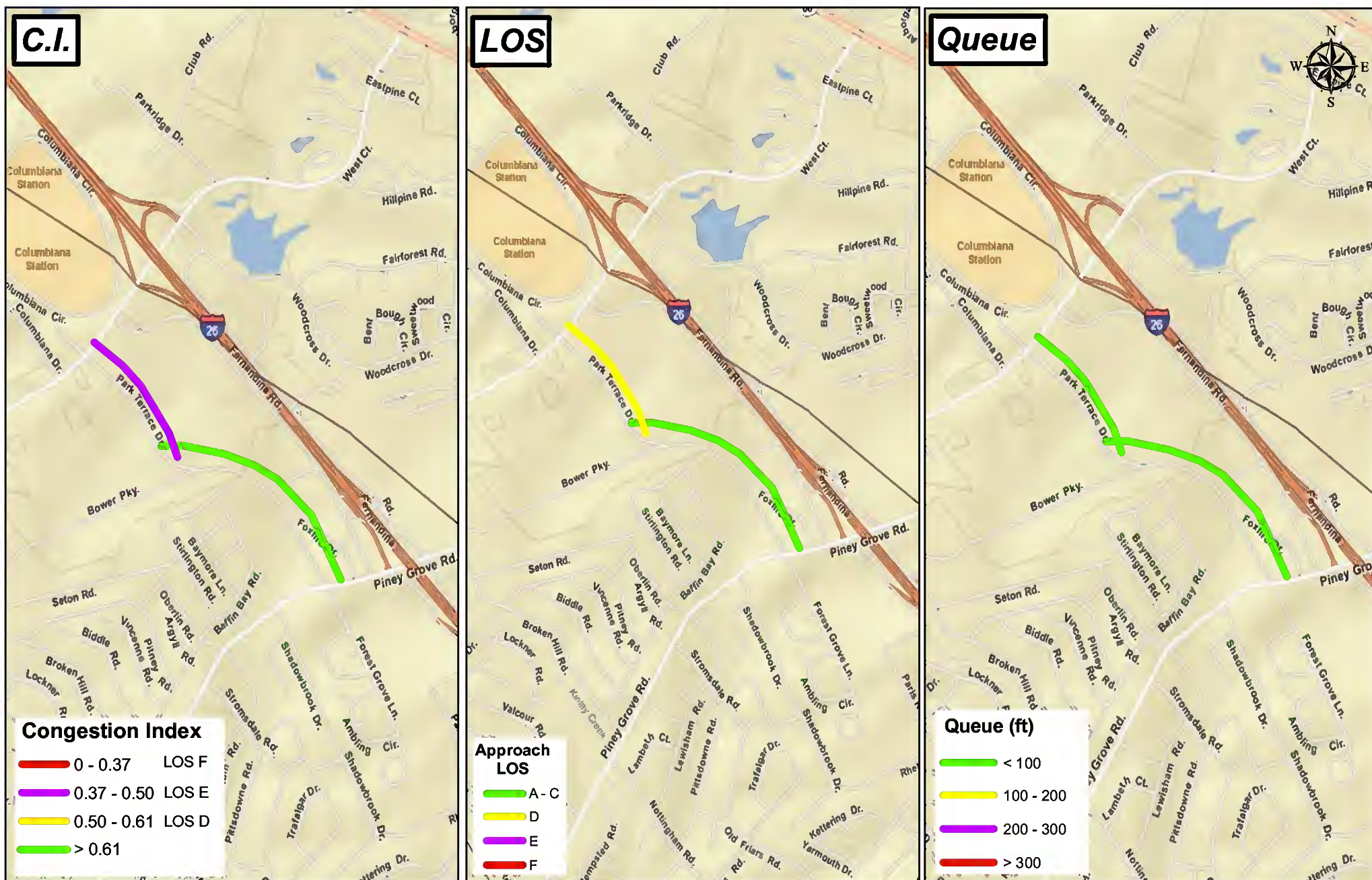


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



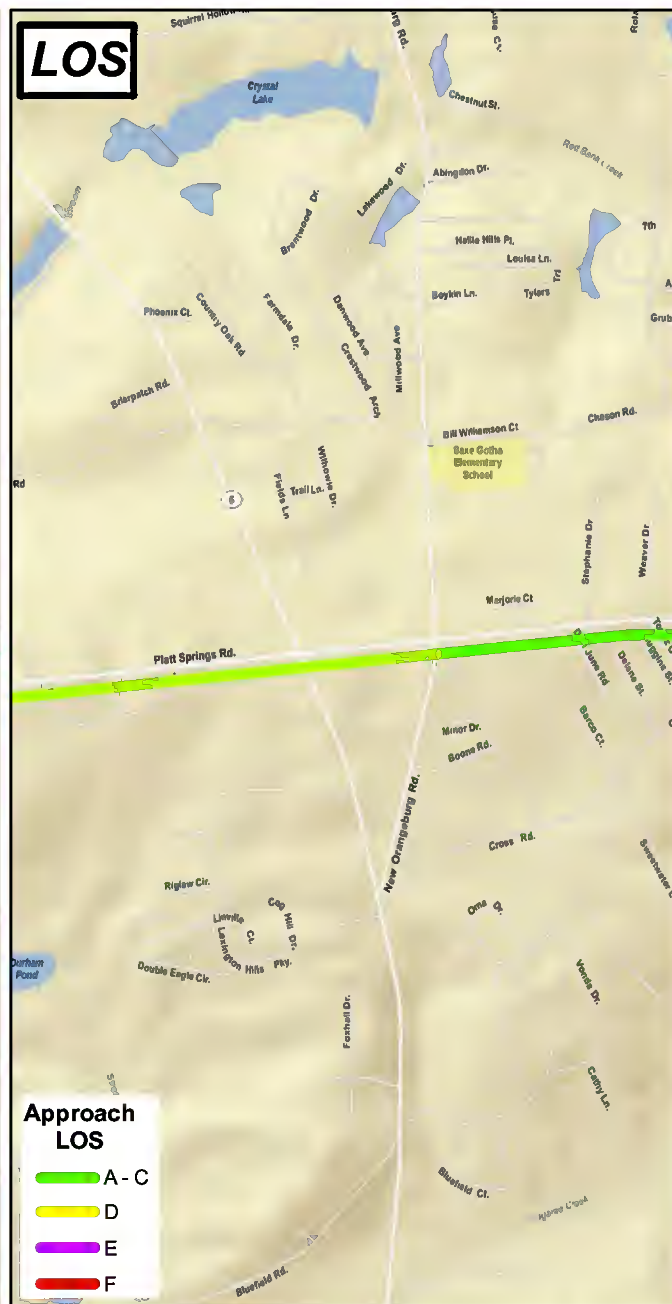
Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

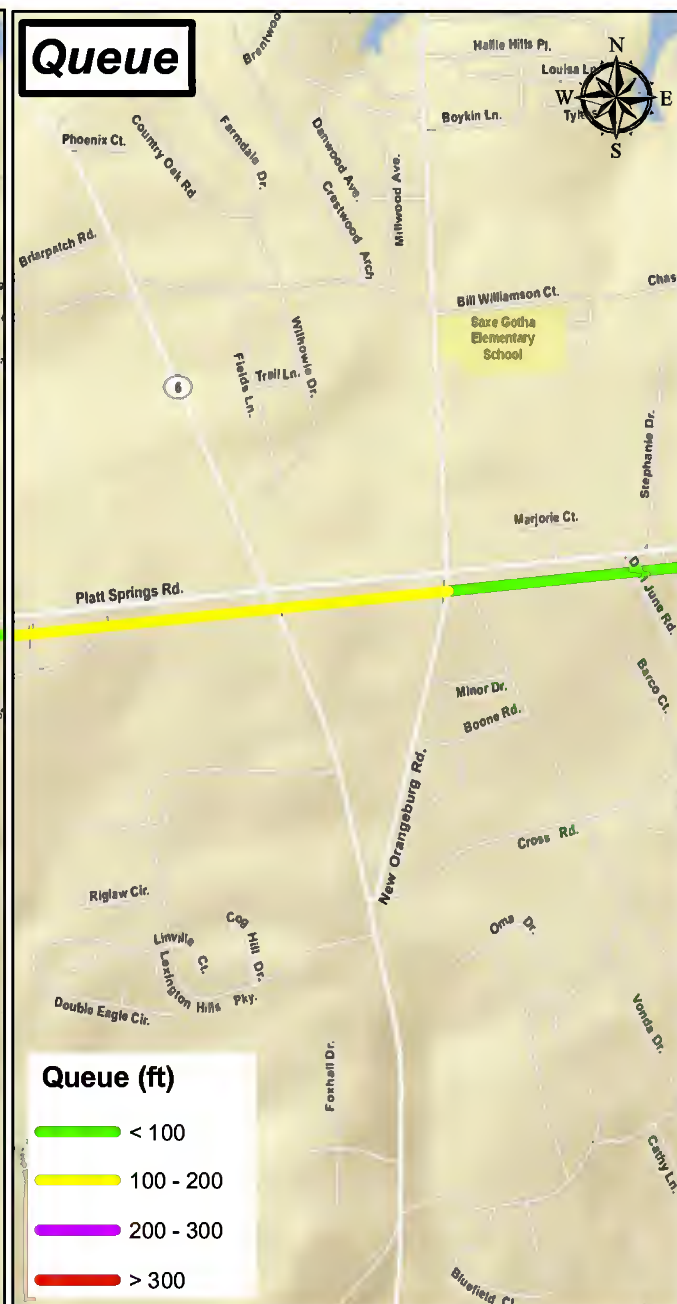
Queue = Recorded length of vehicle queue measured in feet



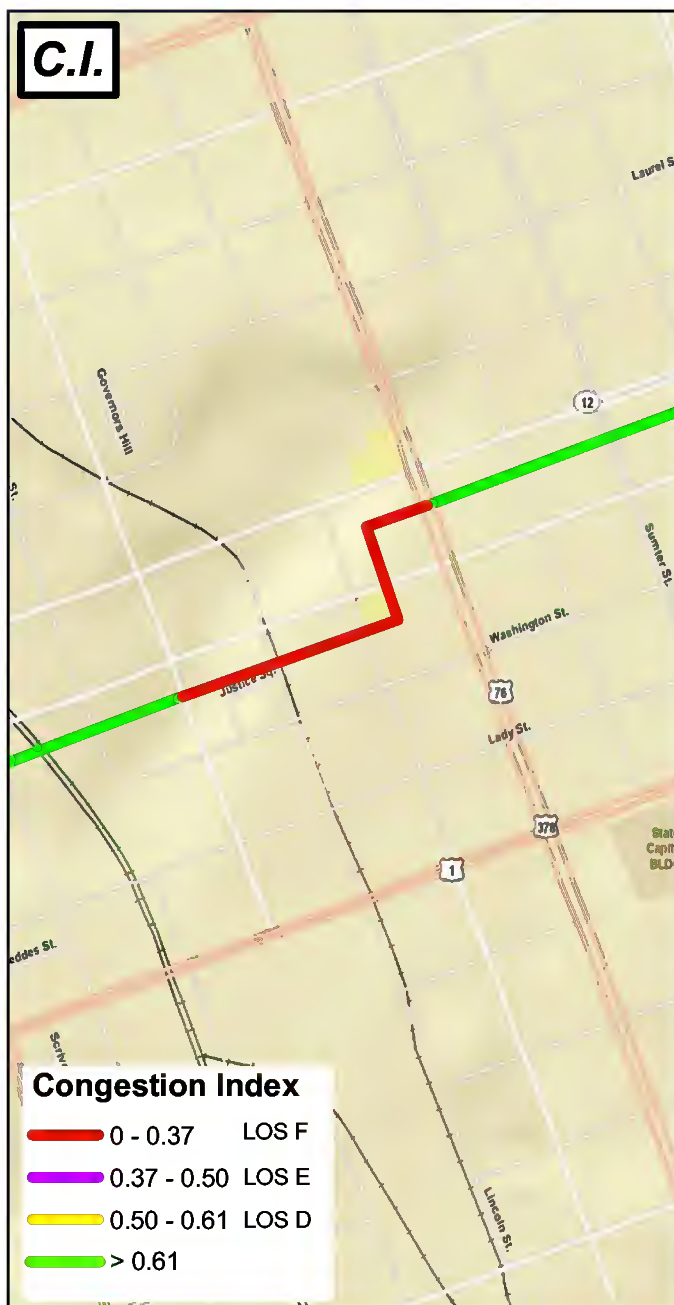
Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

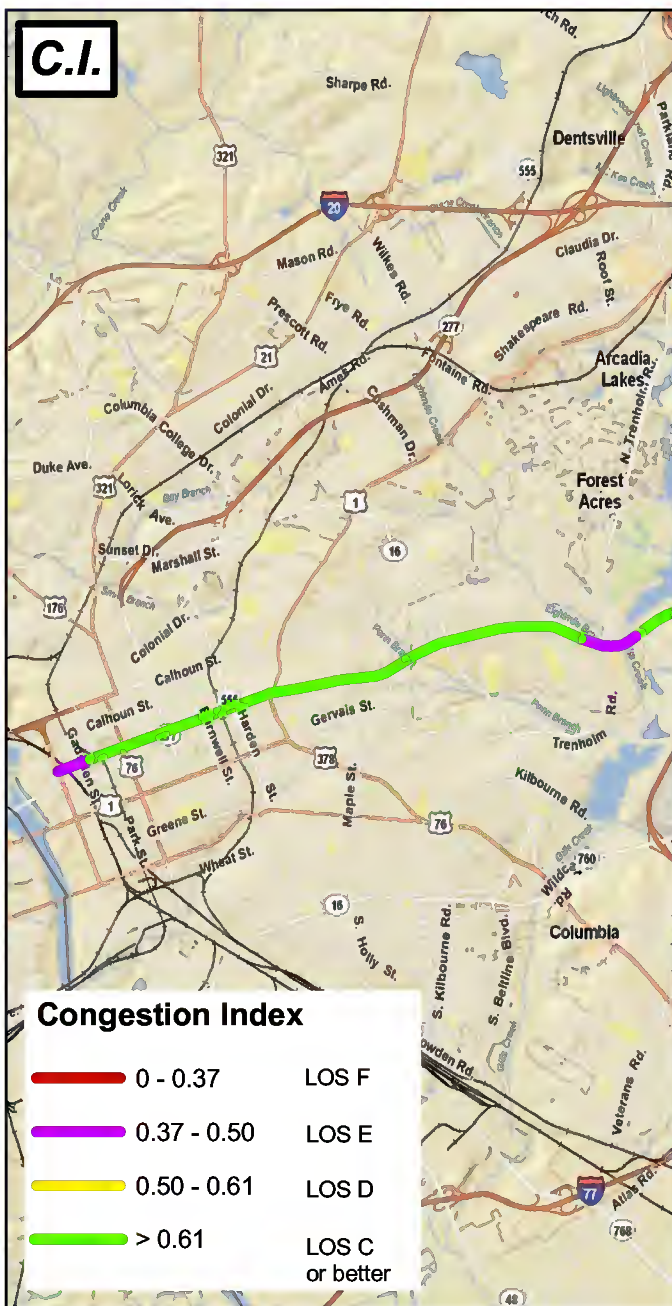


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

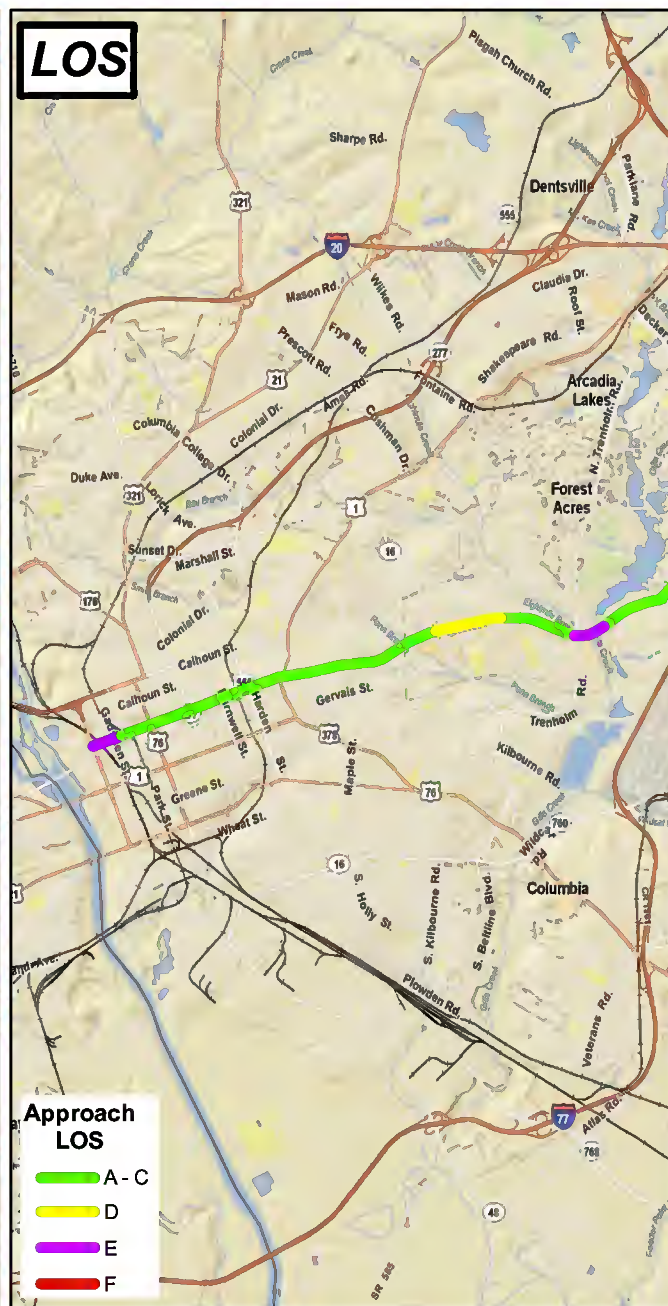


Queue = Recorded length of vehicle queue measured in feet

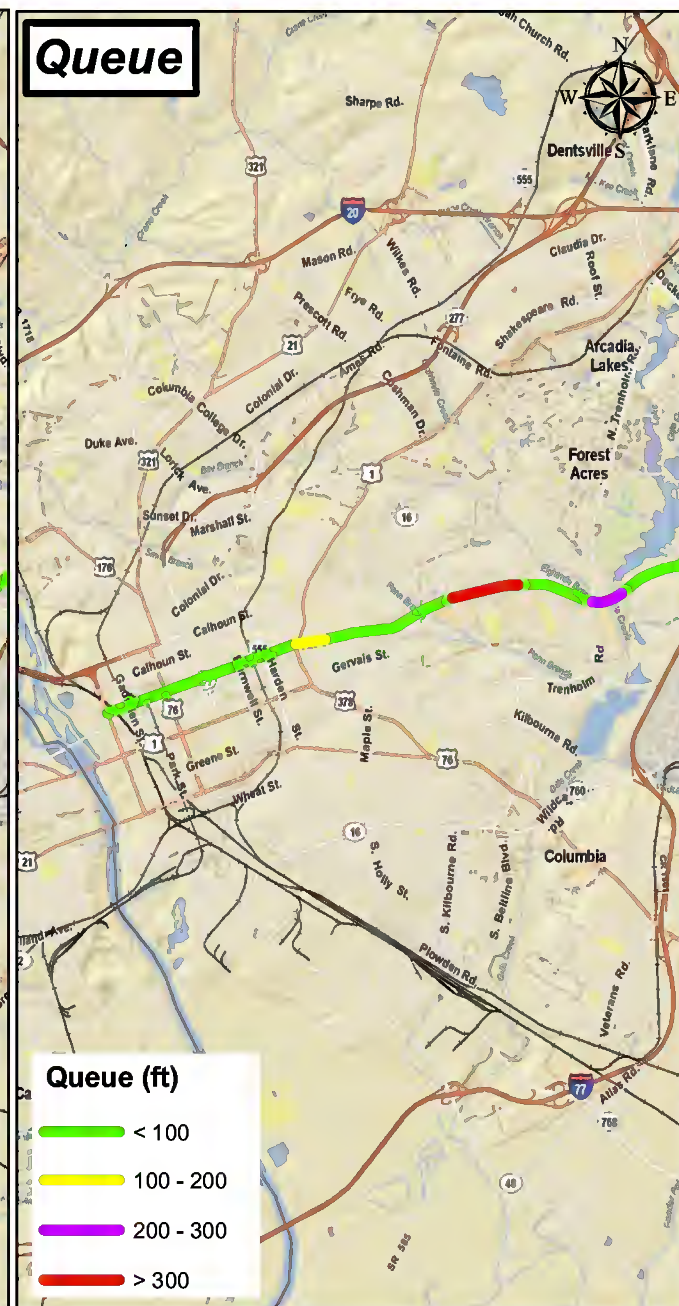
Columbia Area Congestion Mitigation Process (CMP)



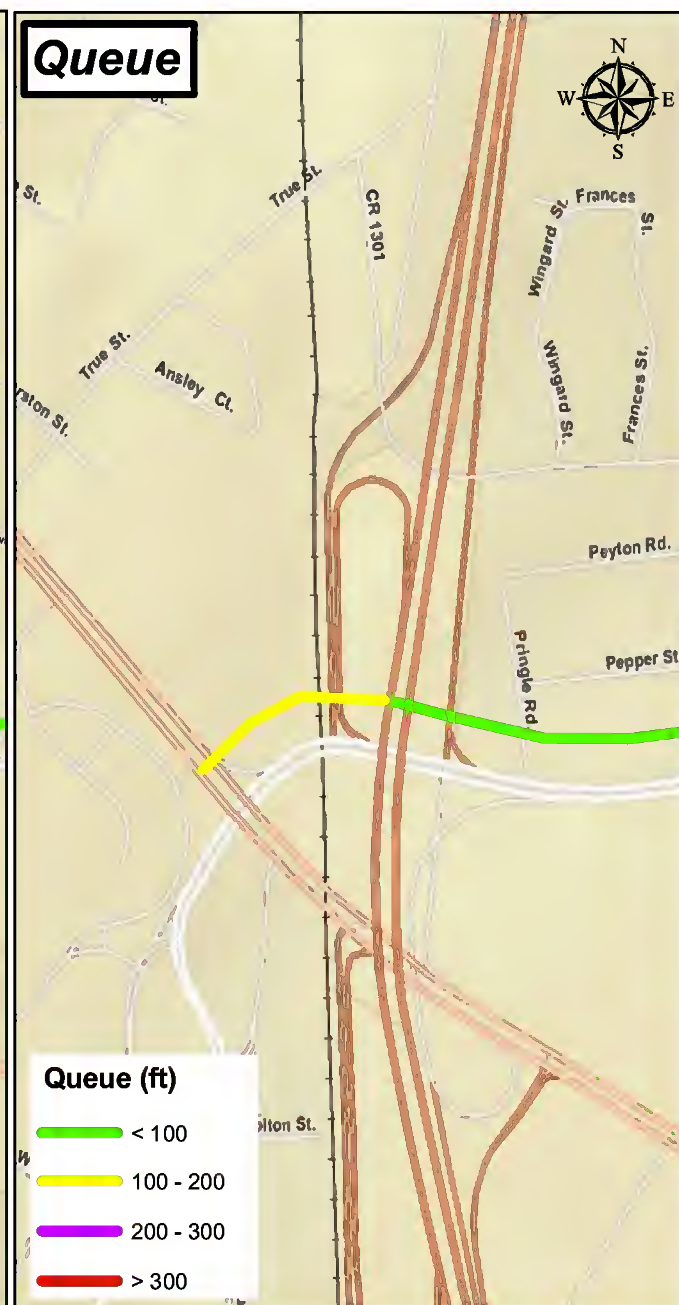
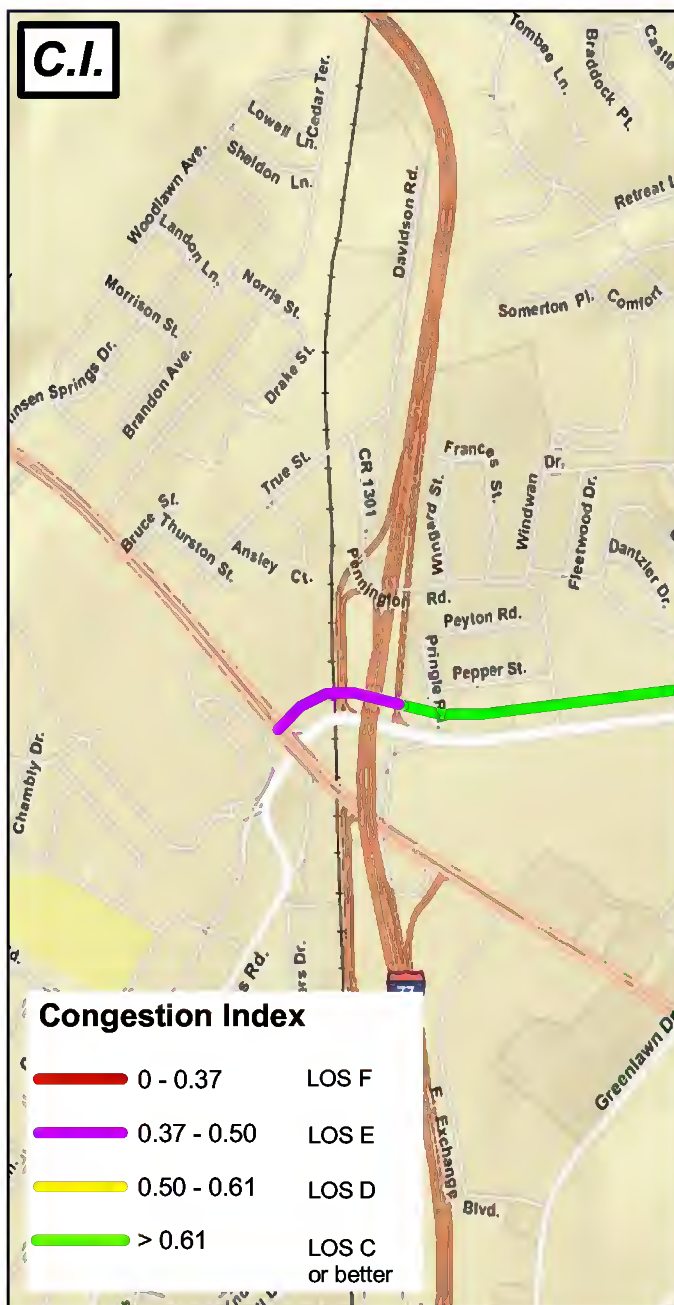
Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

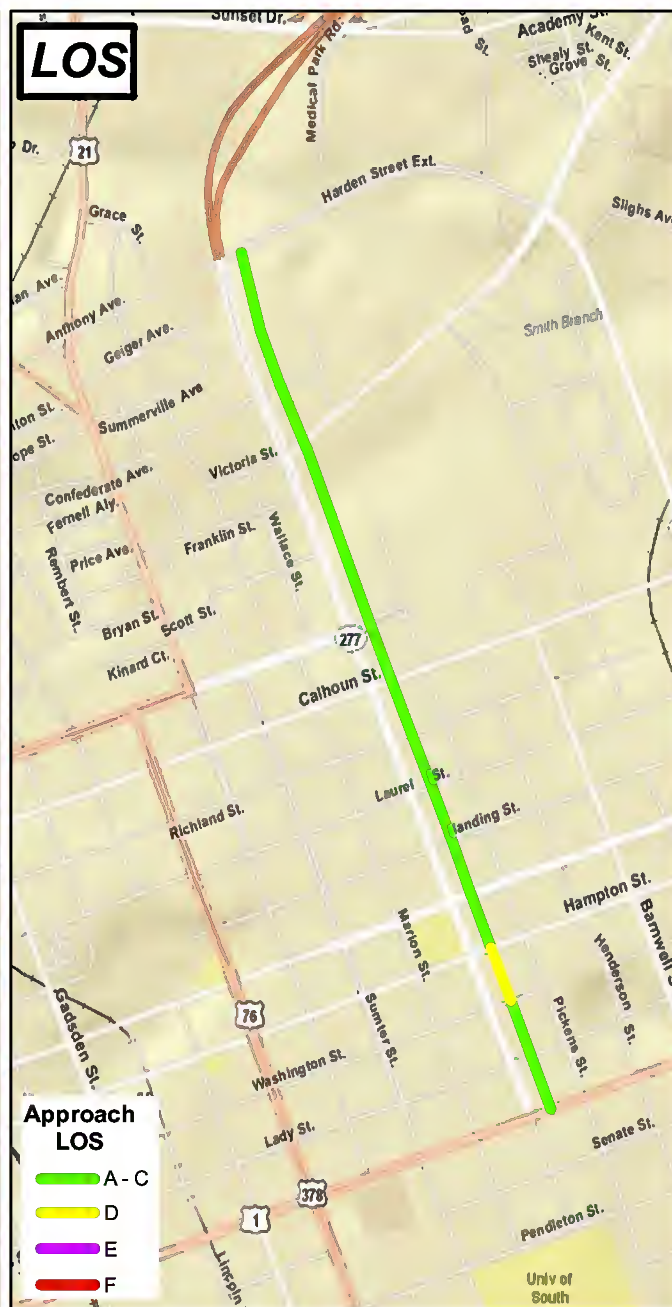
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet



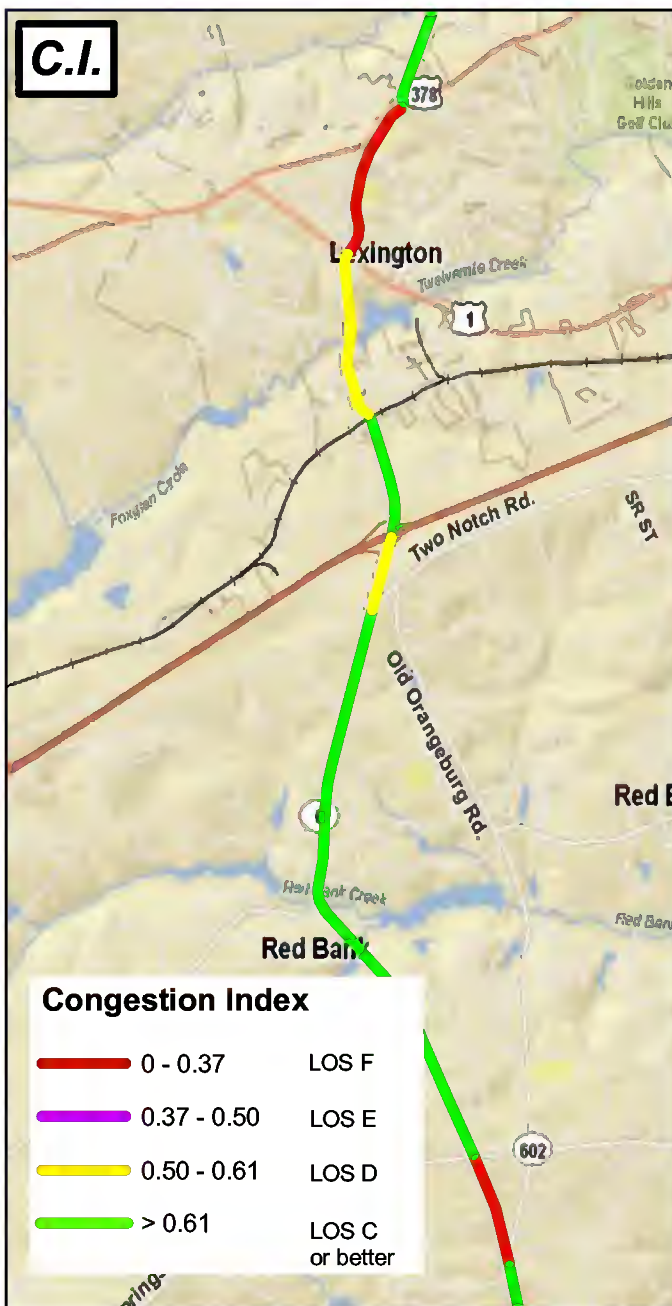
Congestion Index = Recorded speed / Posted Speed Limit



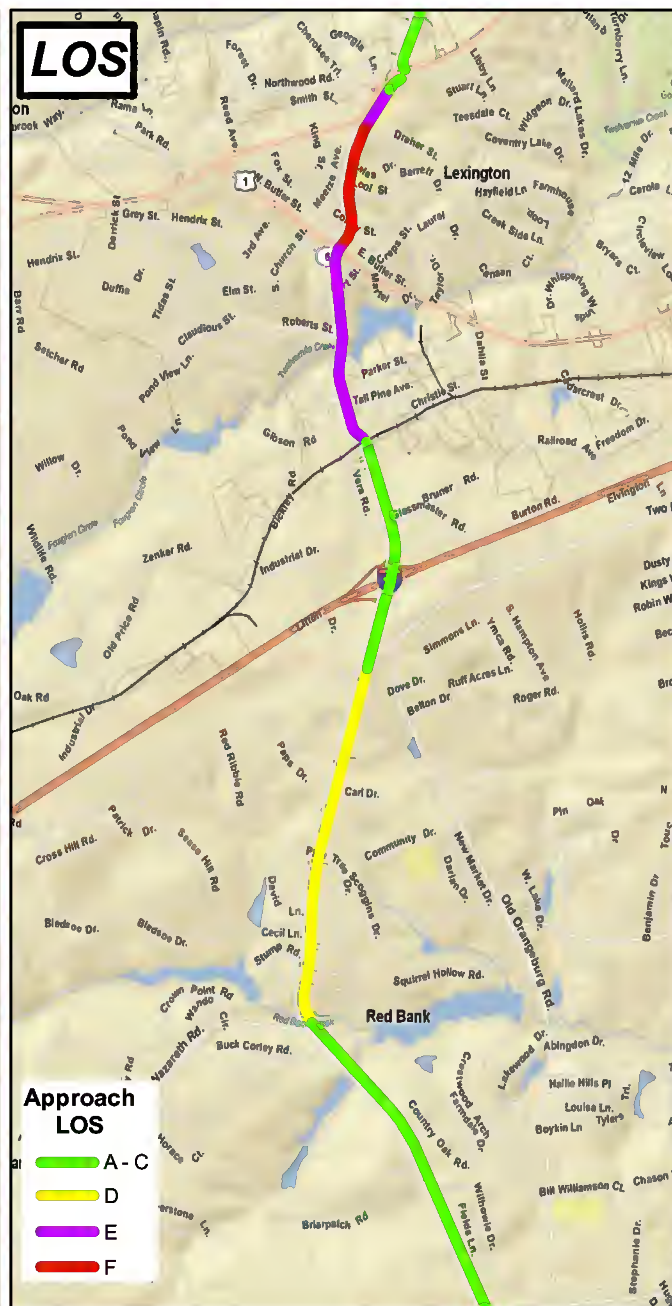
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

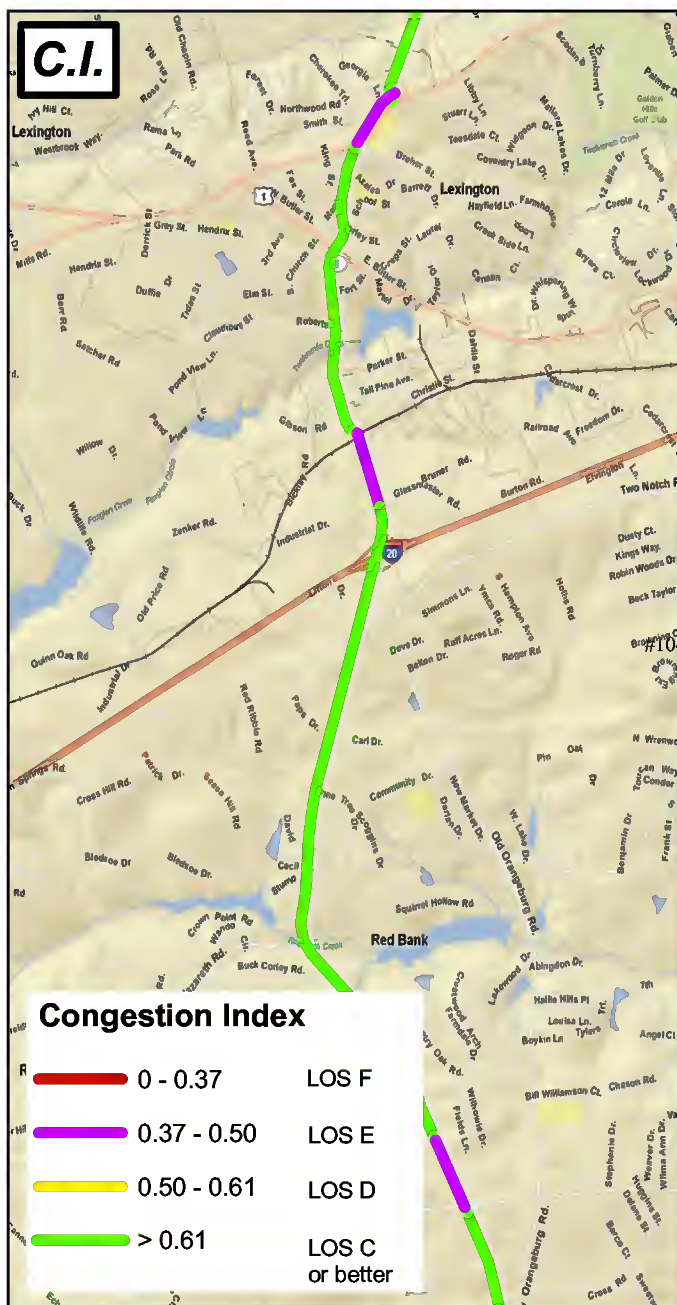


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

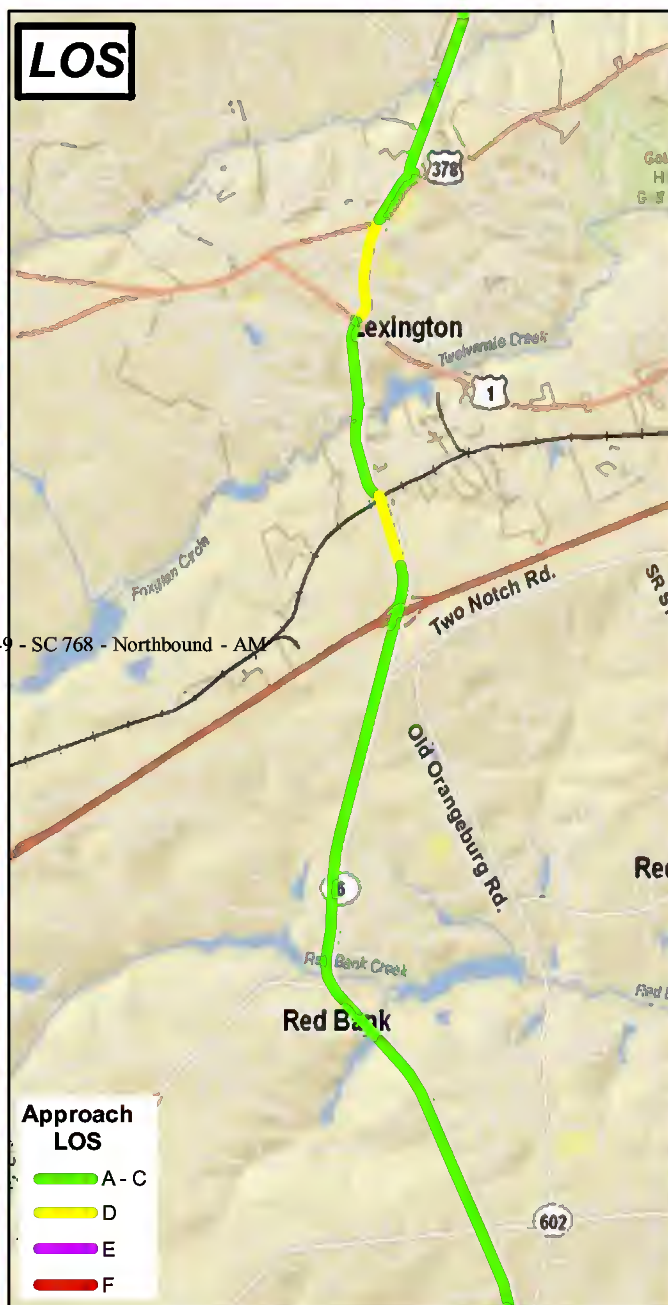


Queue = Recorded length of vehicle queue measured in feet

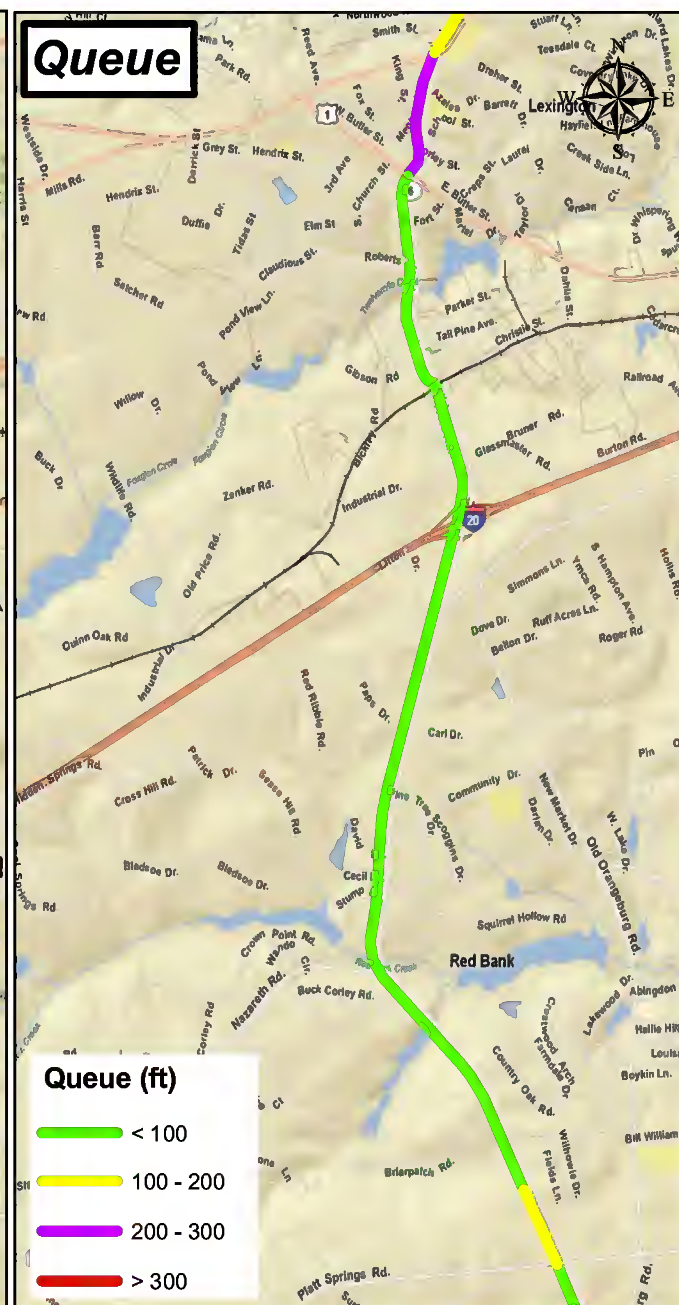
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

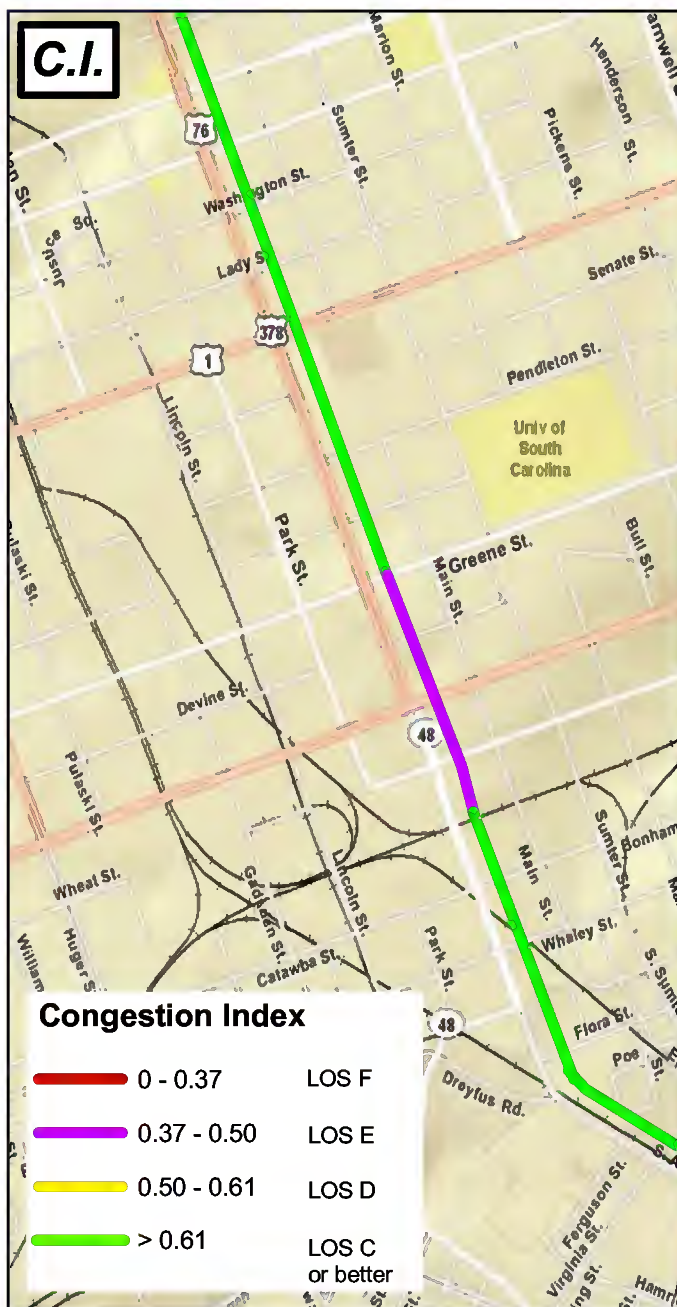


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

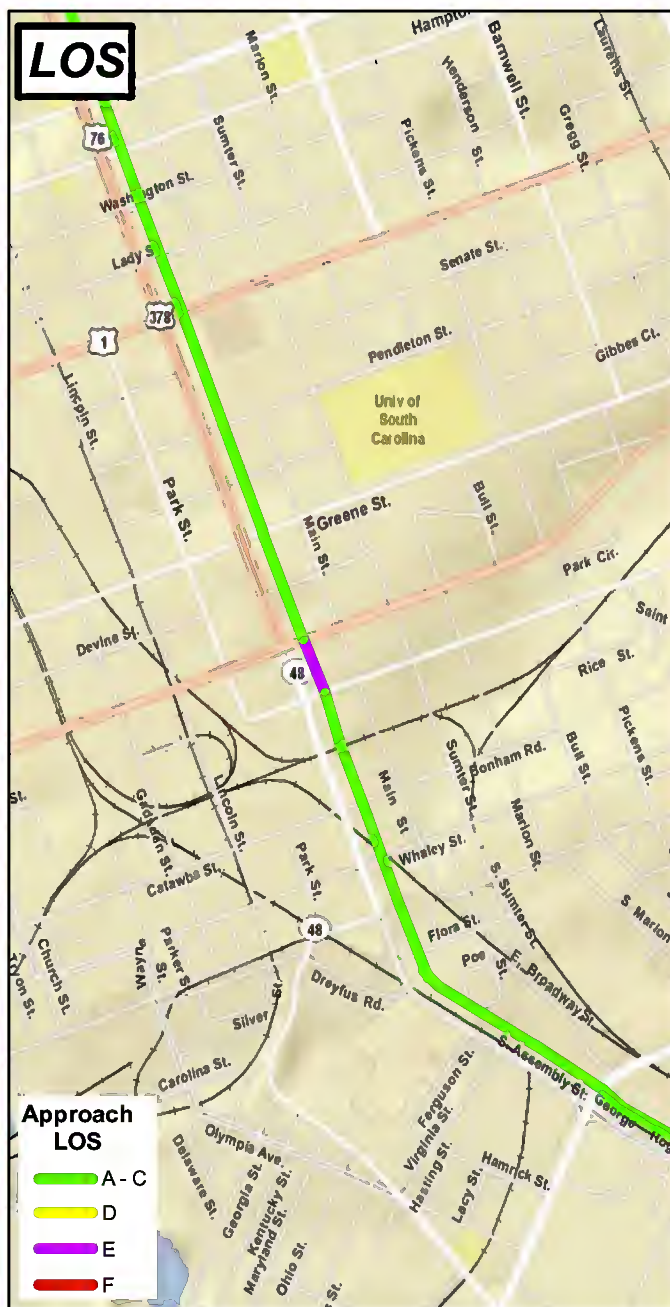


Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

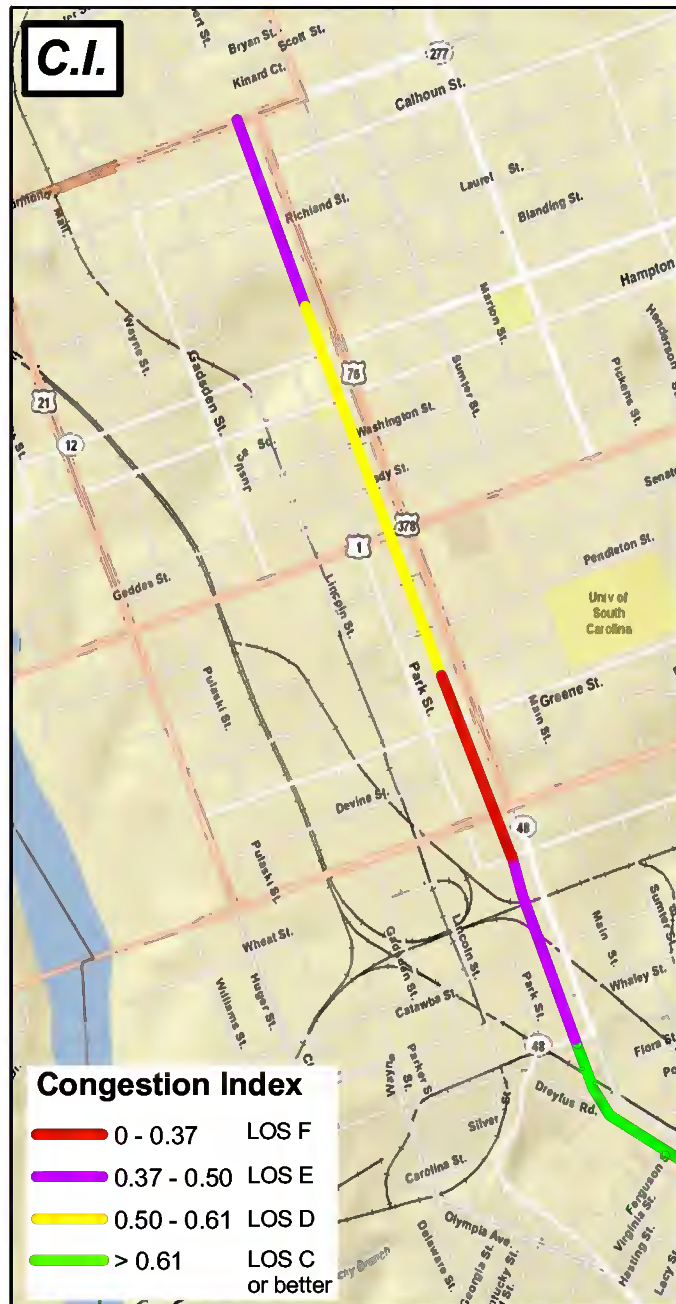


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

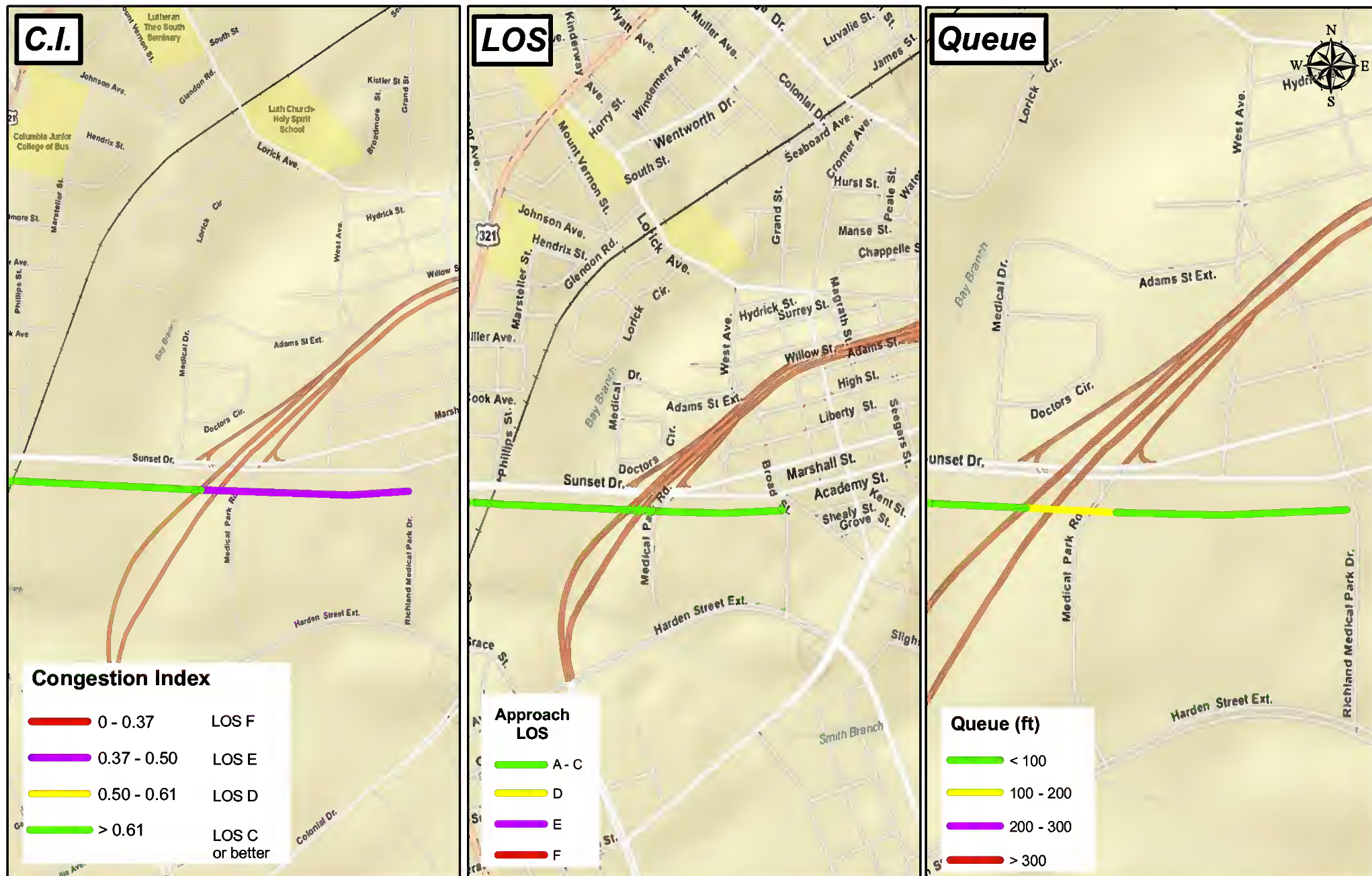
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

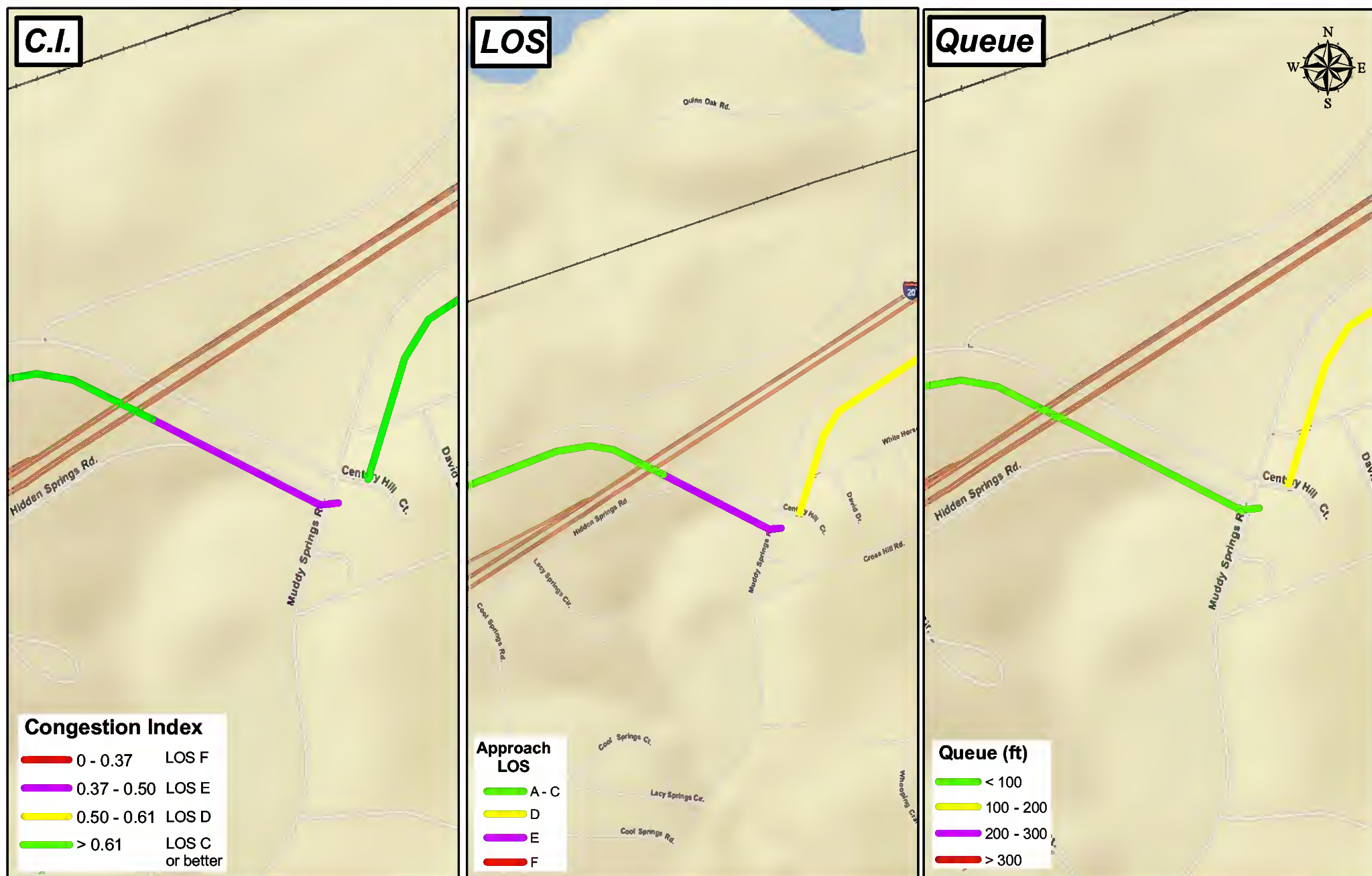
Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

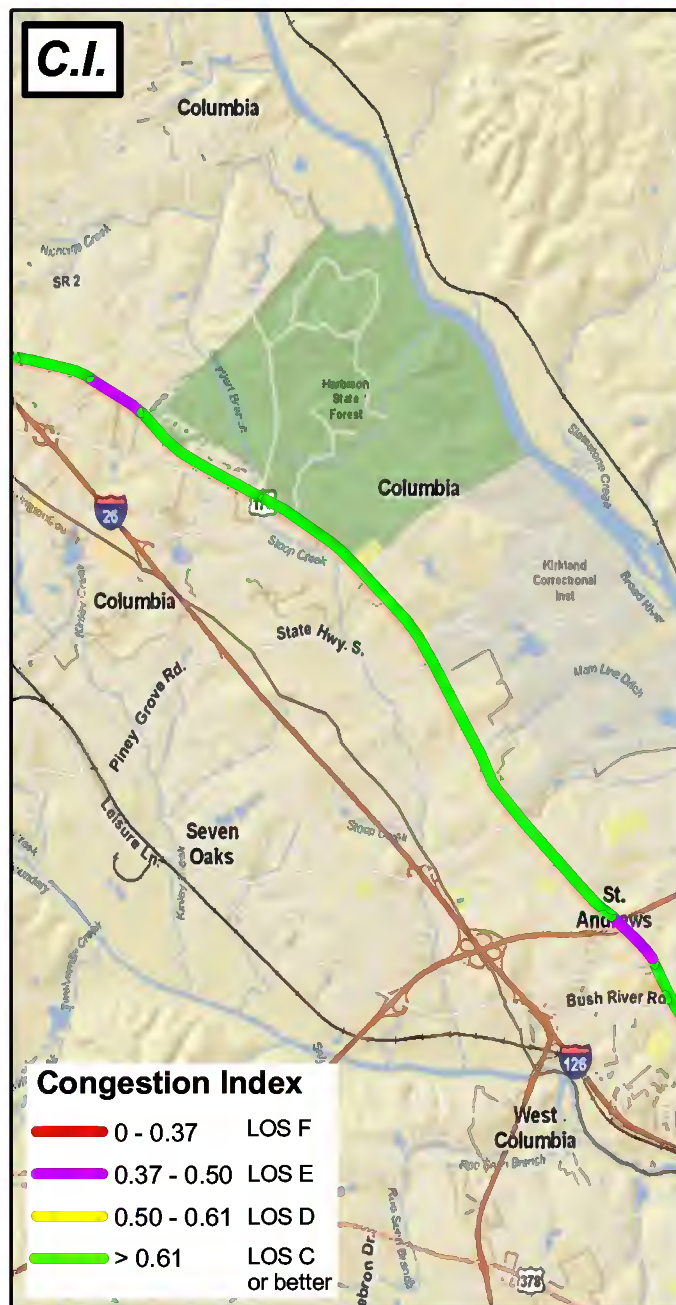


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

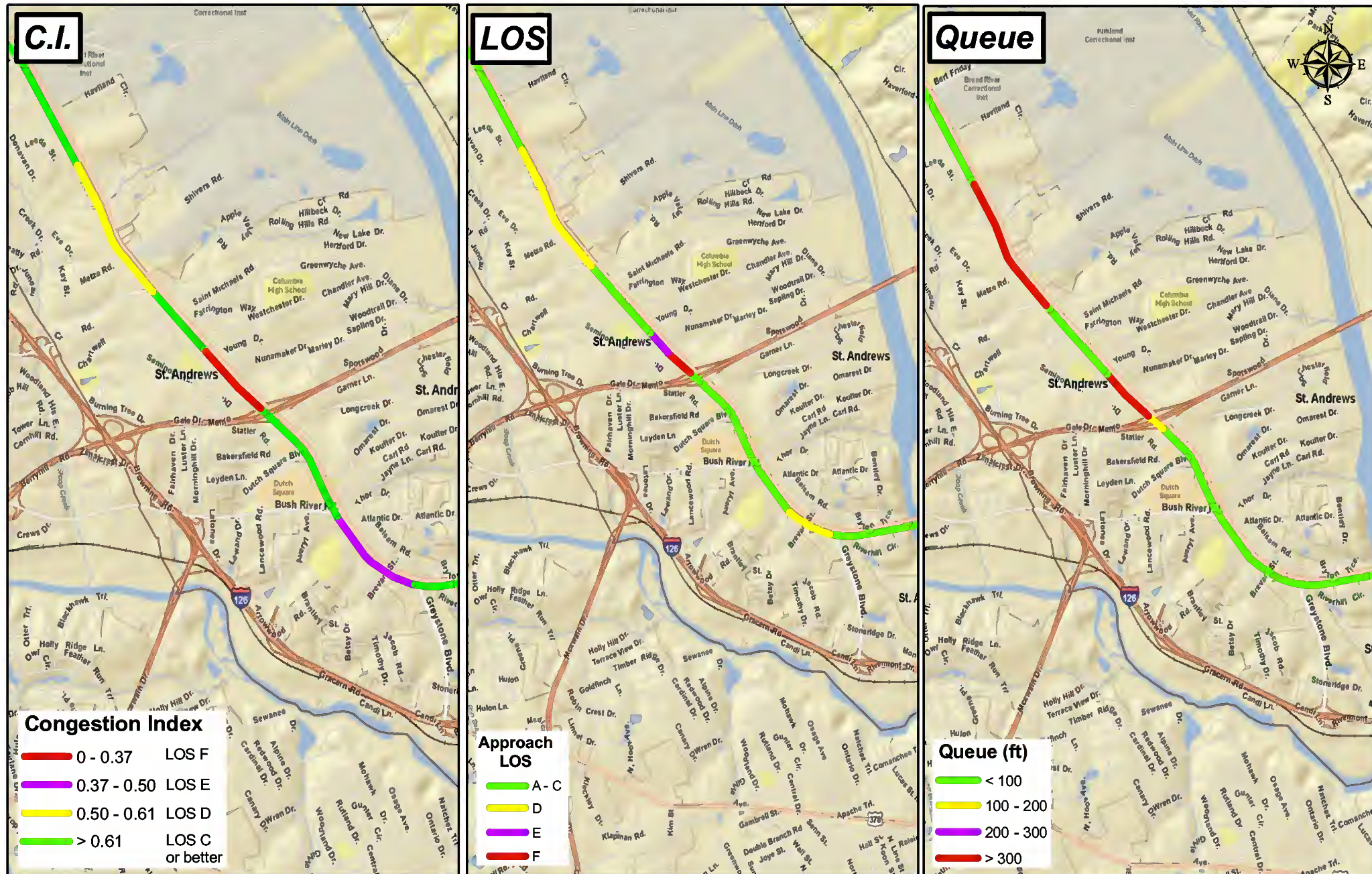


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

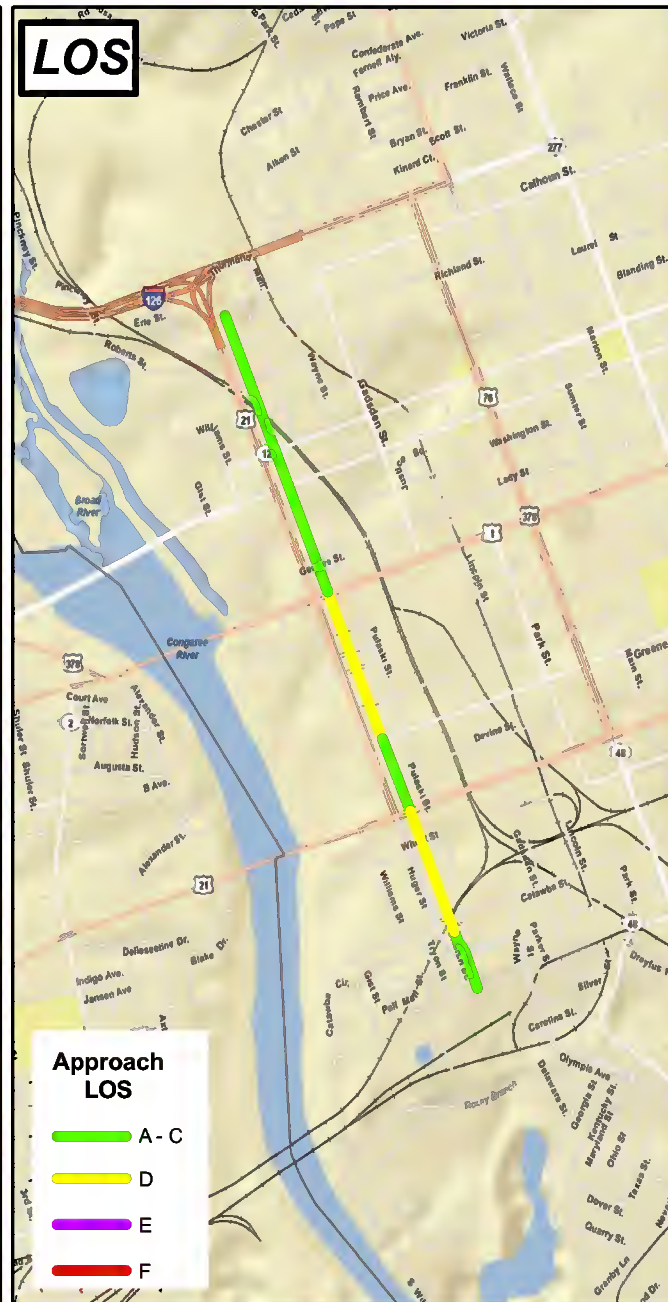
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

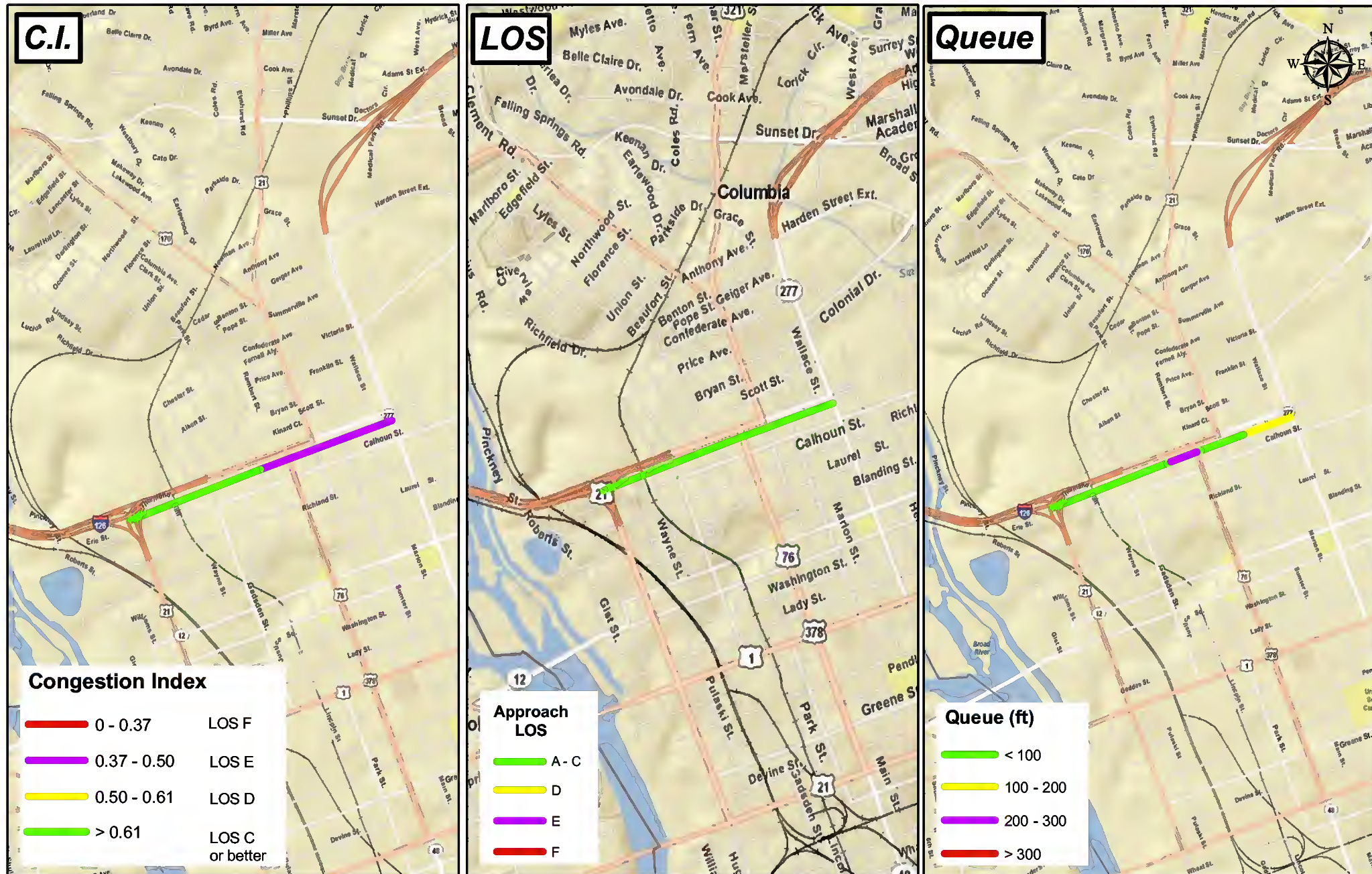


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

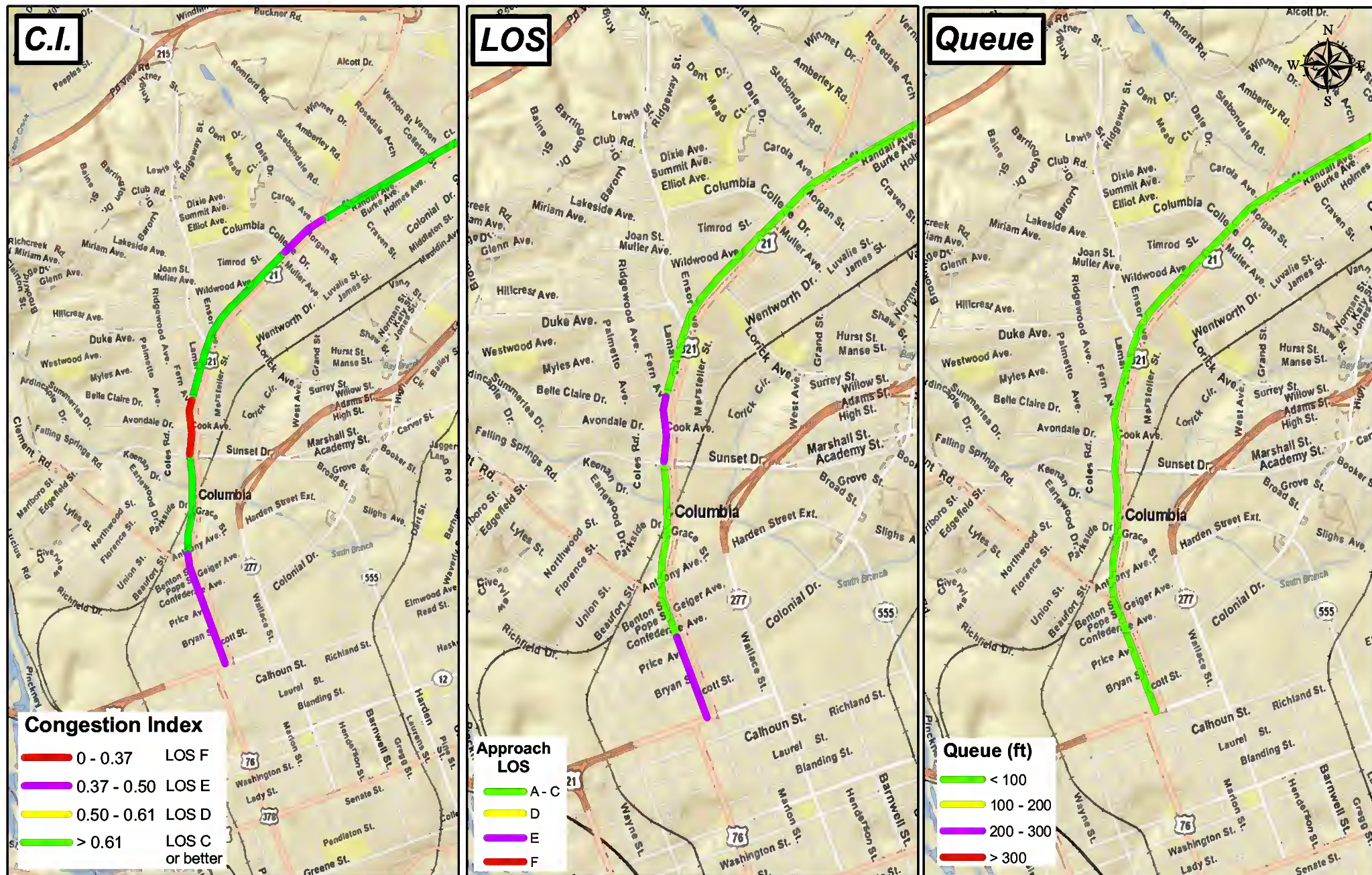


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

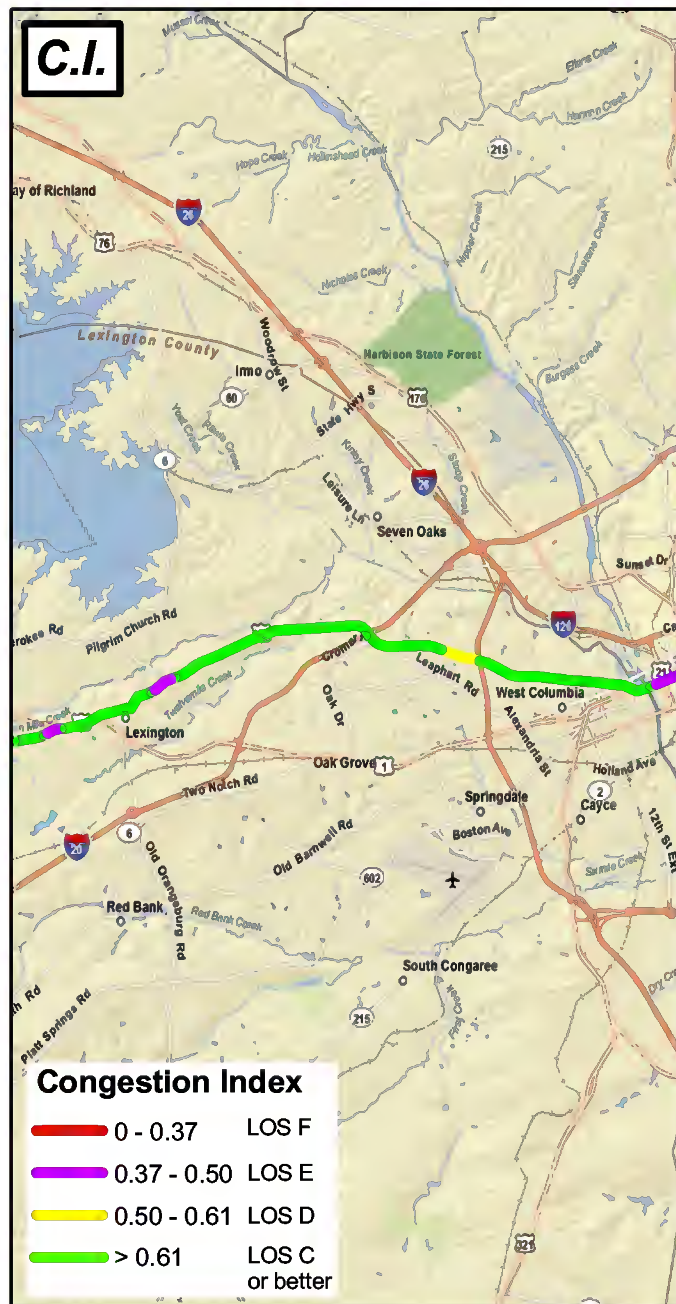


Congestion Index = Recorded speed / Posted Speed Limit

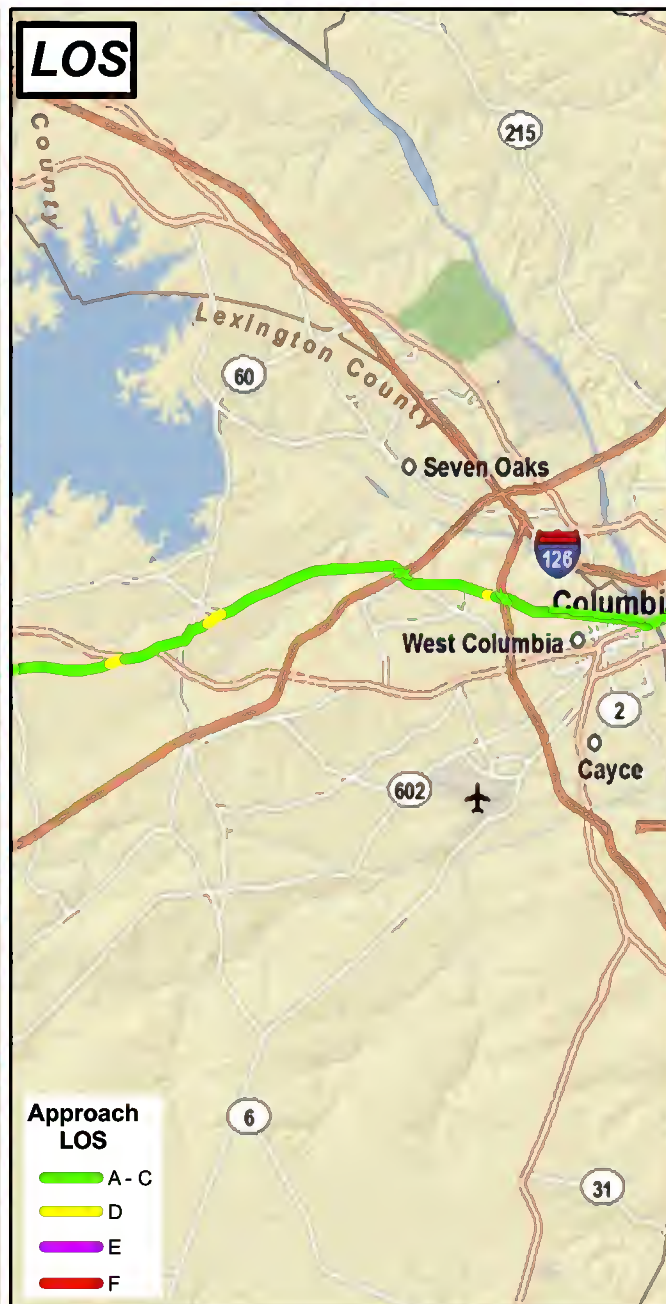
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

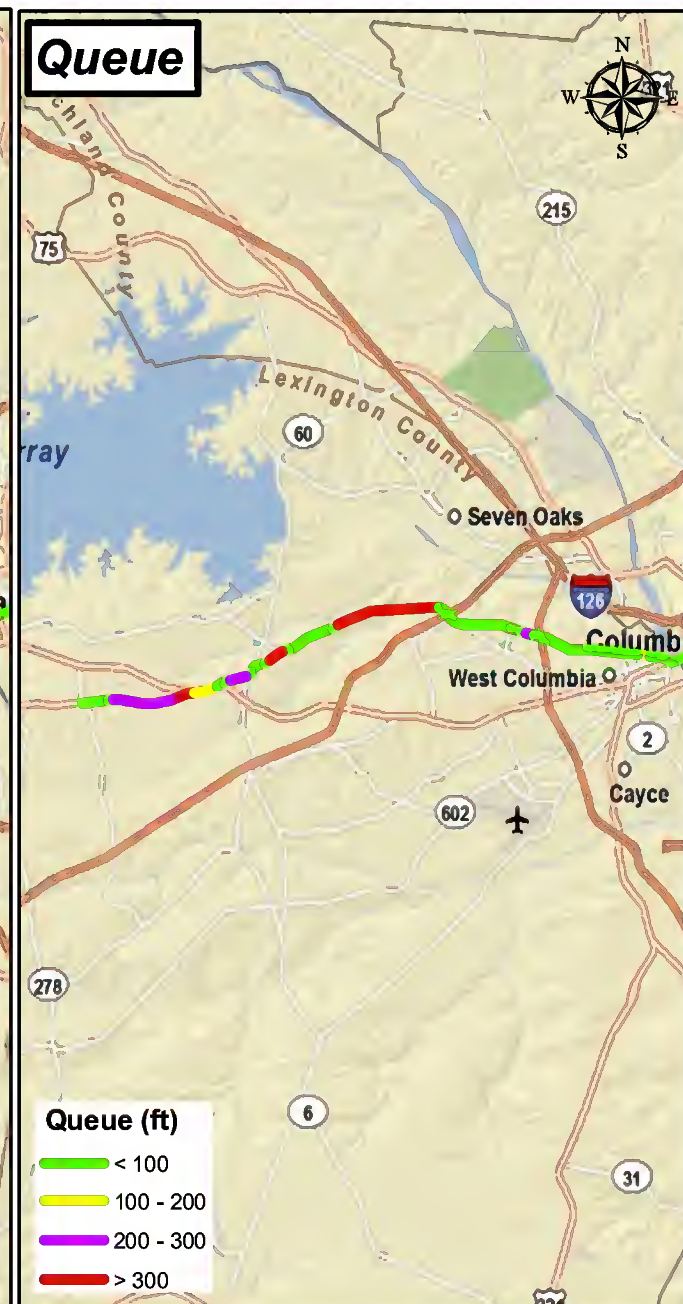
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

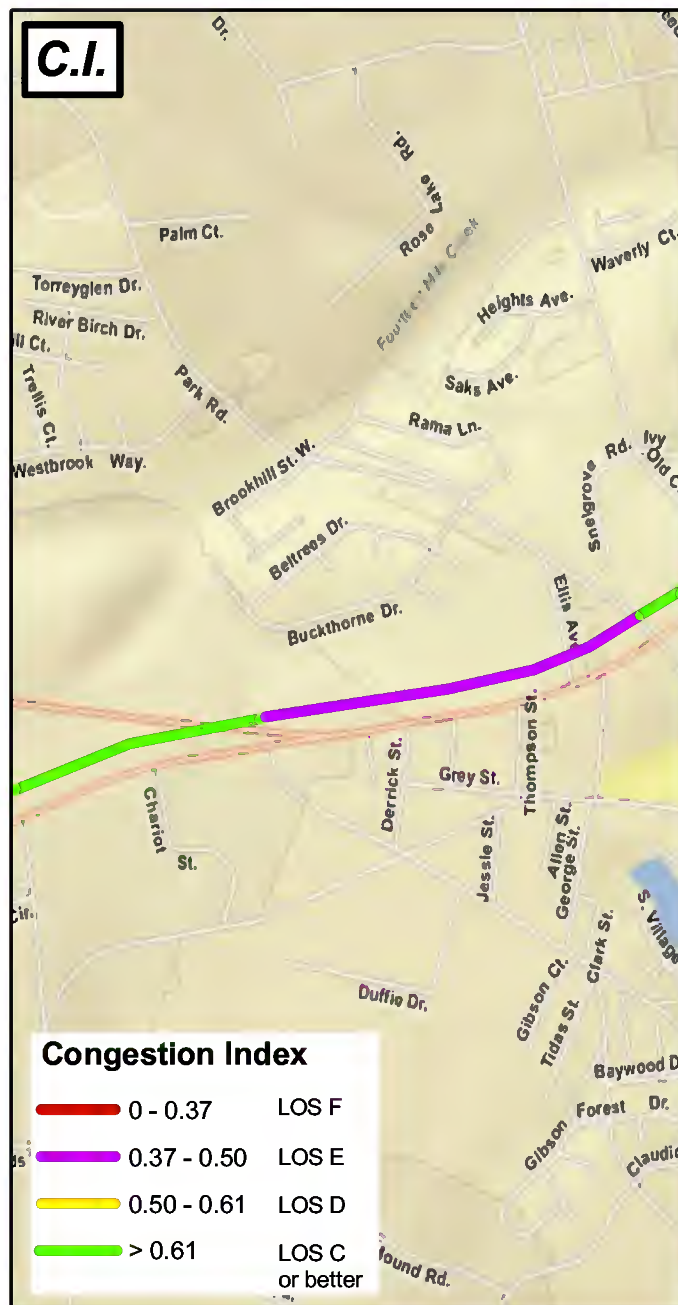


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

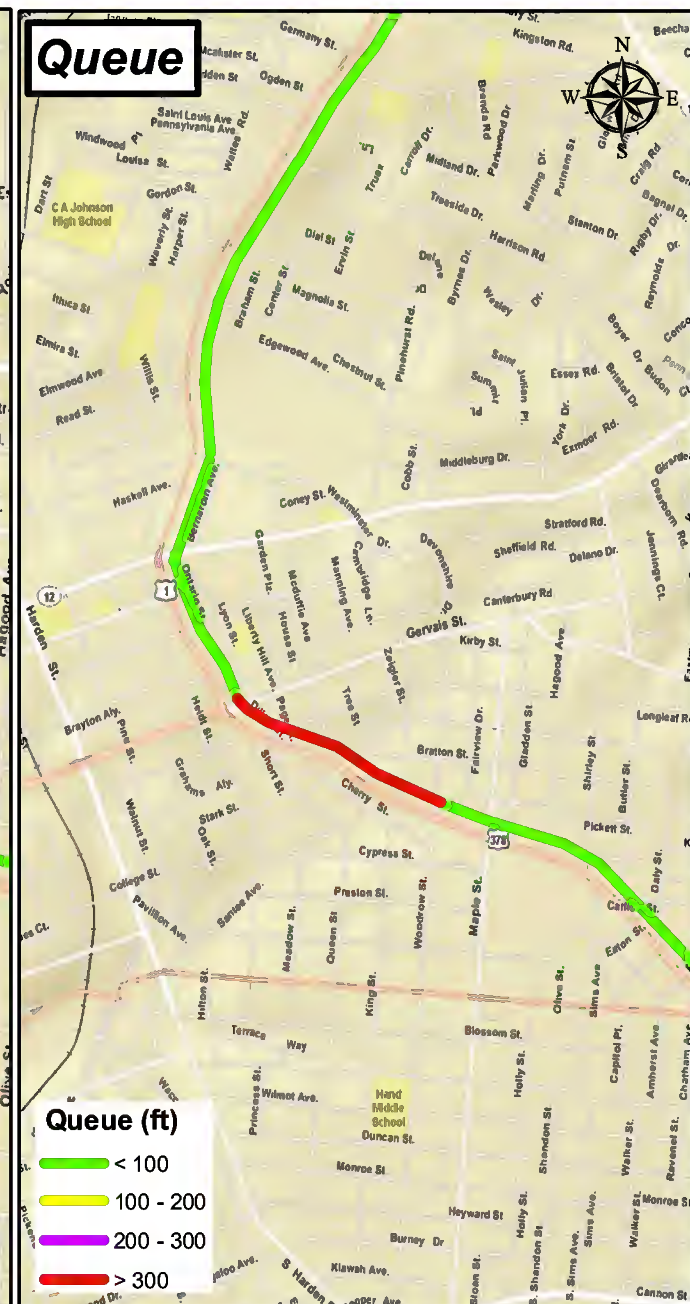
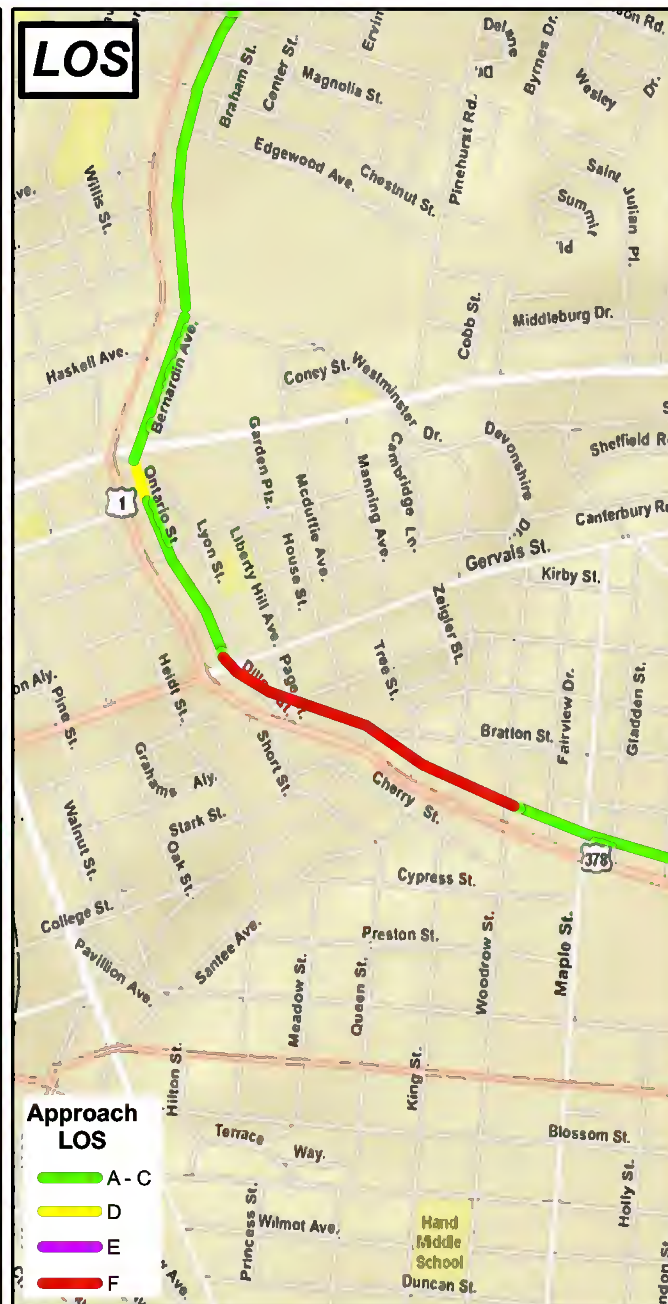
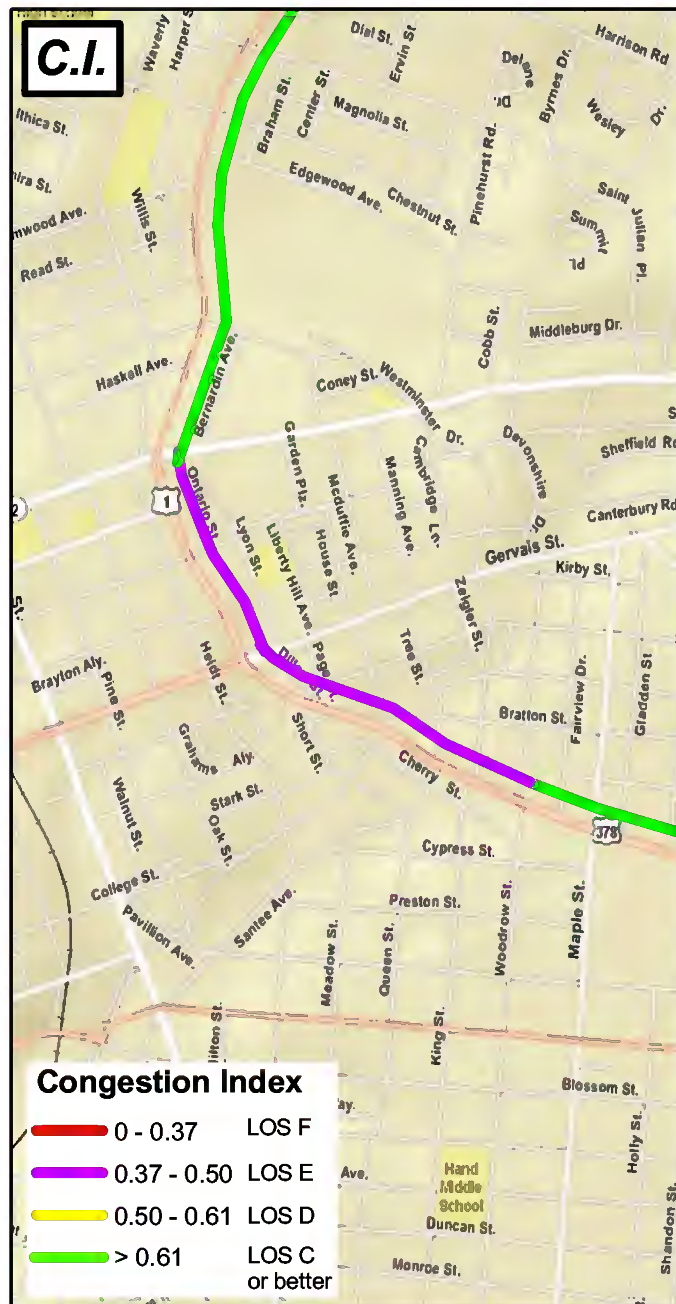


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

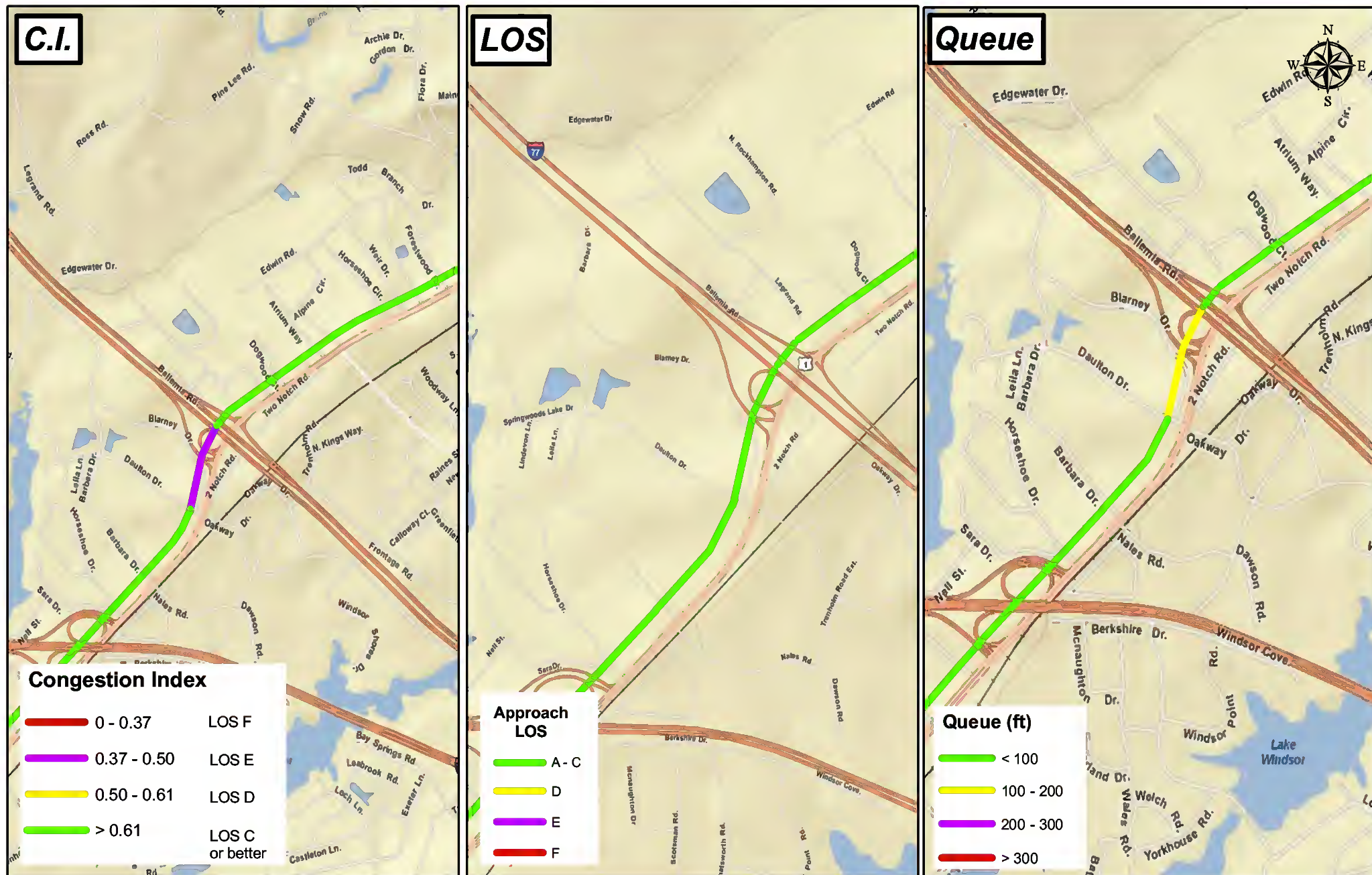


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

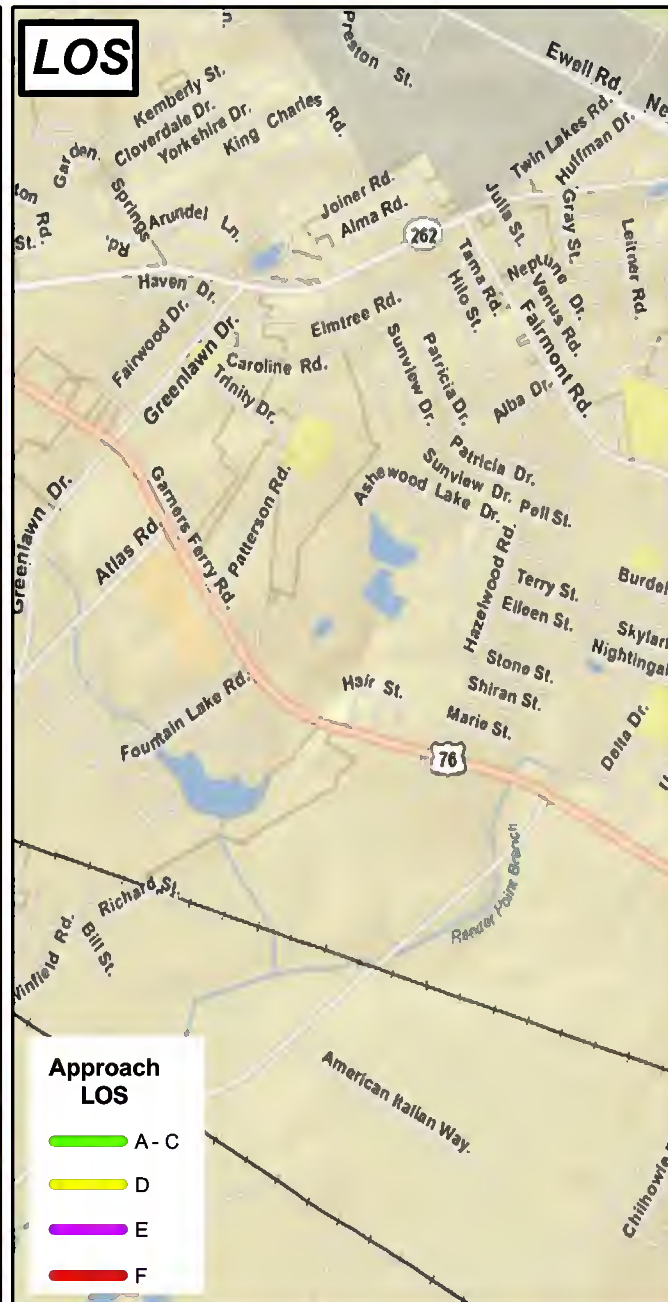


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

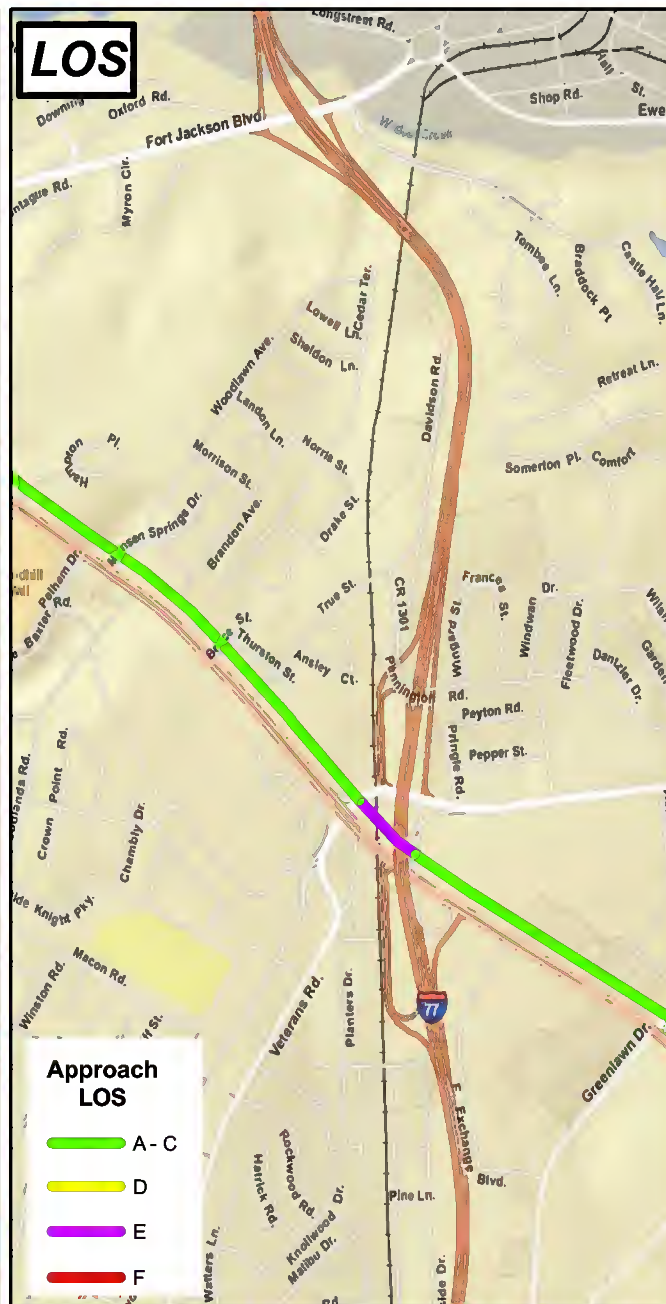
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

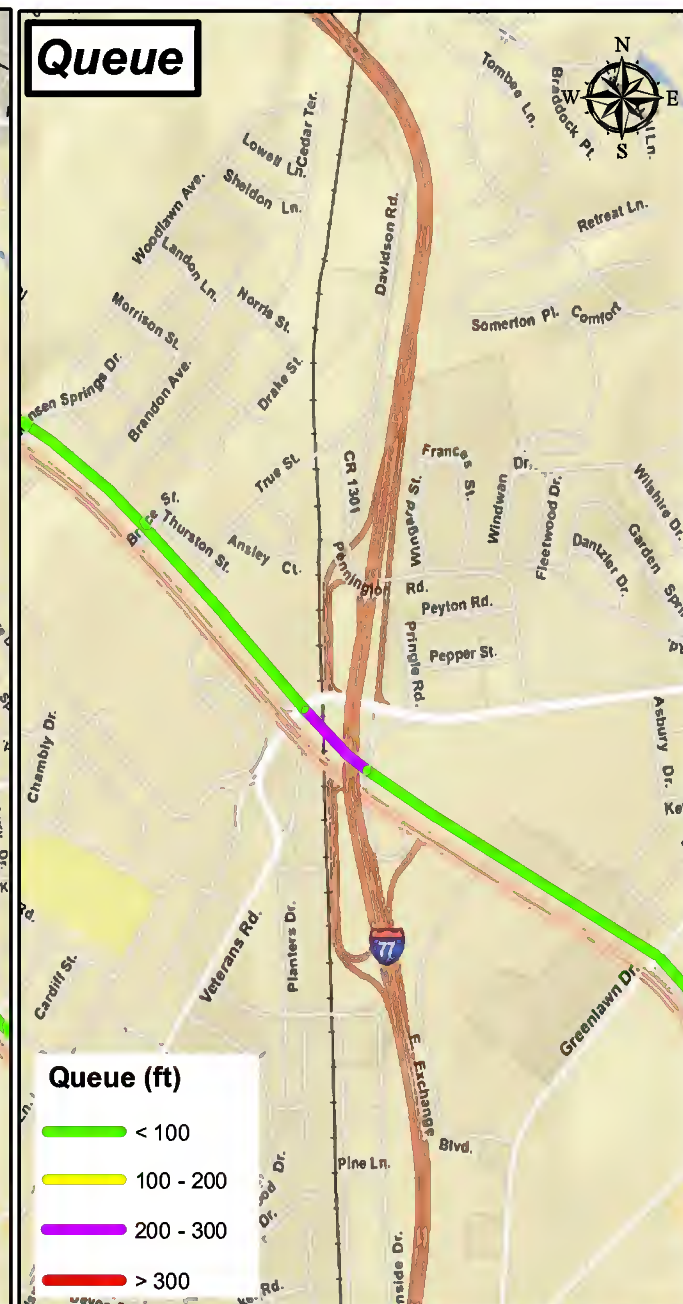
Columbia Area Congestion Mitigation Process (CMP)



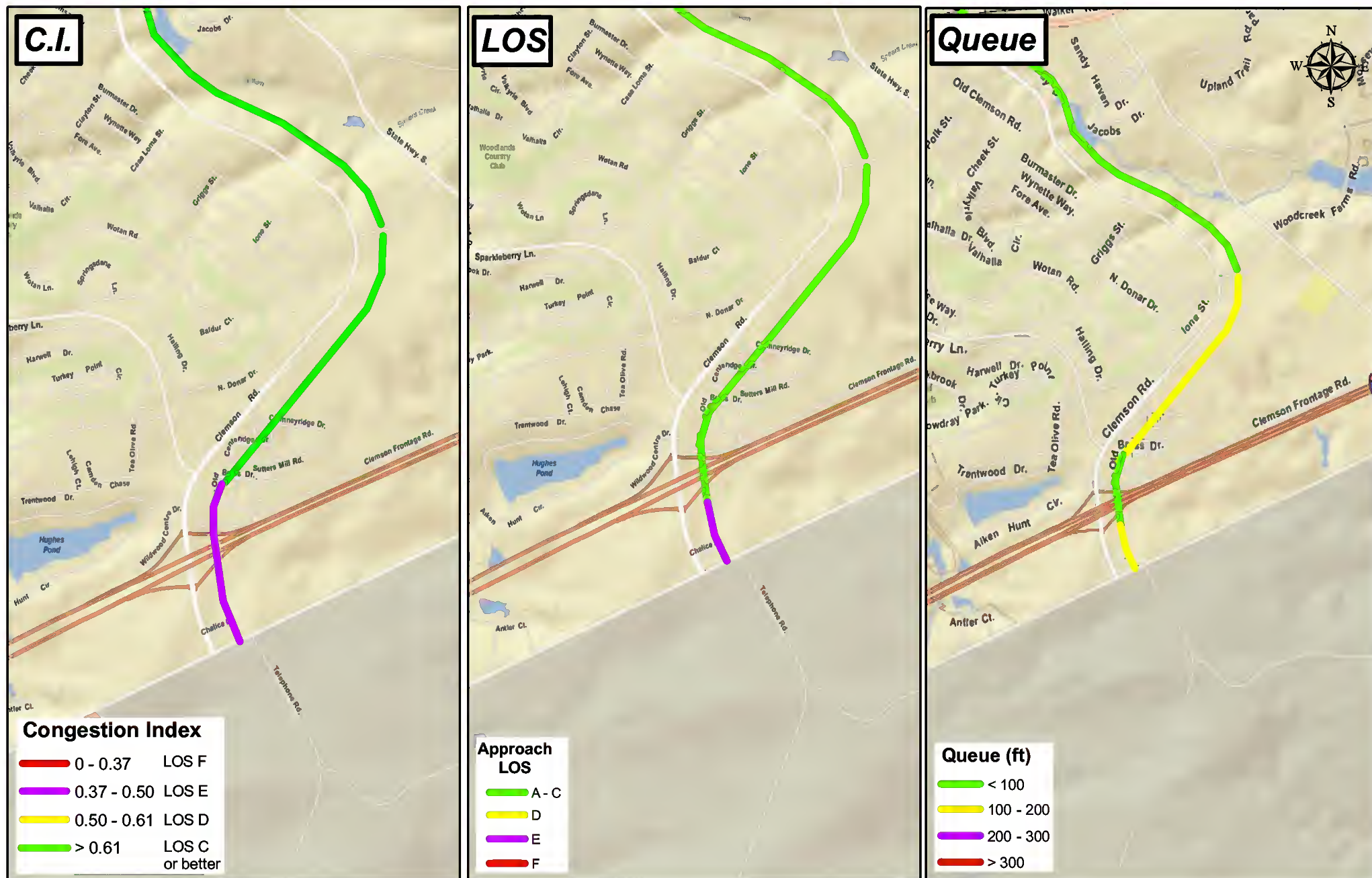
Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



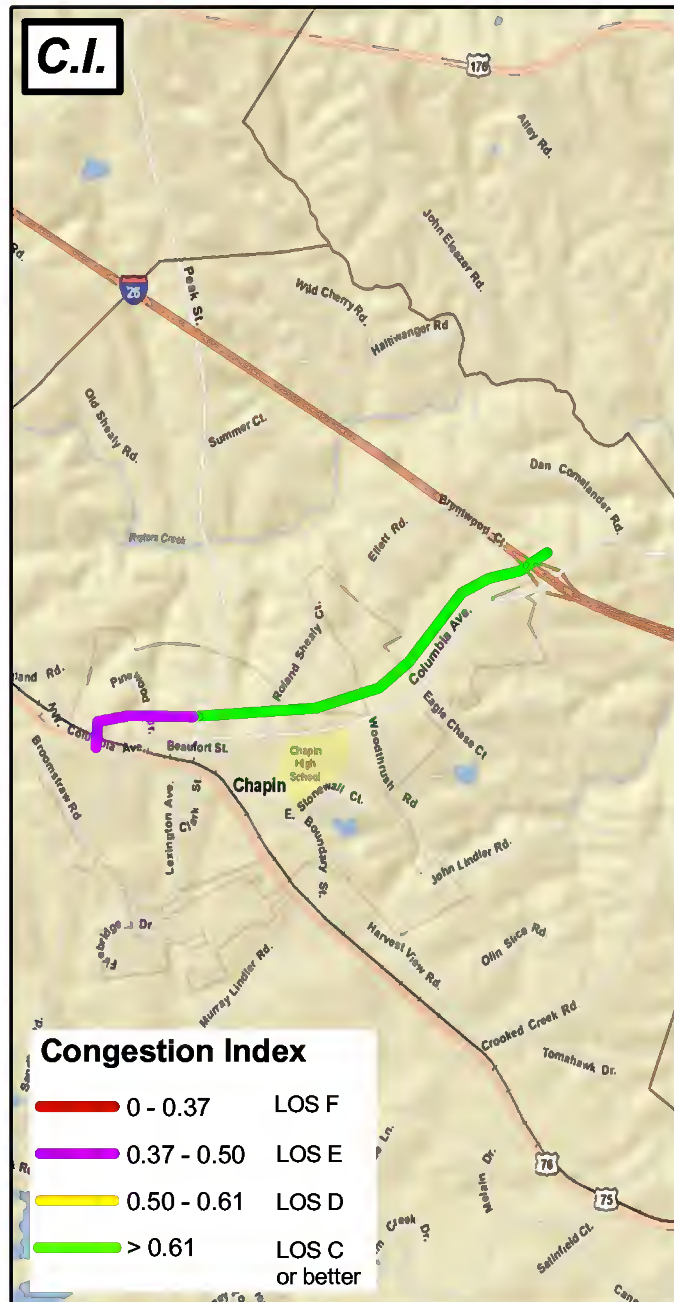
Queue = Recorded length of vehicle queue measured in feet



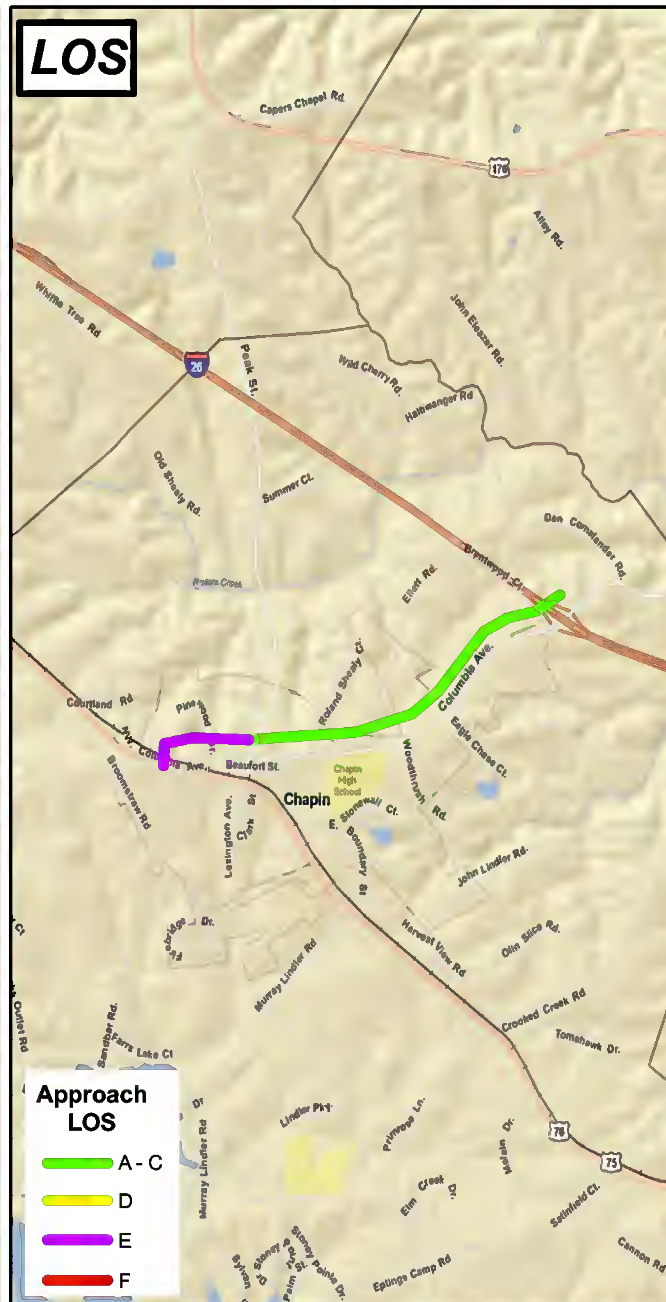
Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet



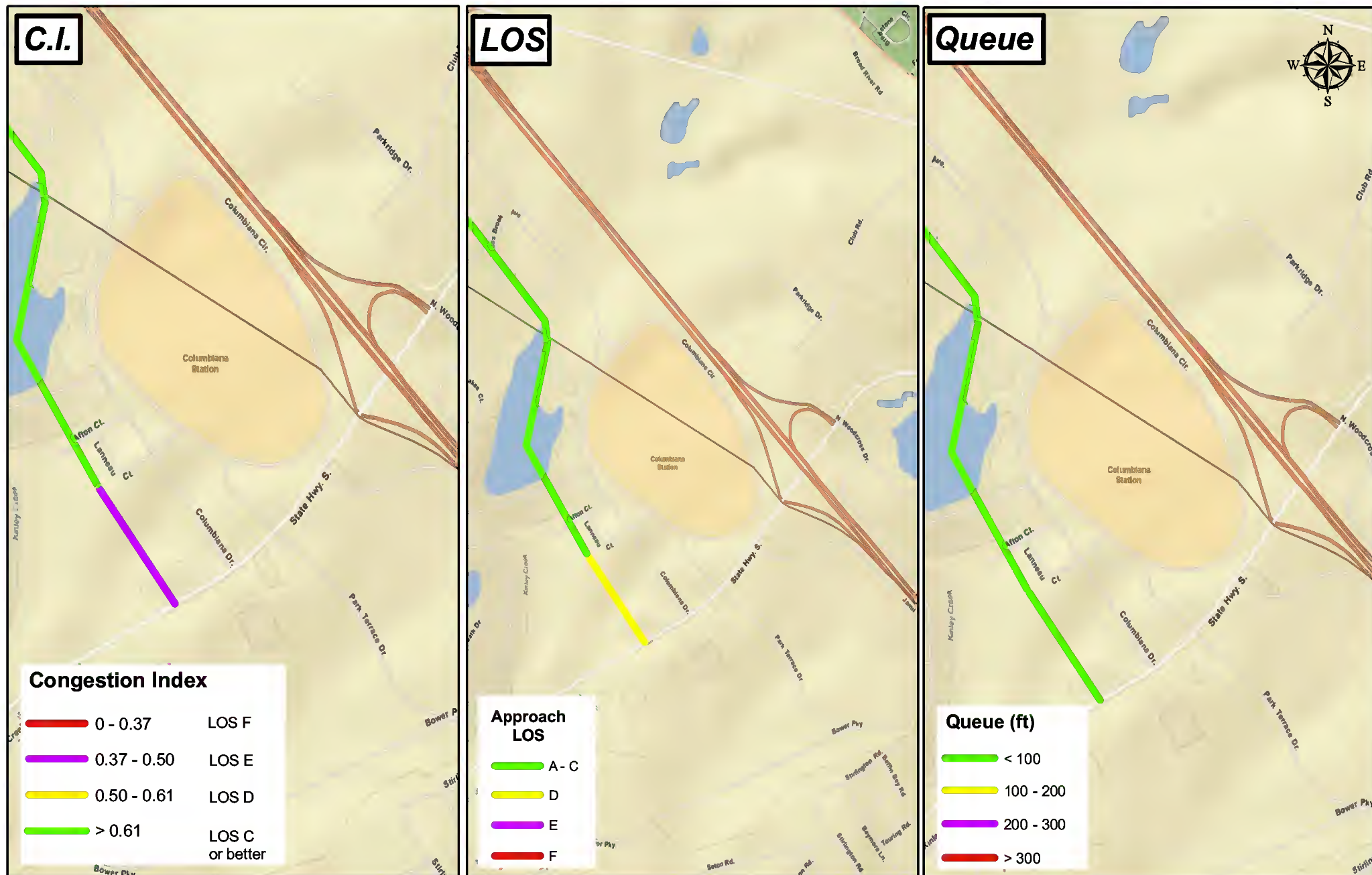
Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

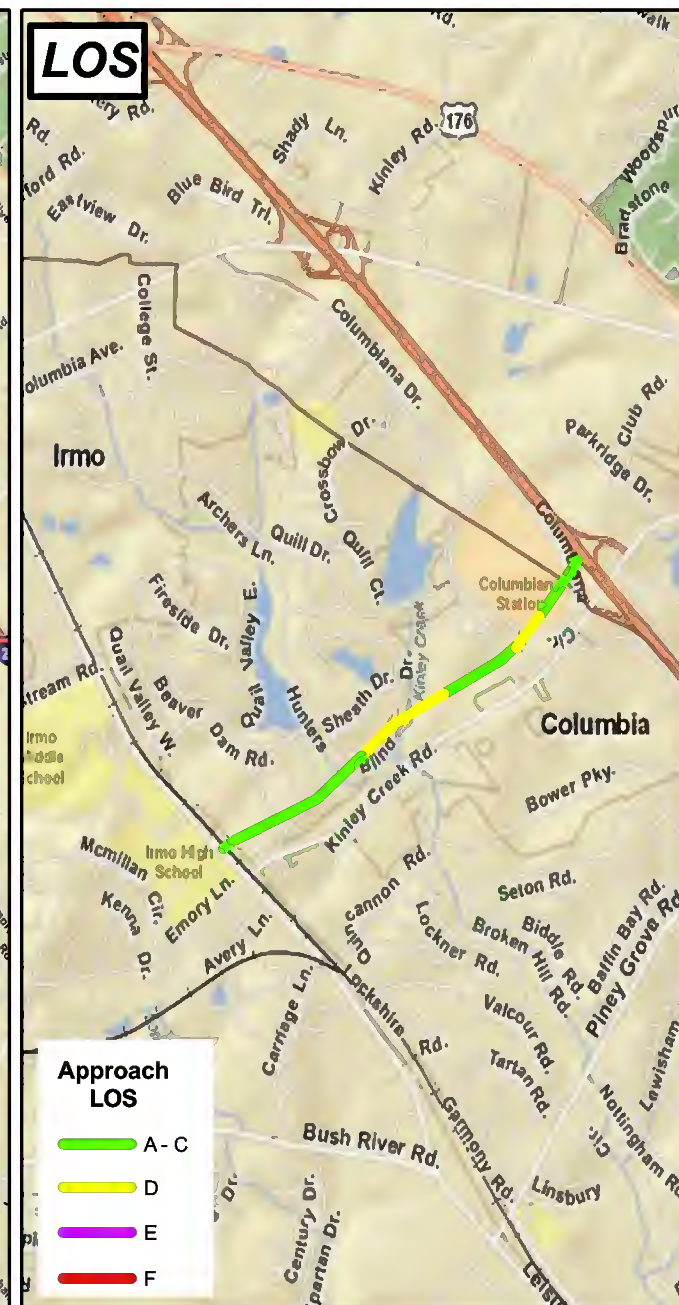


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

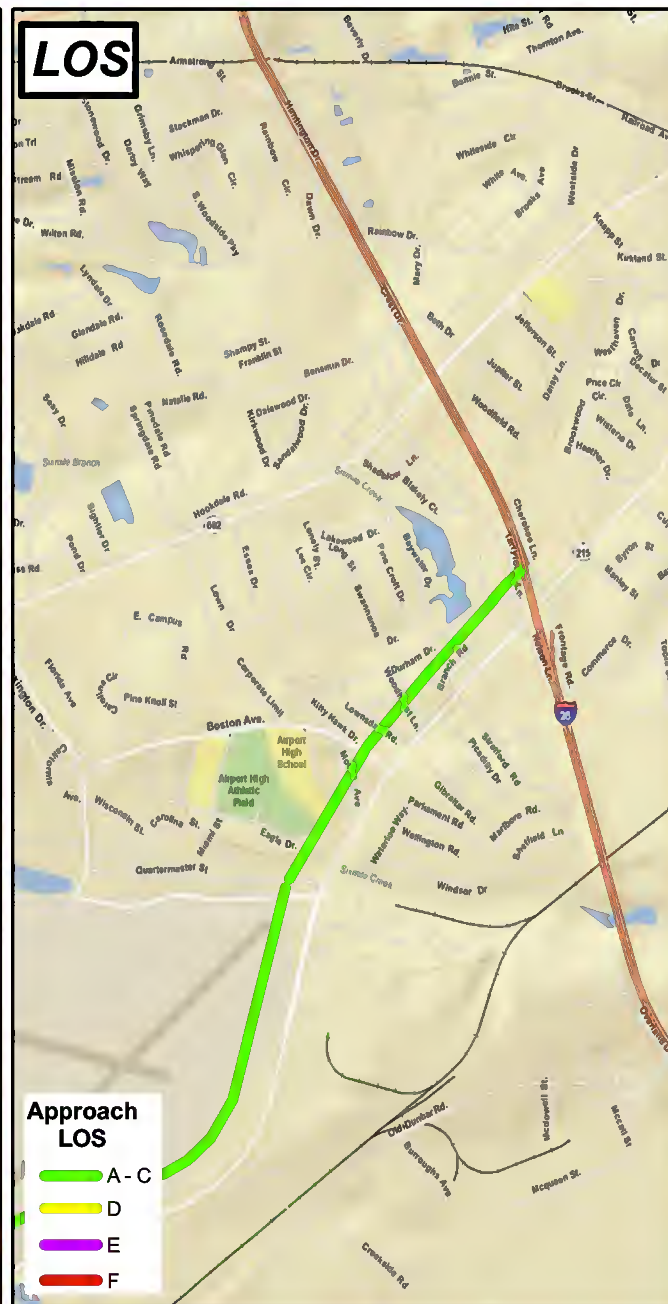


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

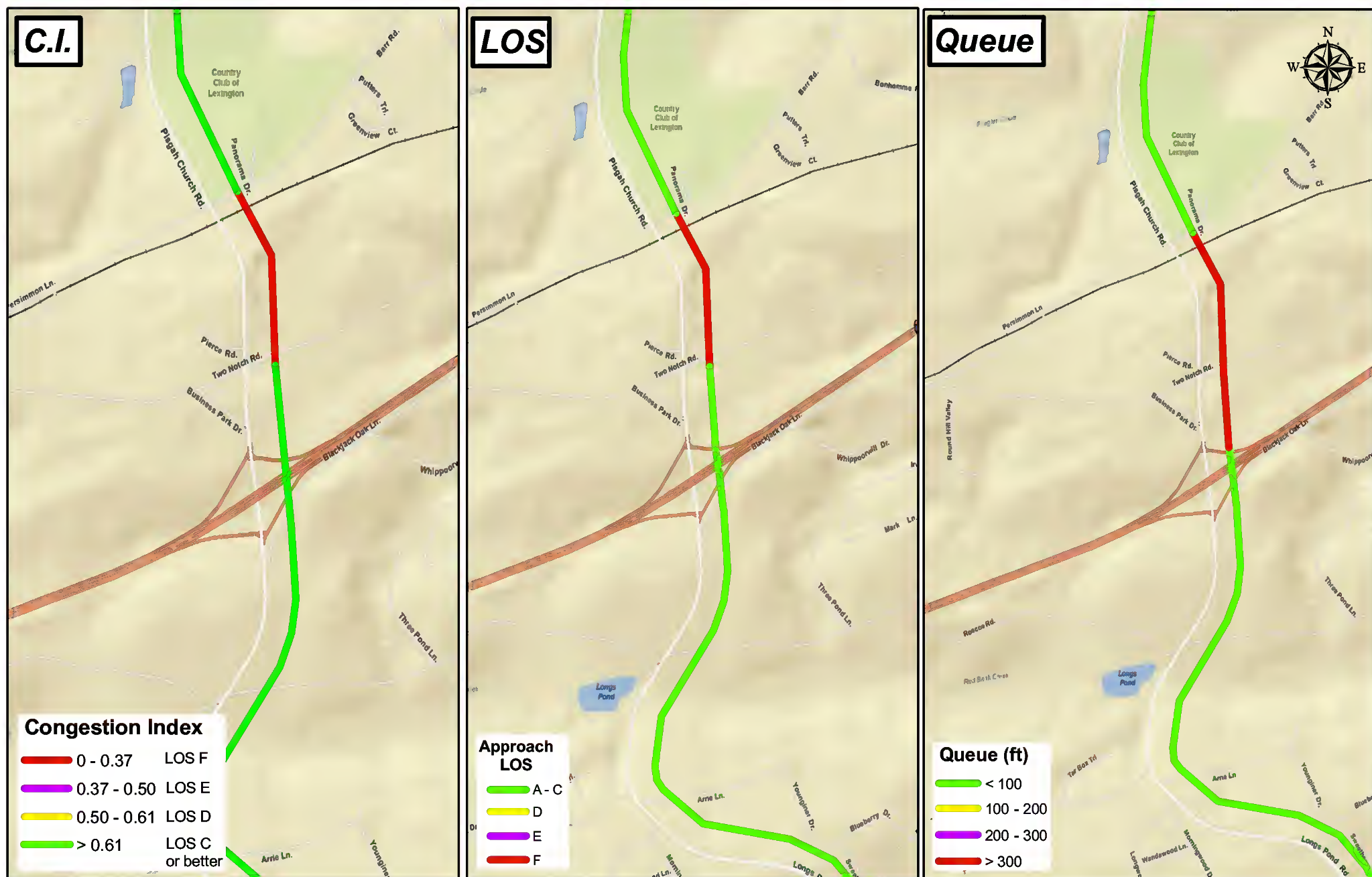
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

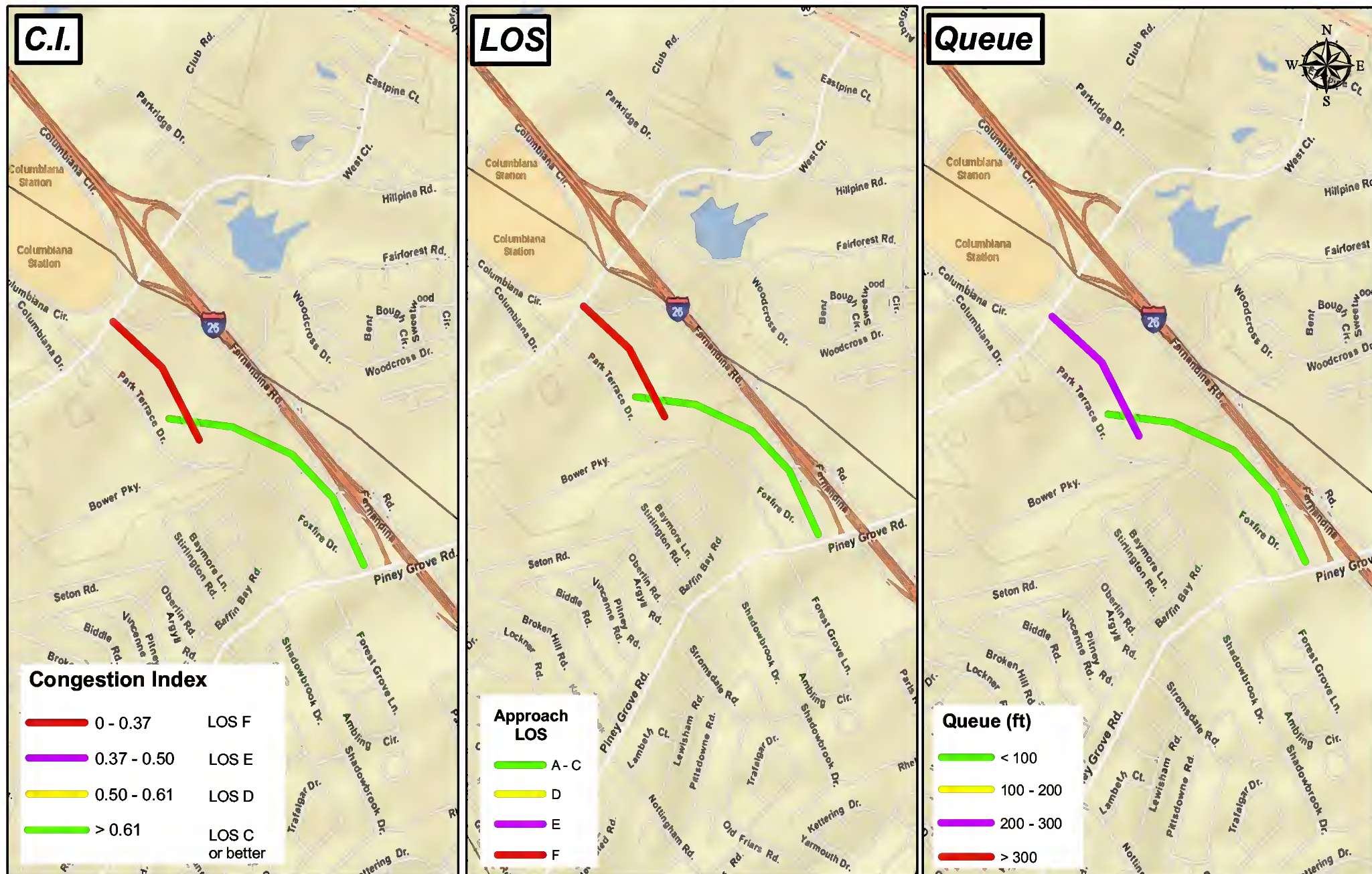


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

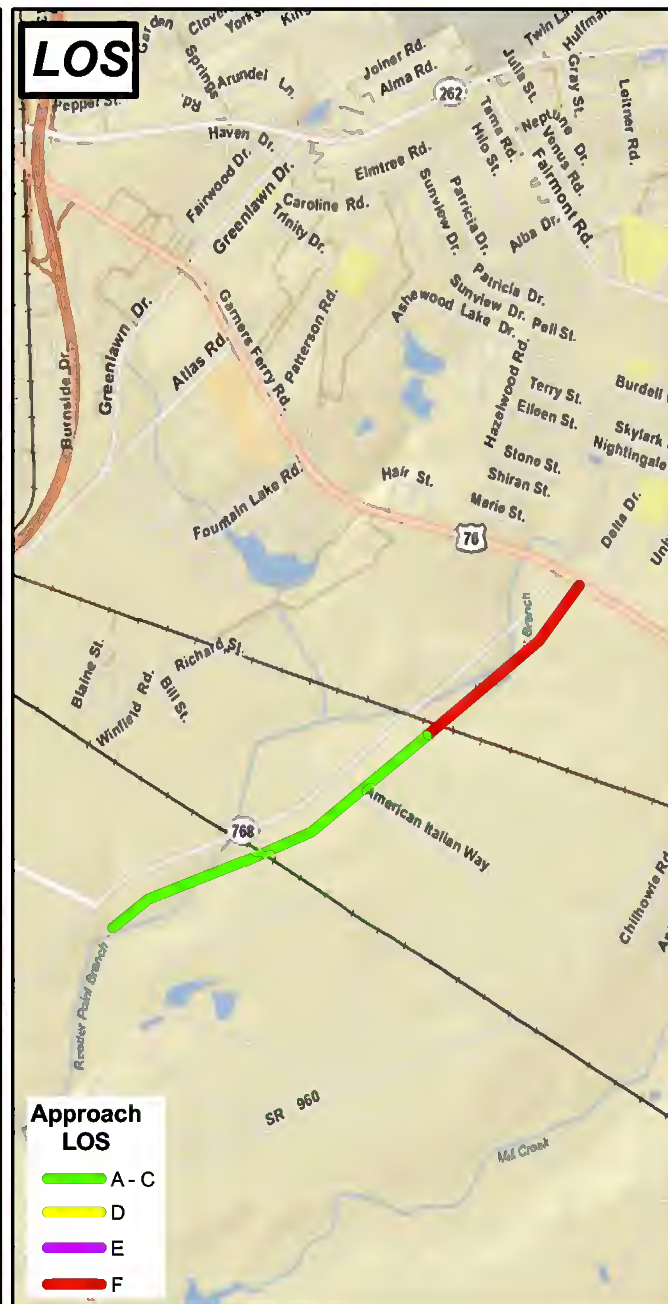


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

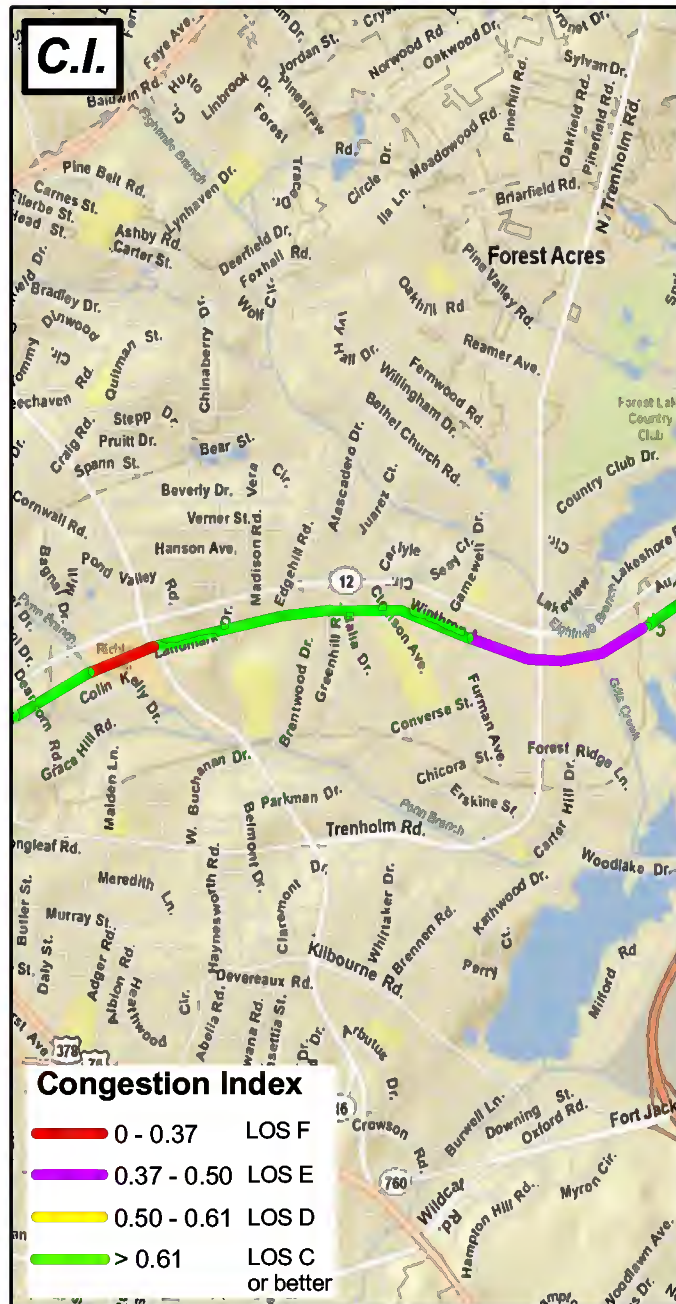


Congestion Index = Recorded speed / Posted Speed Limit

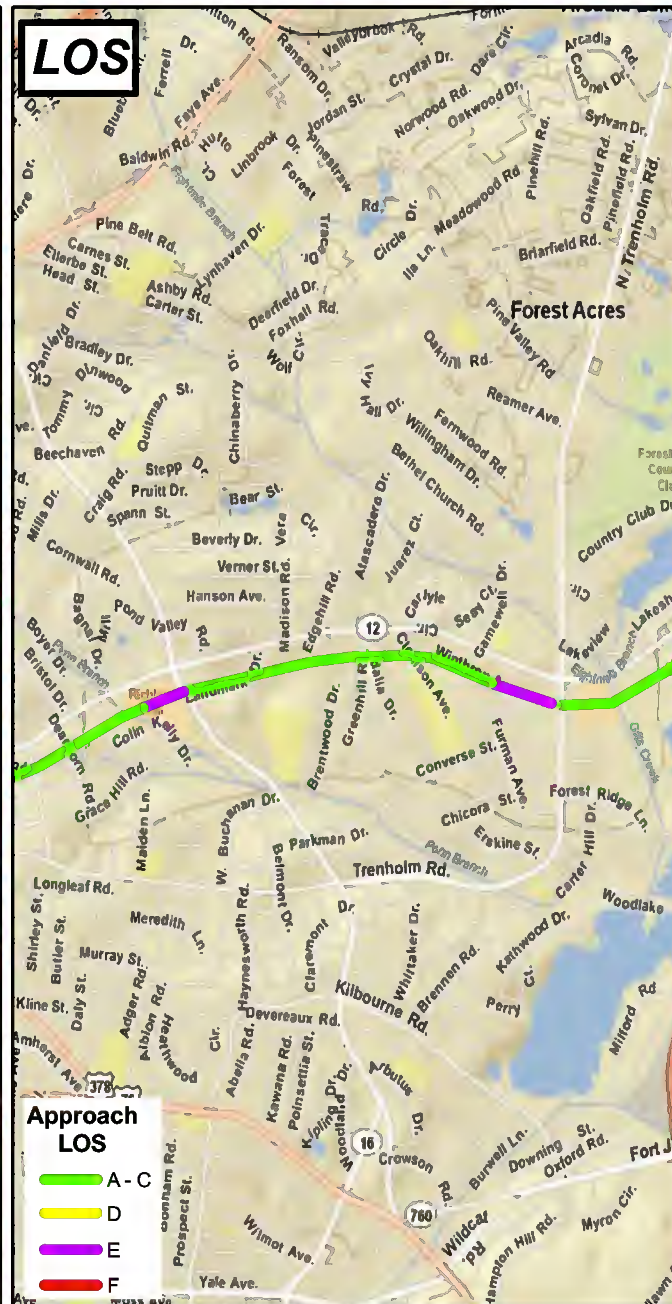
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

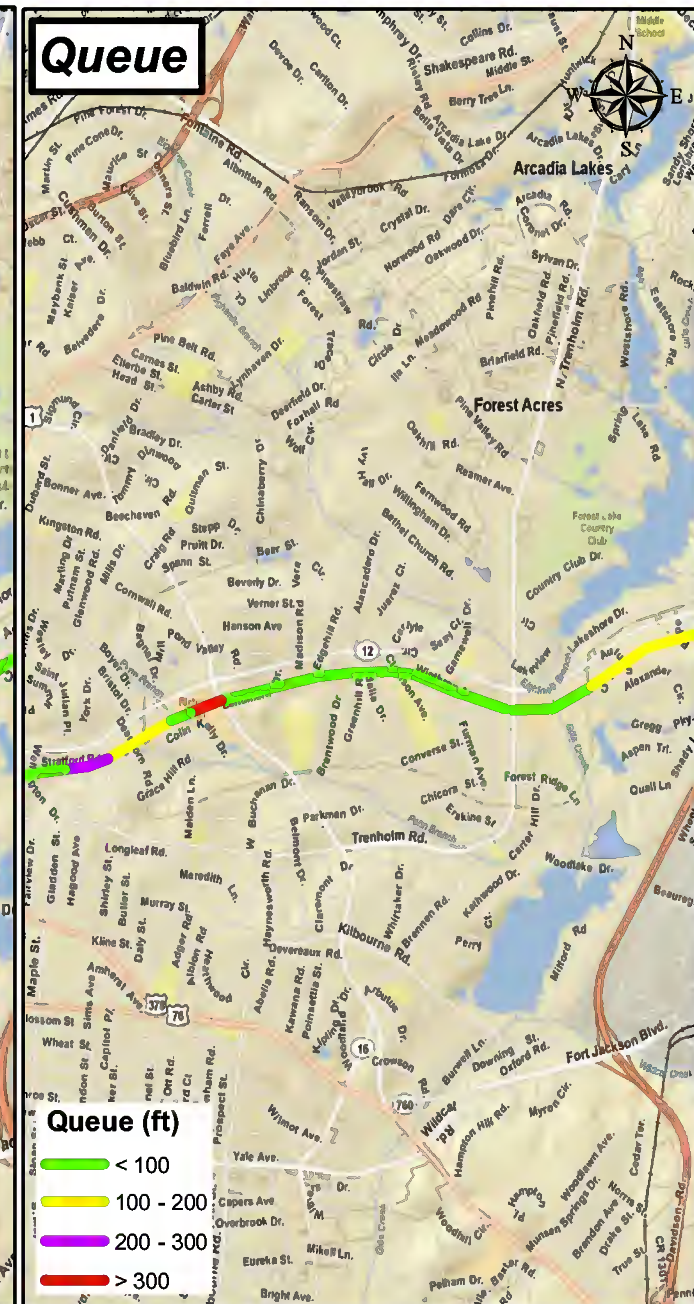
Columbia Area Congestion Mitigation Process (CMP)



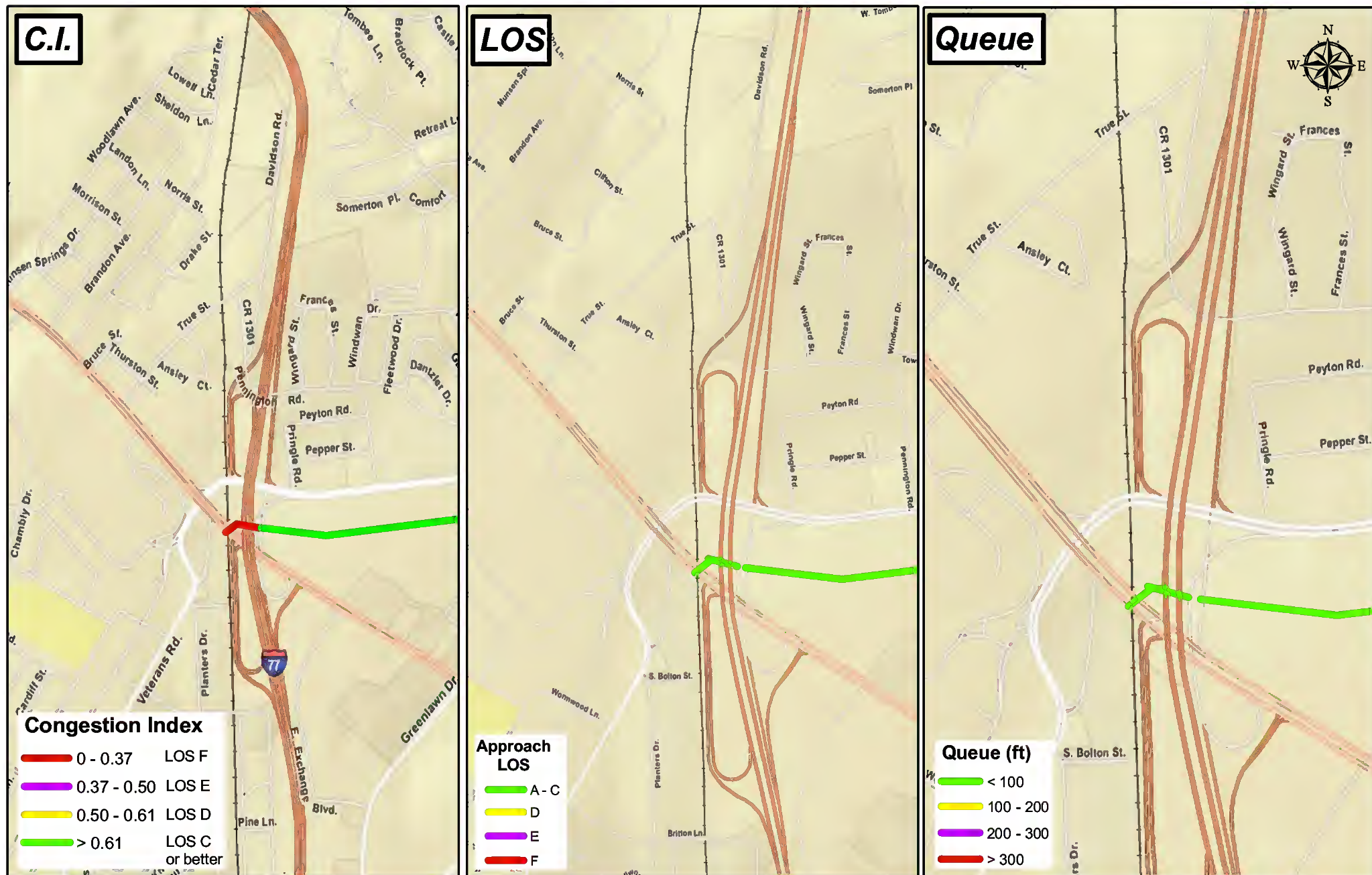
Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



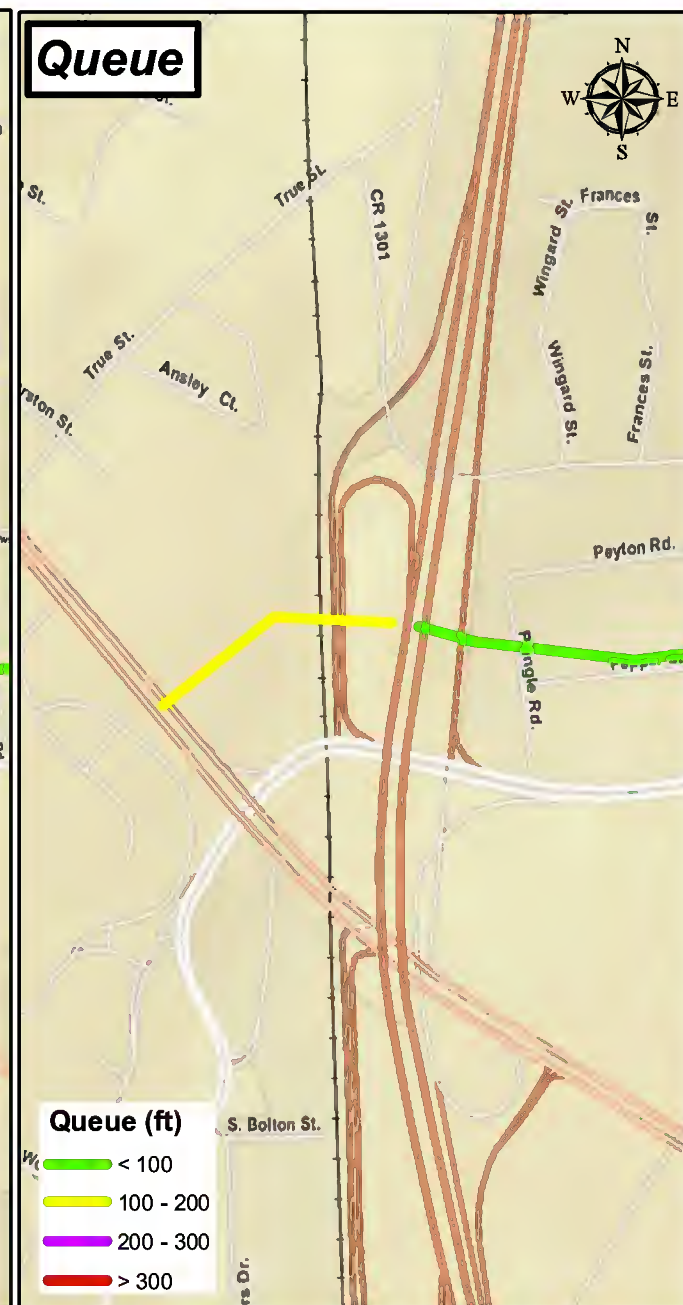
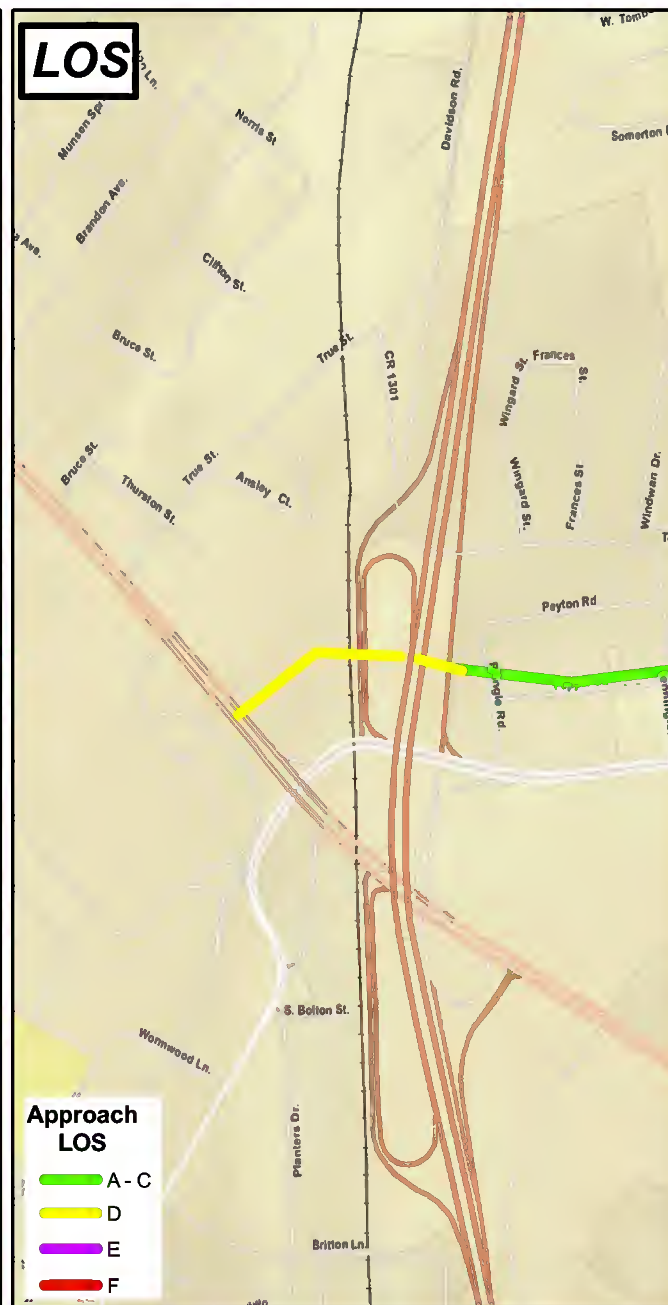
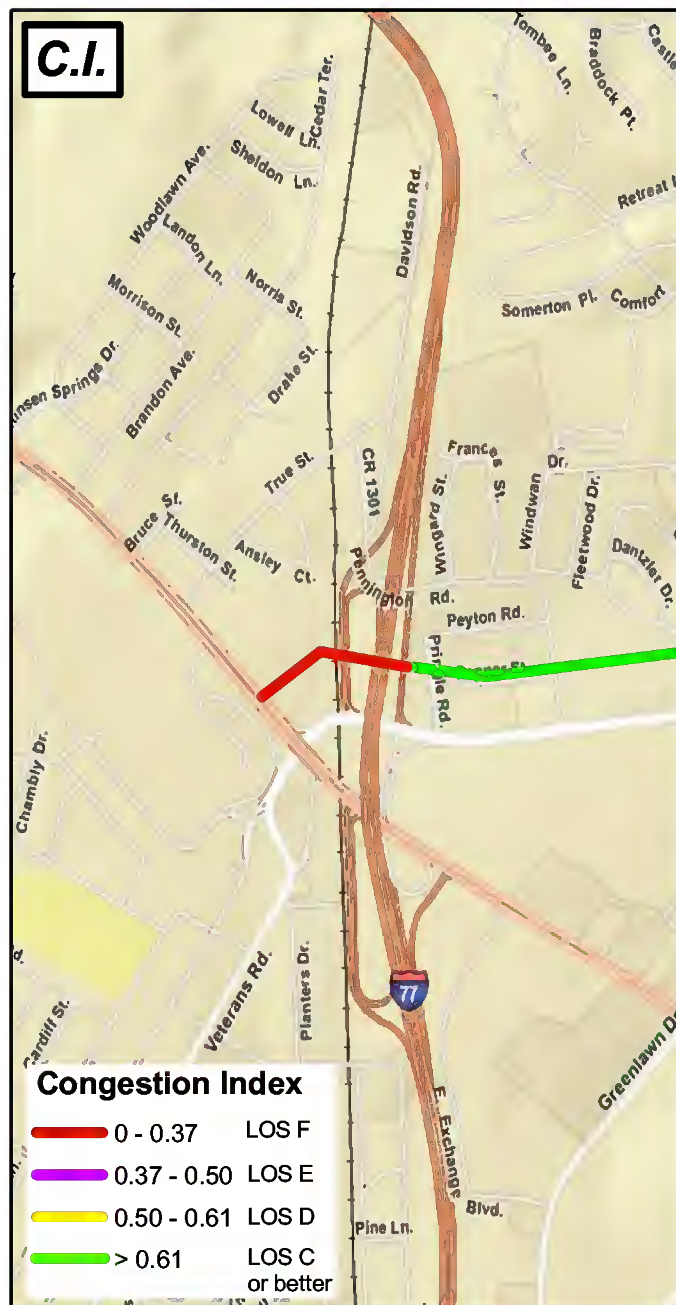
Queue = Recorded length of vehicle queue measured in feet



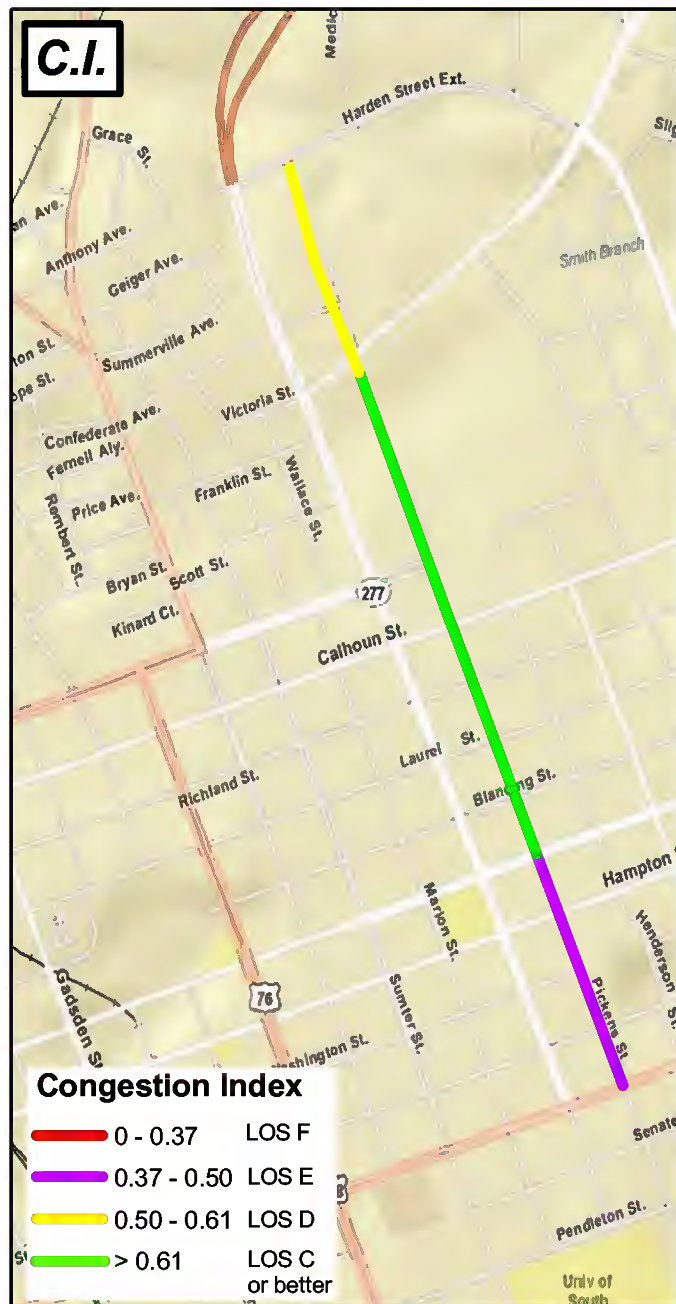
Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

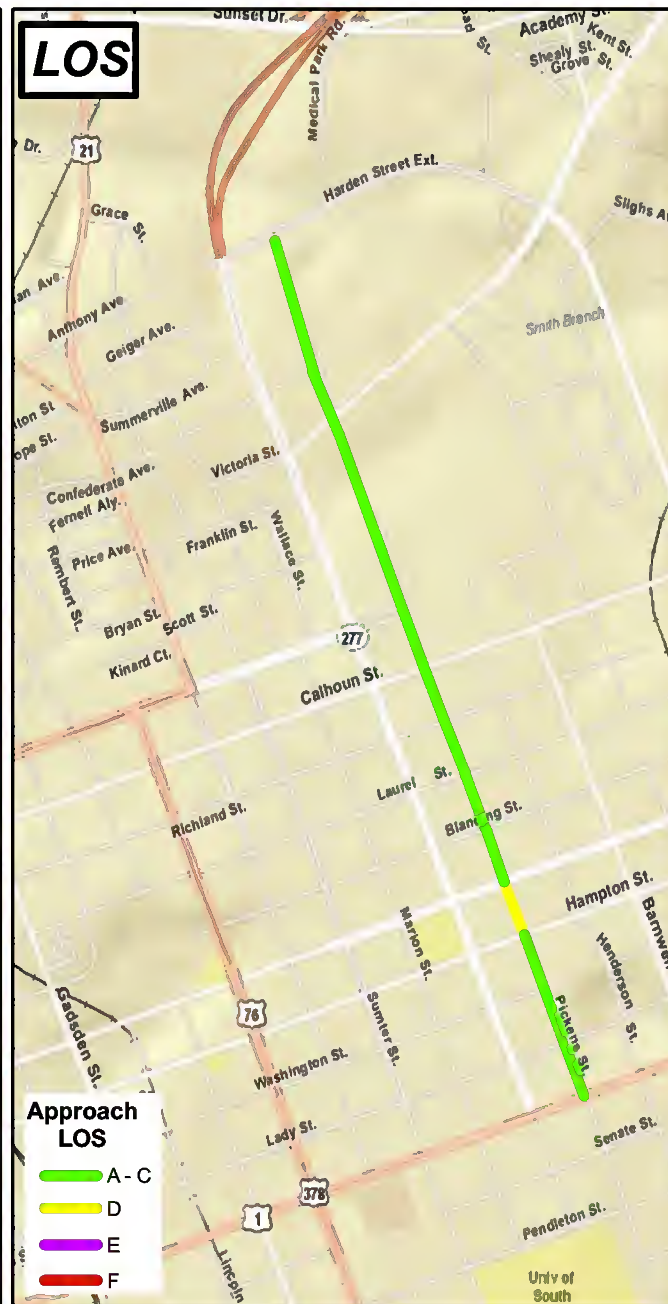
Queue = Recorded length of vehicle queue measured in feet



Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

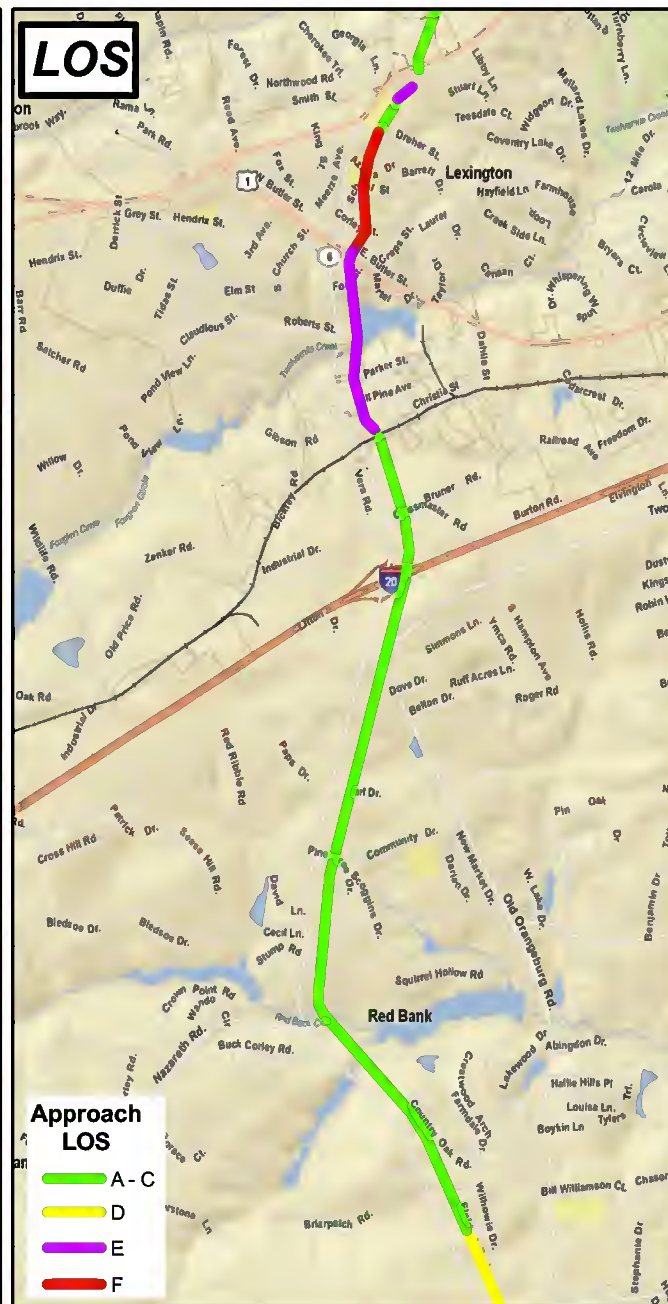


Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

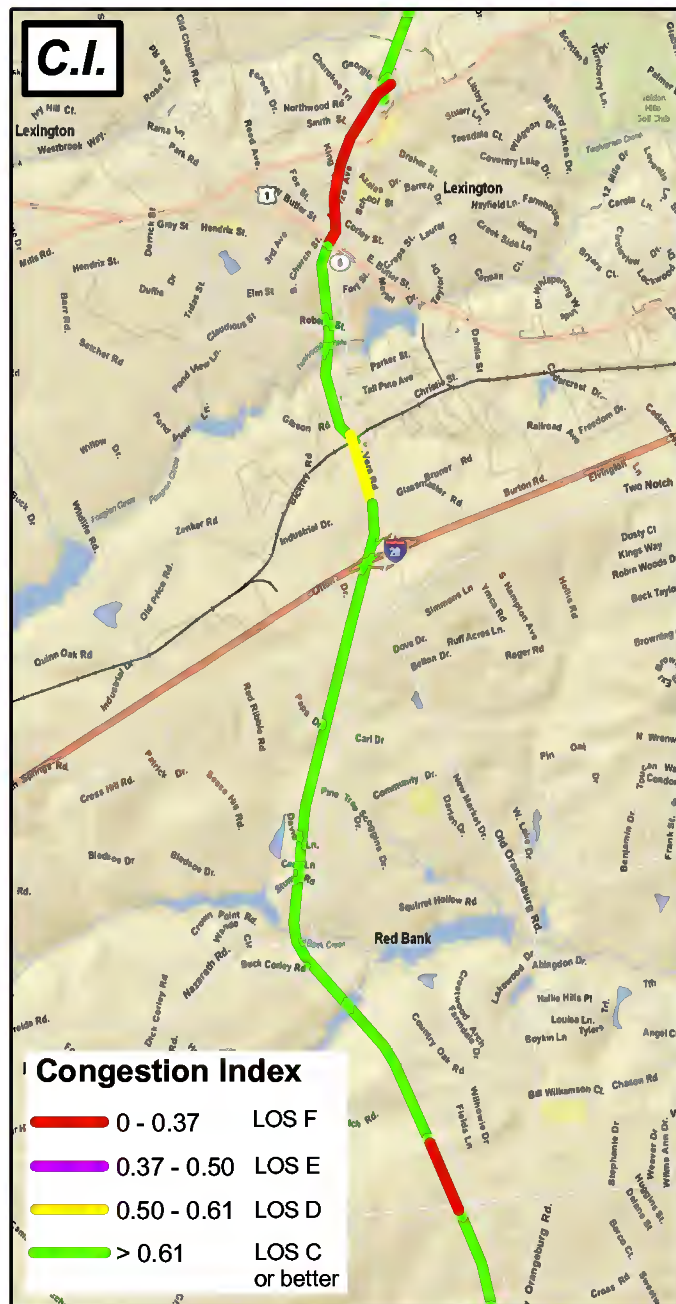


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

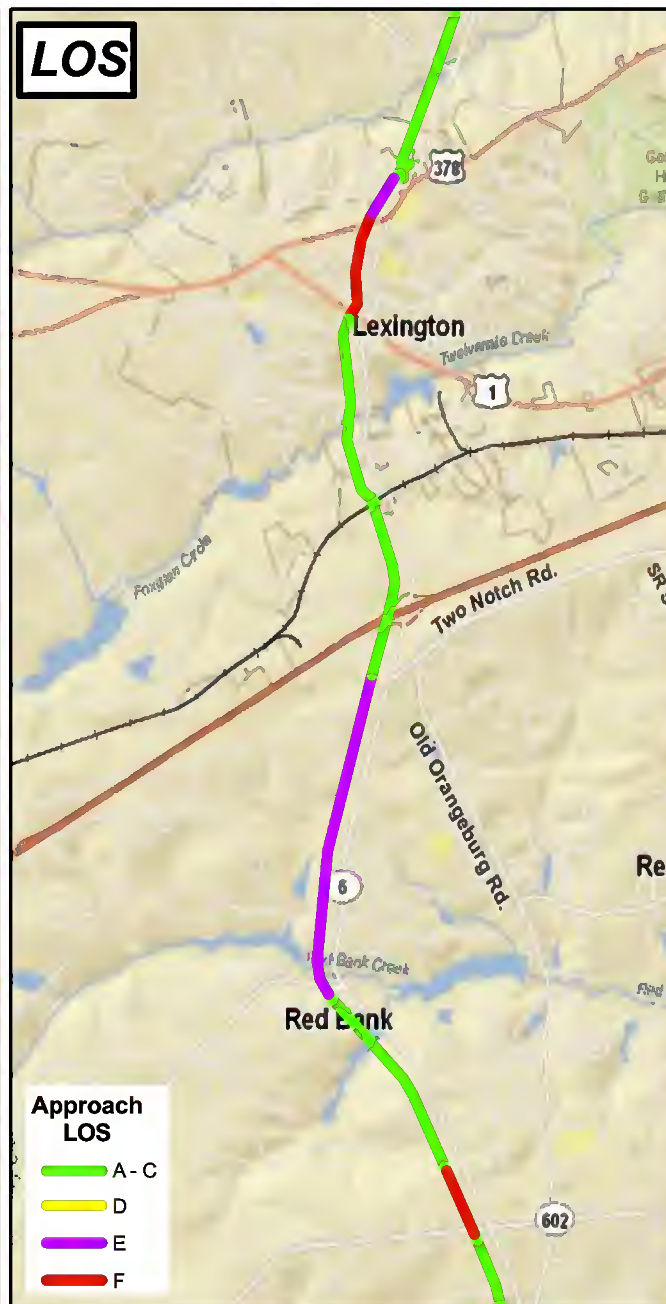


Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

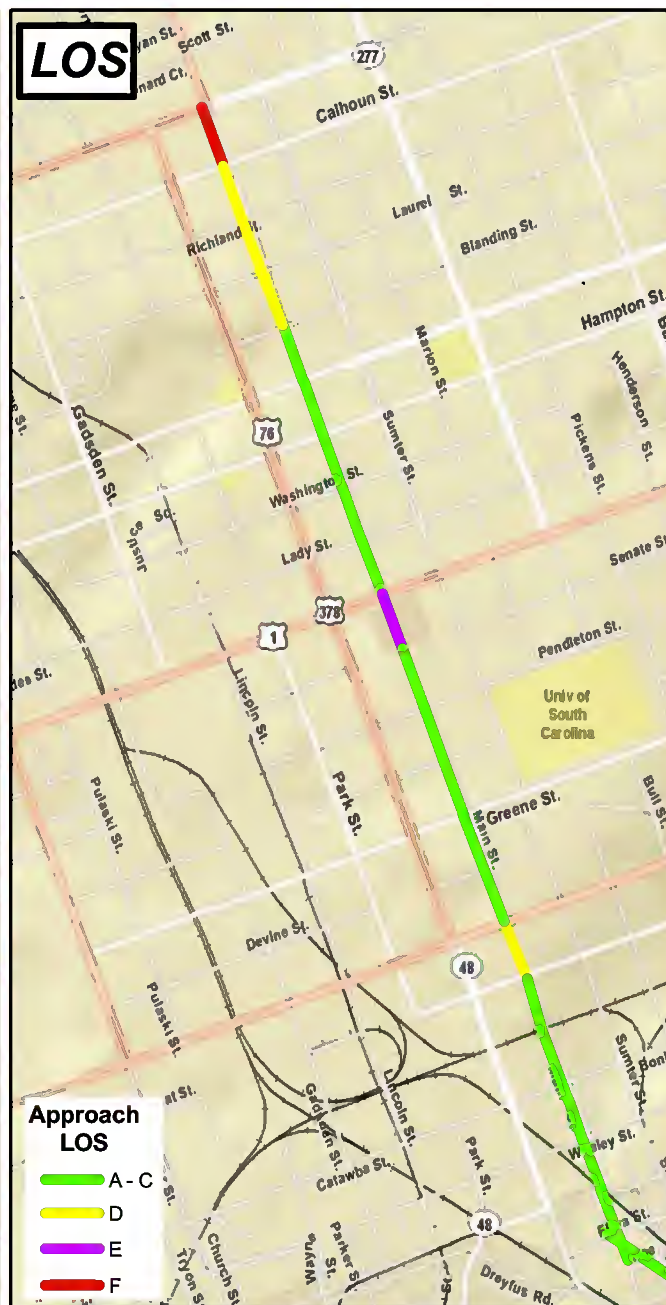


Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

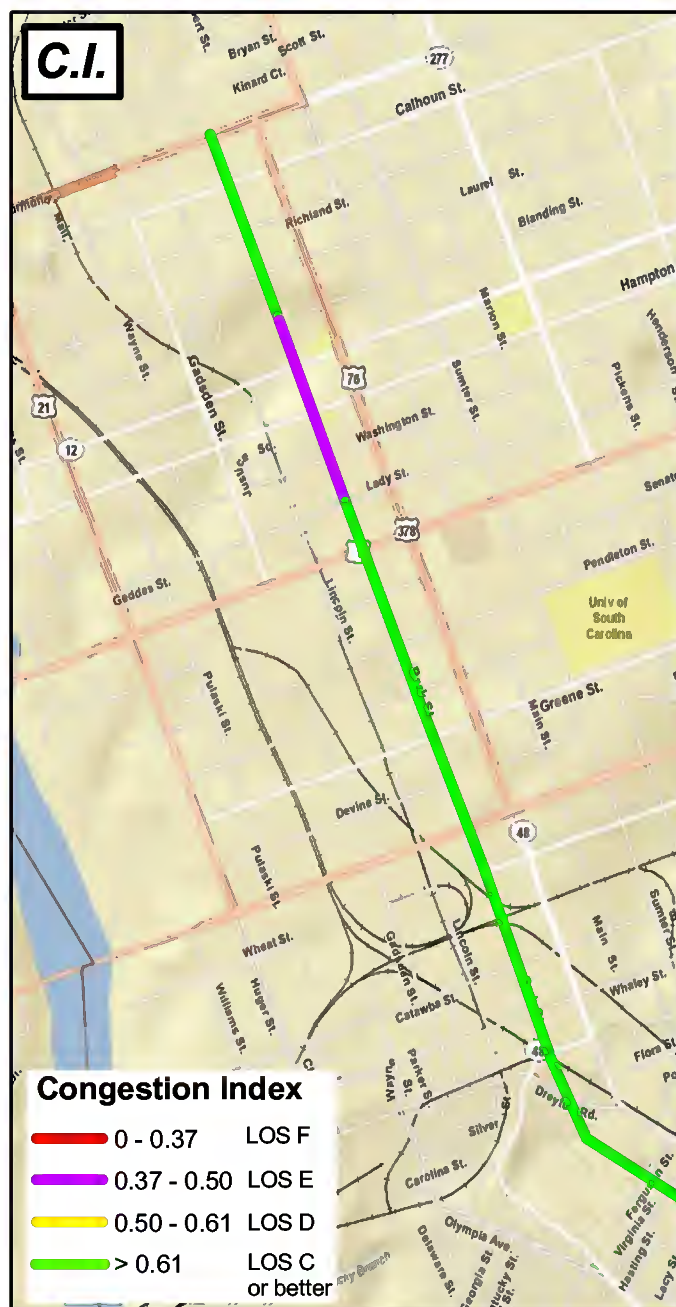


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet



Congestion Index = Recorded speed / Posted Speed Limit

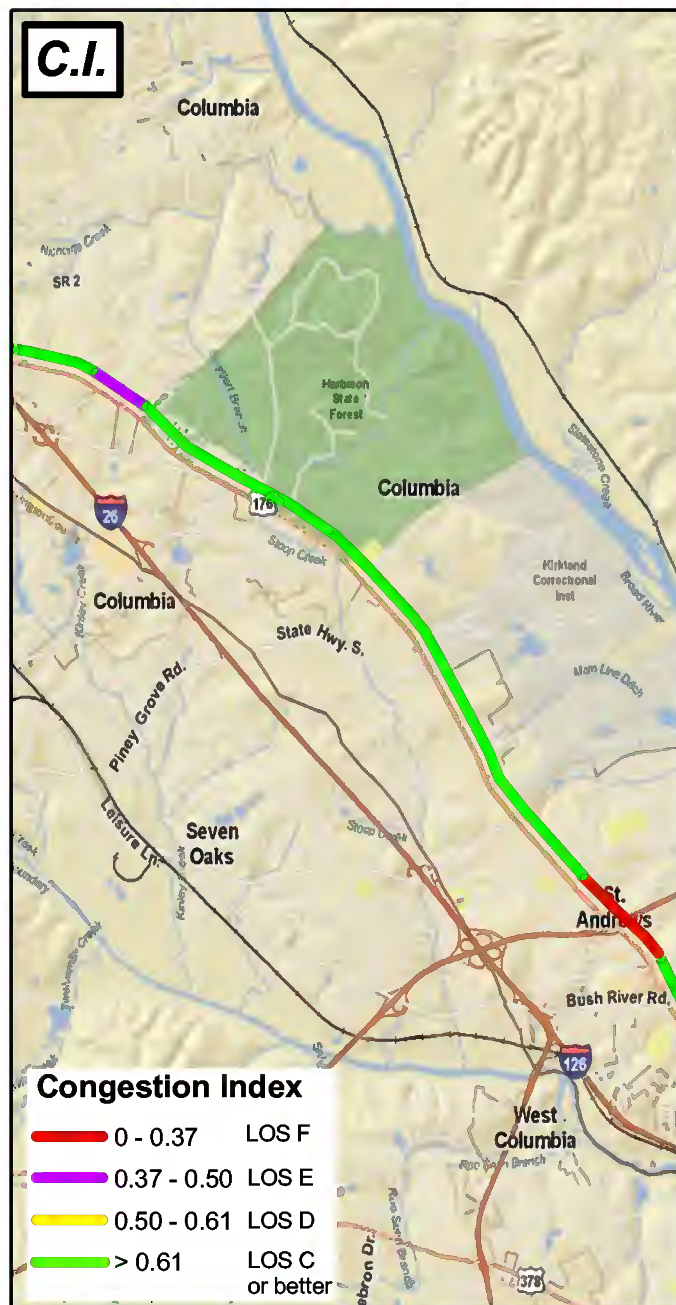


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

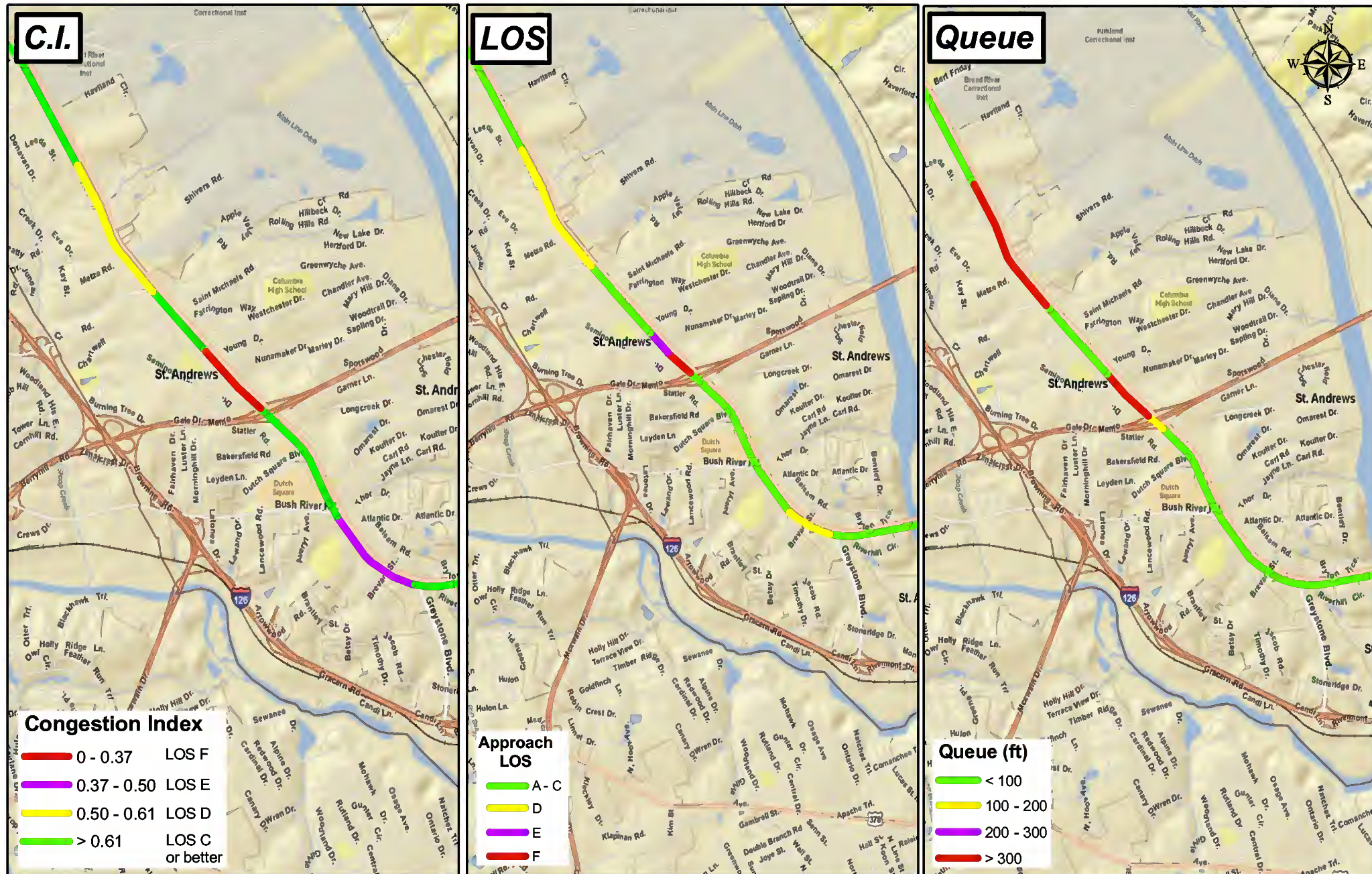


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

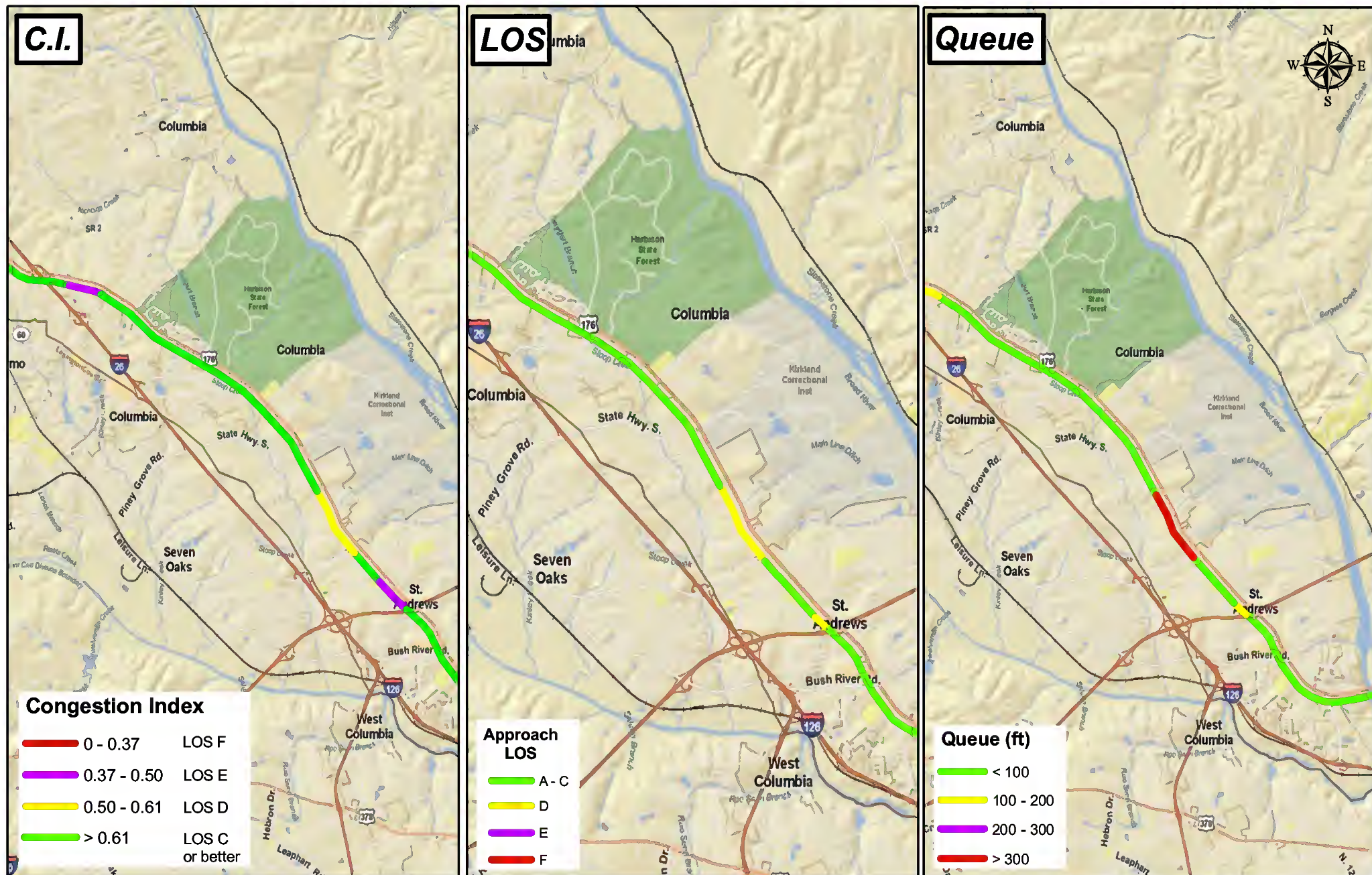


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

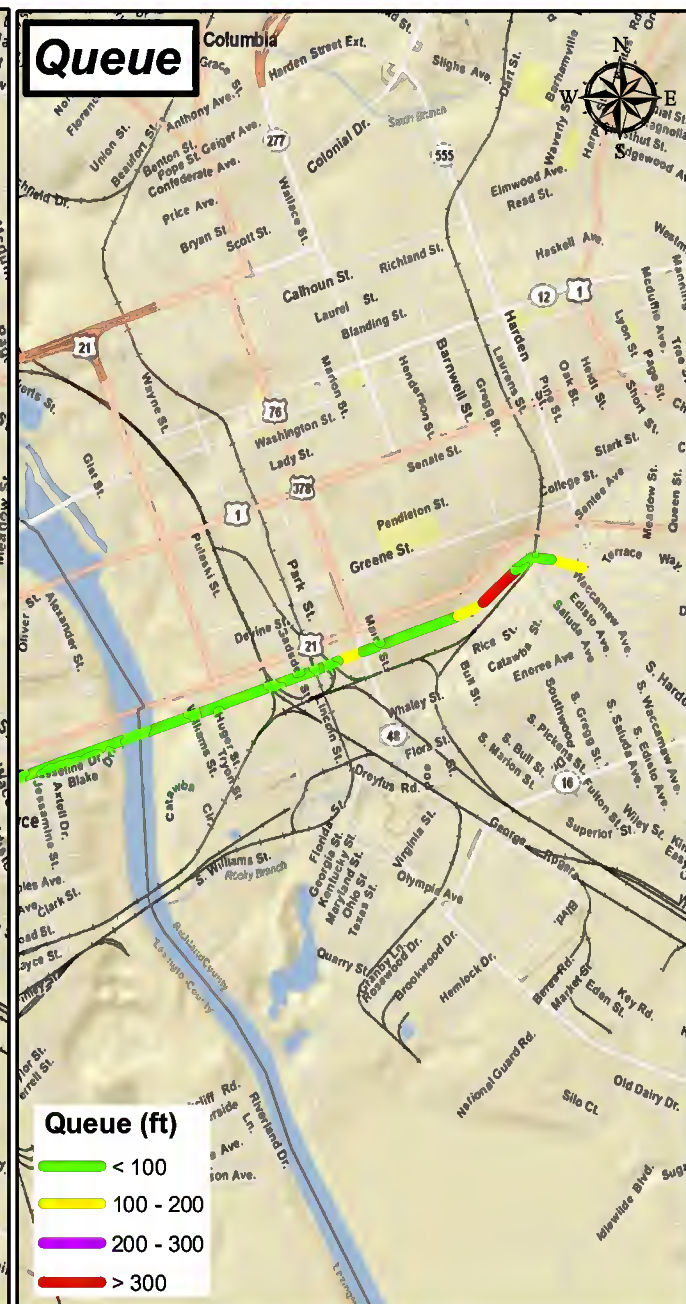
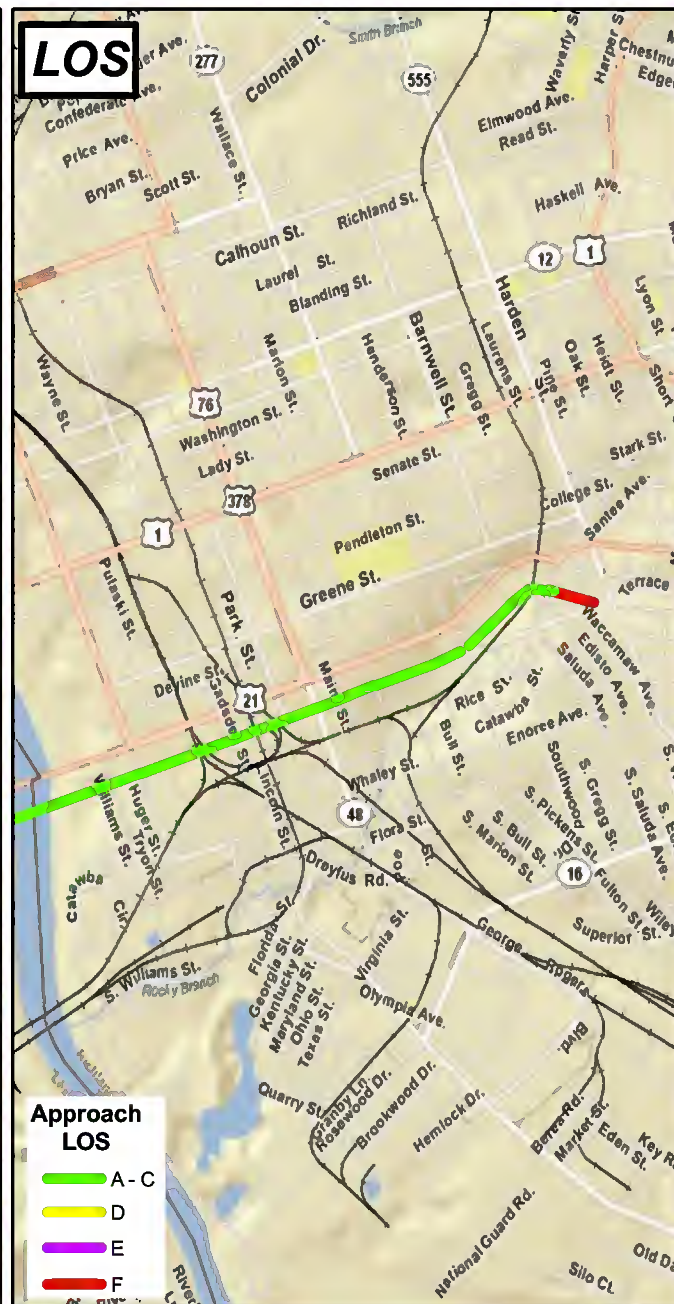
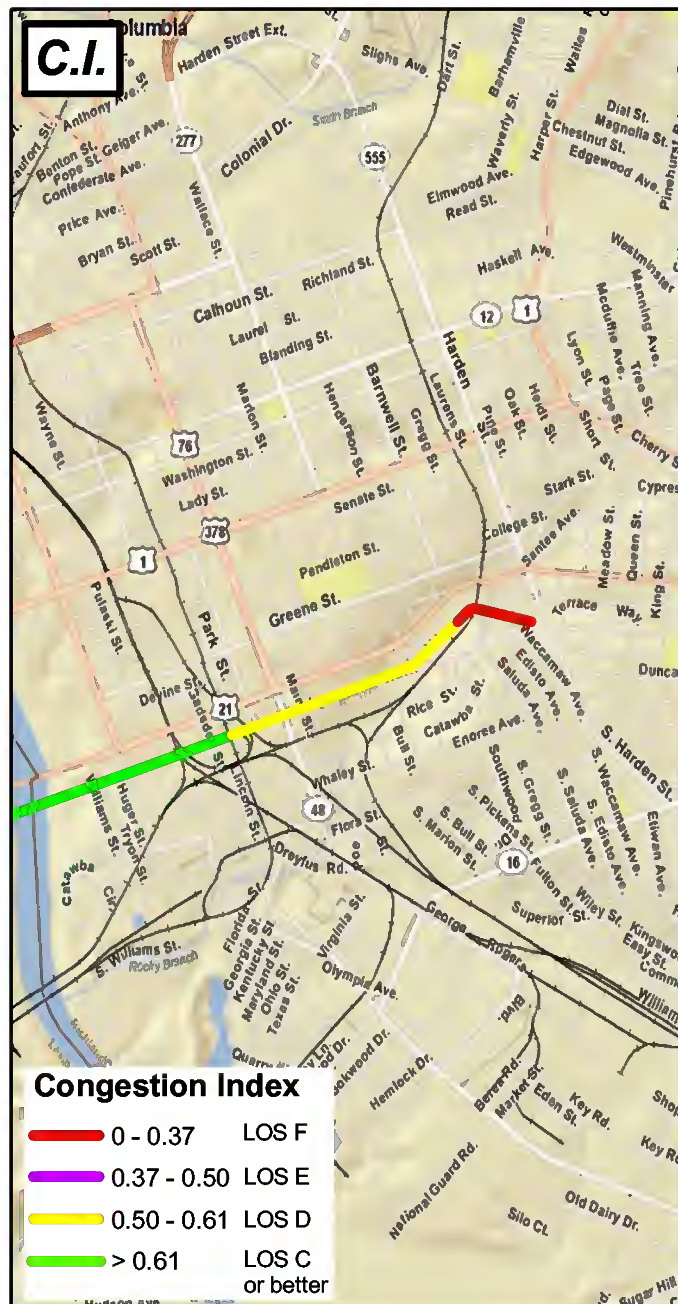


Congestion Index = Recorded speed / Posted Speed Limit

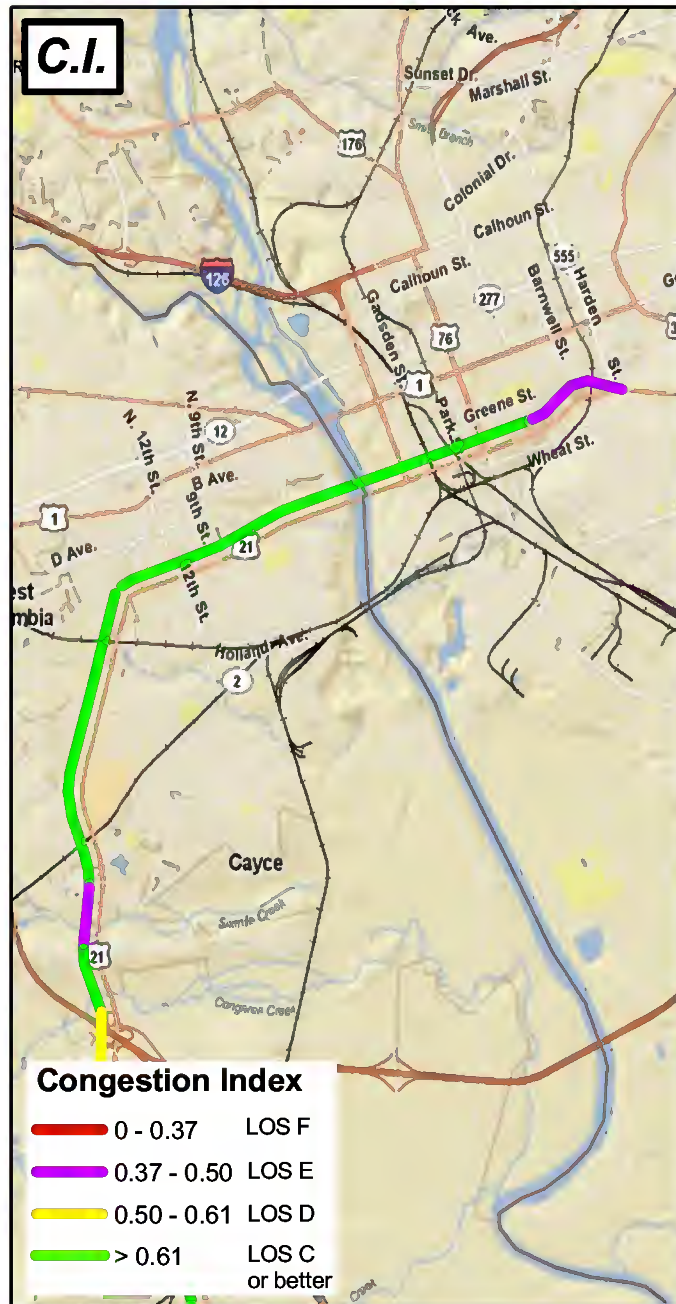
Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



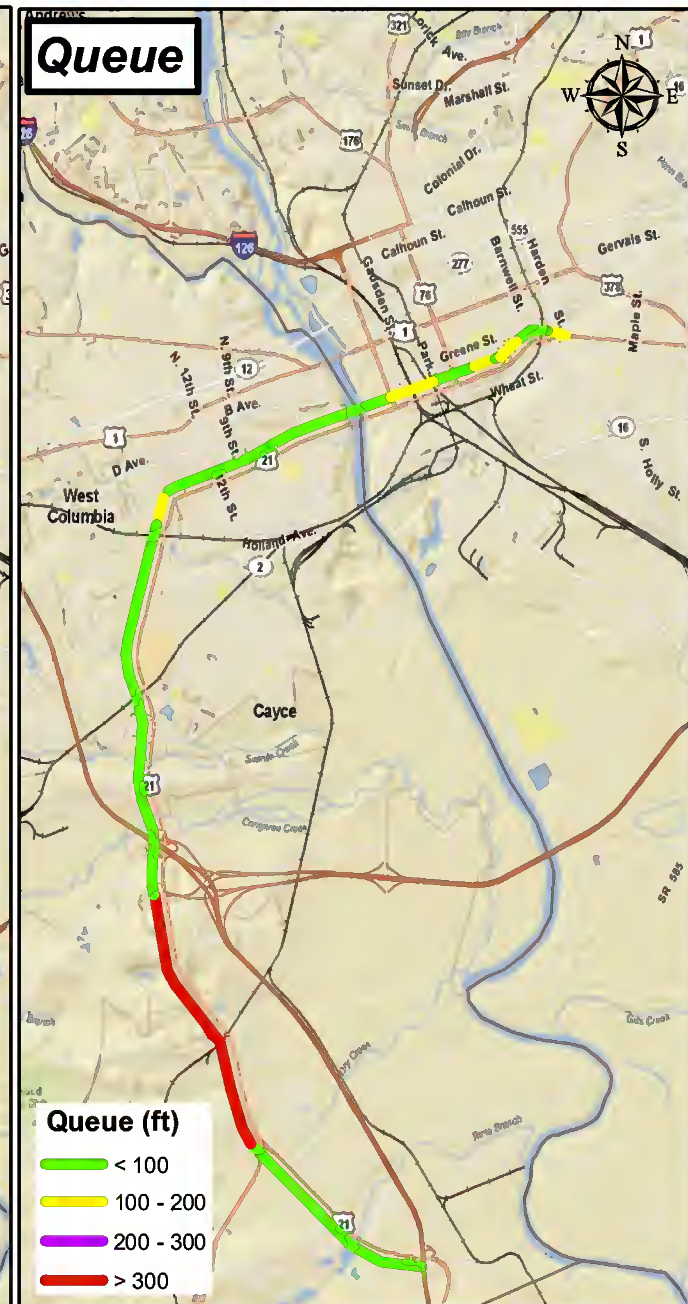
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

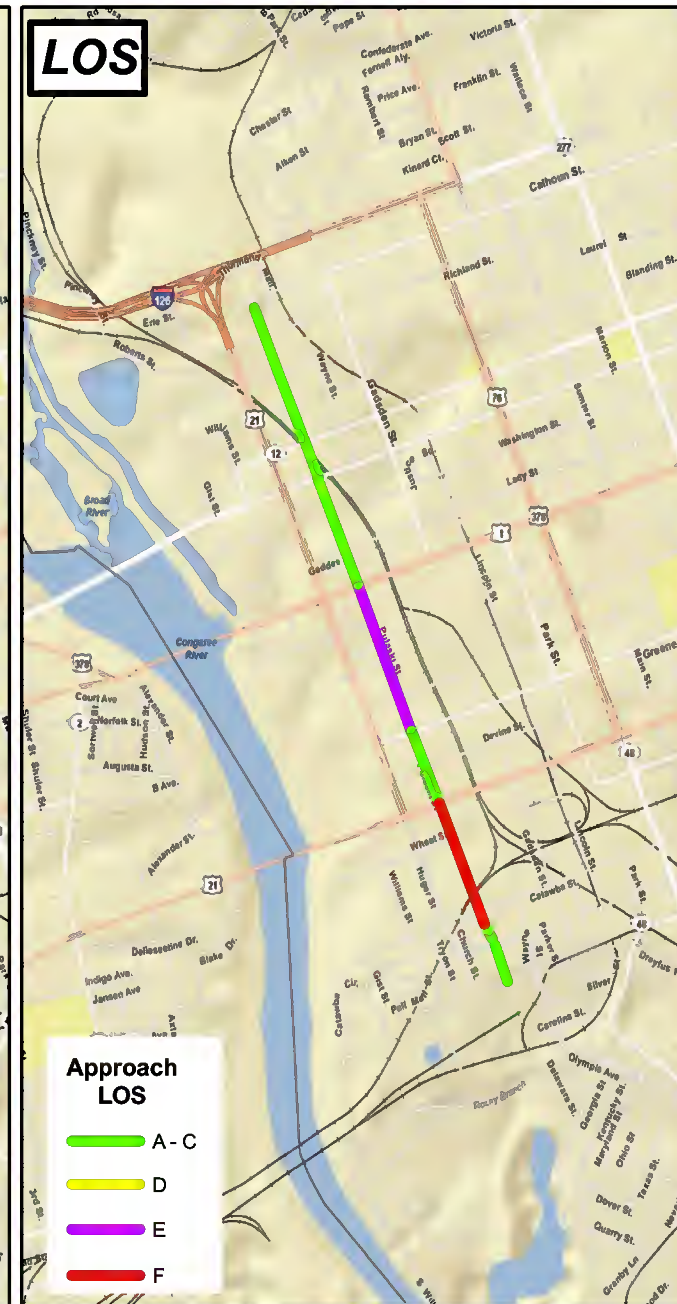


Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

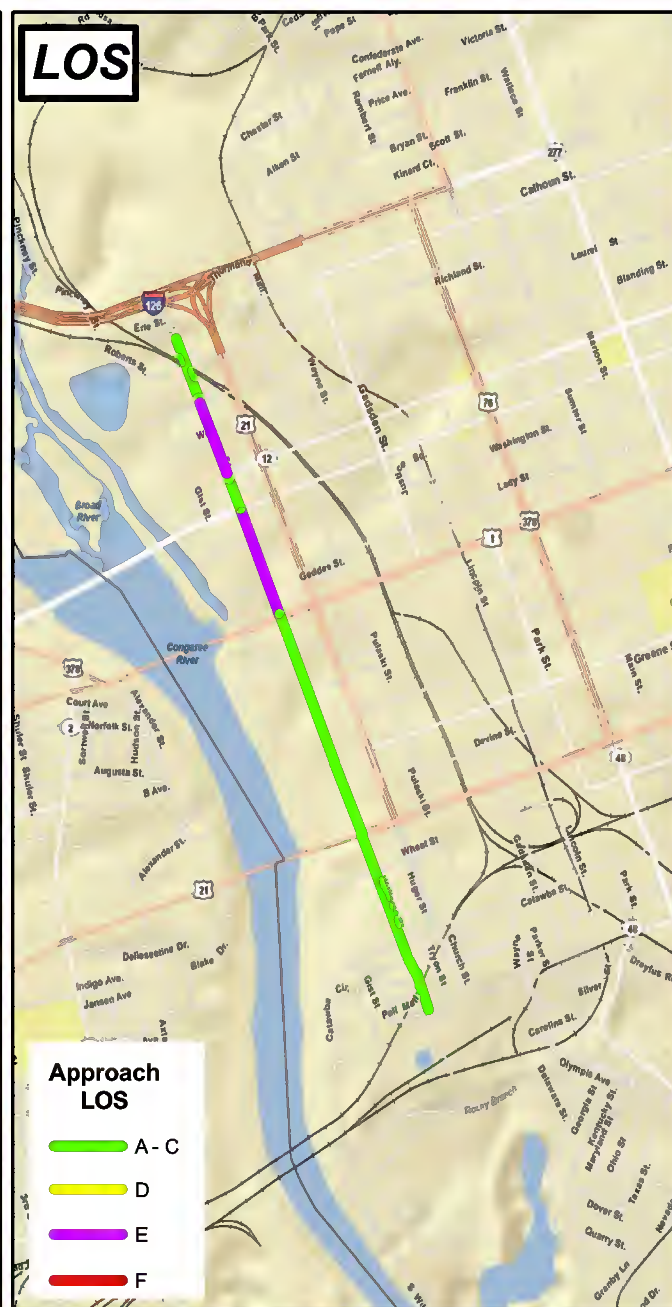


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

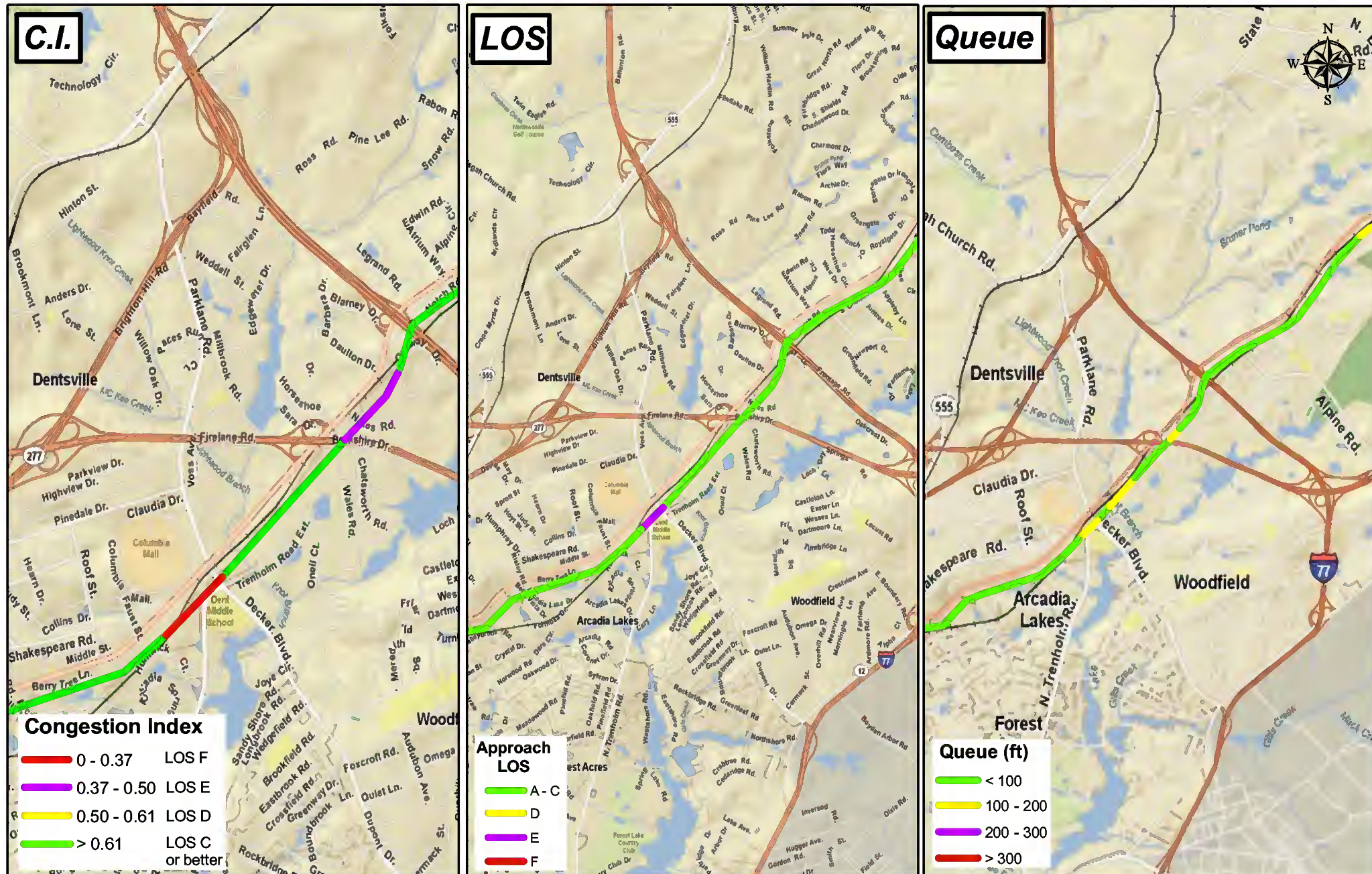


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

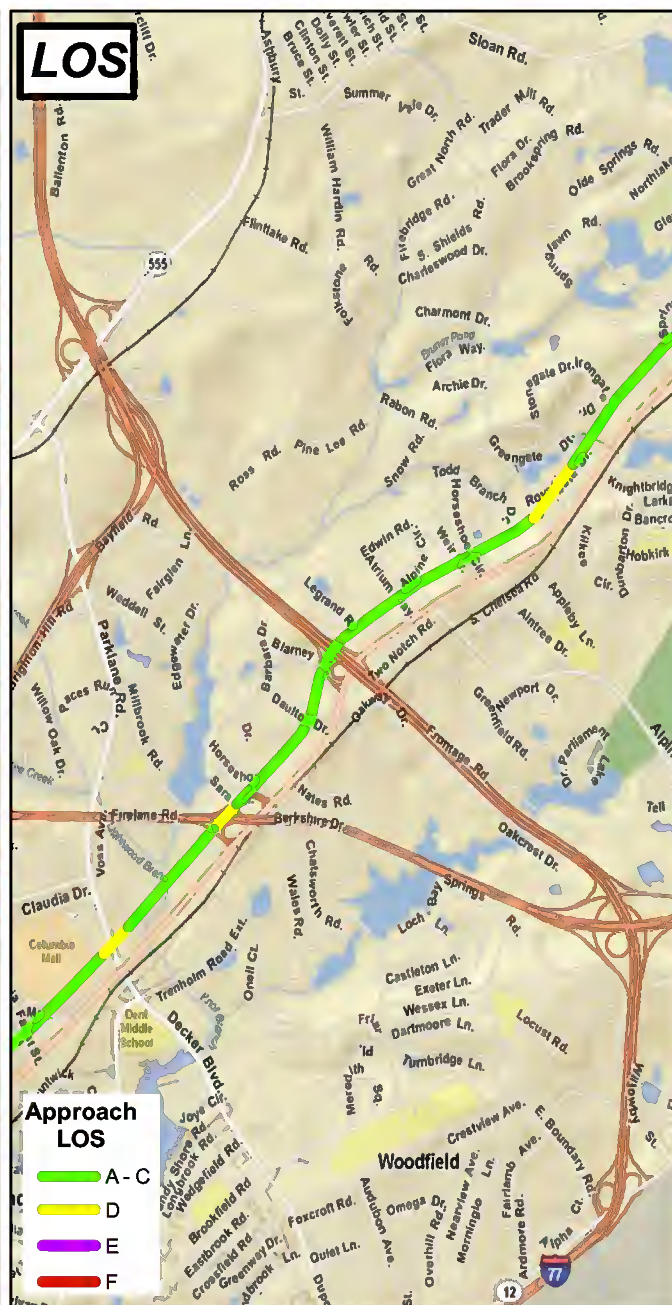


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

Columbia Area Congestion Mitigation Process (CMP)

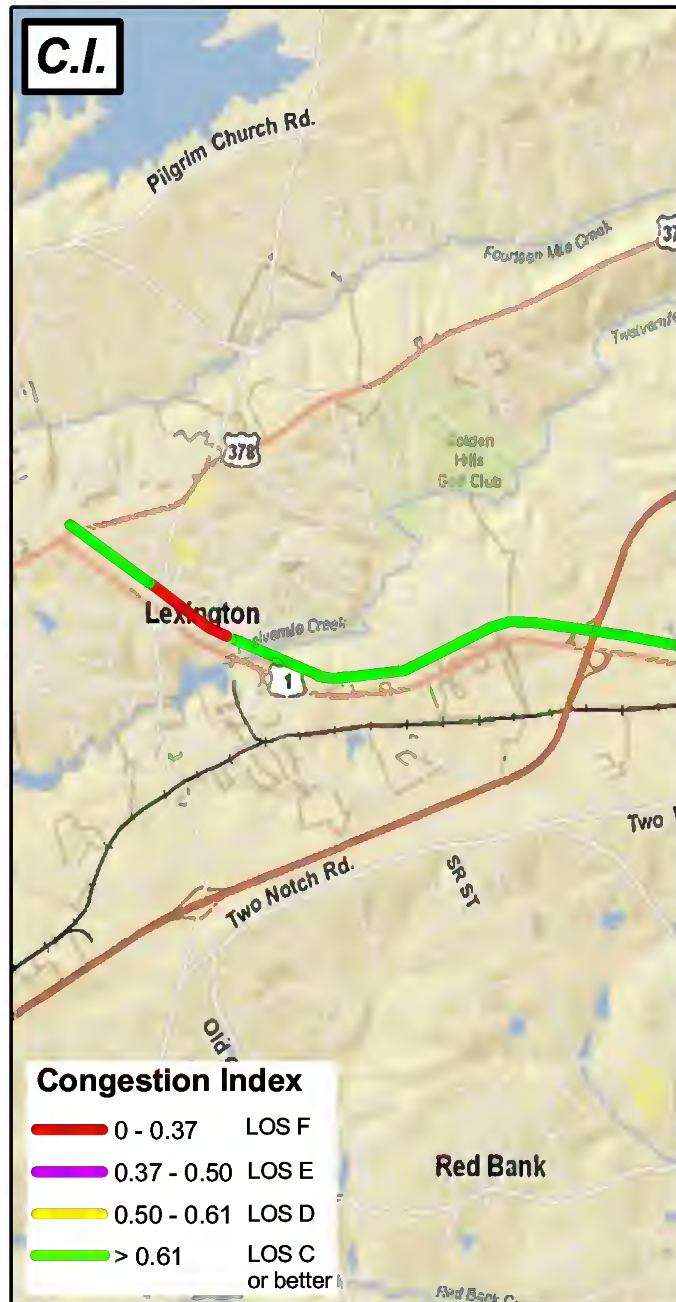


Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

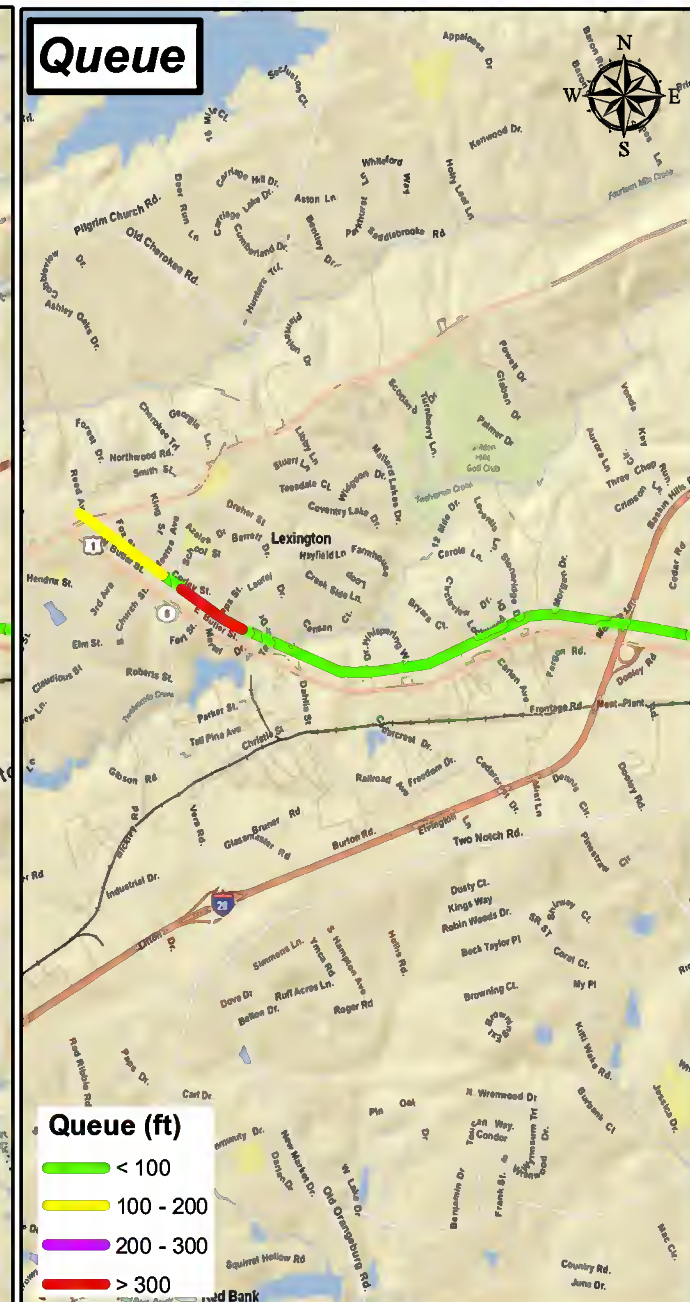
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay

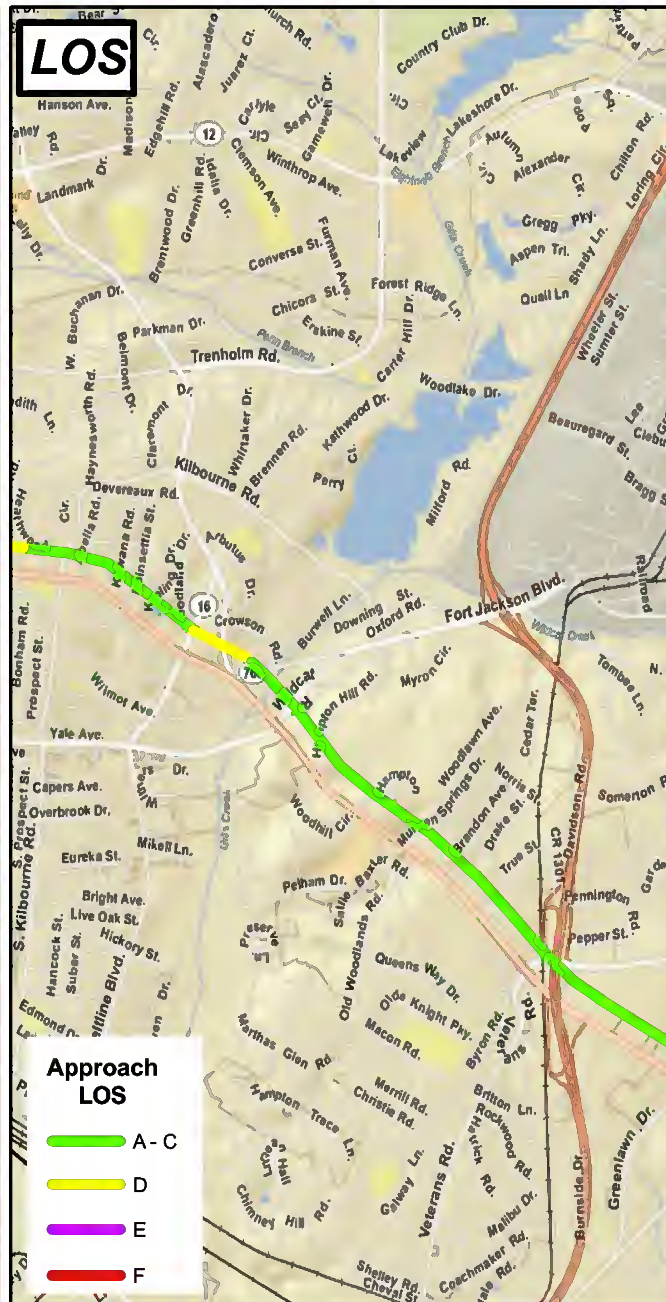


Queue = Recorded length of vehicle queue measured in feet

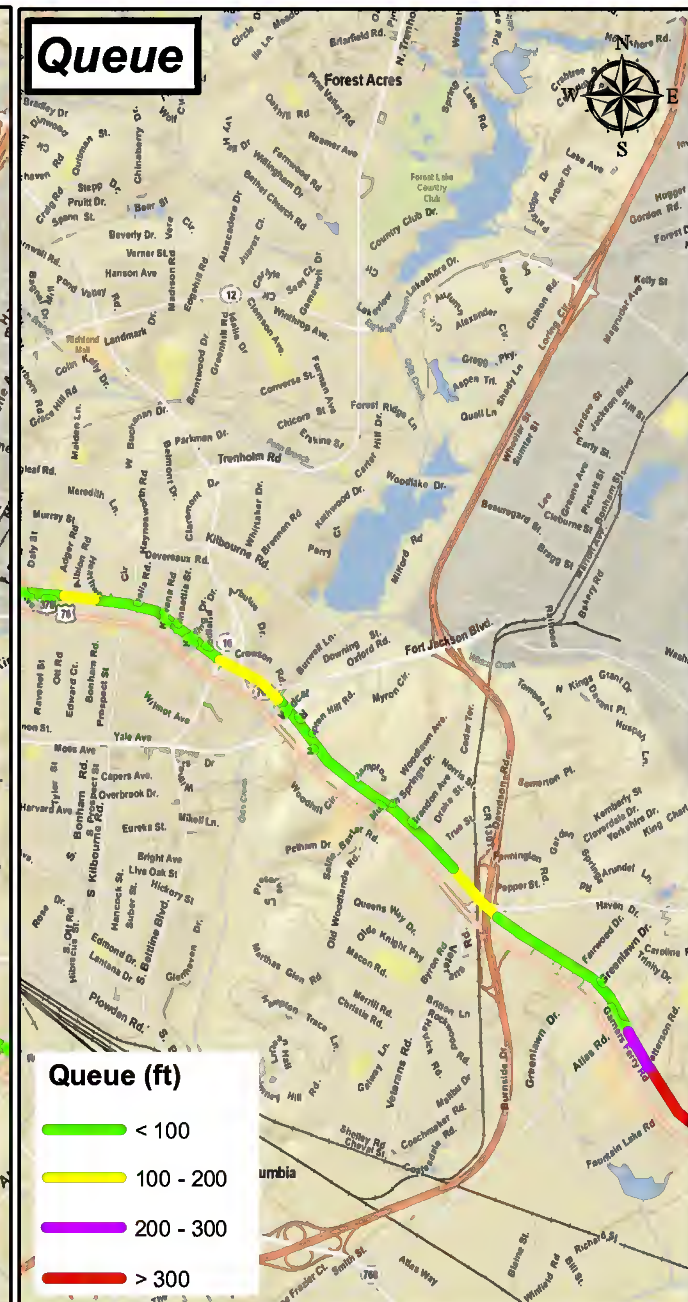
Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit



Approach LOS = FHWA's HCM Level of Service (LOS) for the through movement based on seconds of delay



Queue = Recorded length of vehicle queue measured in feet

Appendix C

Matrix for Mitigation Strategies

Presented to:

Central Midlands
Council of Governments



Presented by:



#1001/1002 - Clemson Road, Near I-20

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	y	n	n	y	n	y	n	n	y	y	n	n	n	y	n	n	n	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Shift Trips from Automobiles to other modes	Public Transit Operational Improvements	Service enhancement/Service Expansion																							
			Queue Jumper/Bypass Technology																							
			Transit information systems/Intelligent Bus Stops																							
			Transit Marketing																							
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
Pedestrian Grade Separation between major trip generators																										
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

#1001/1002 - Clemson Road, Near Sandhill

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	y	n	n	y	n	n	n	n	n	y	y	n	y	y	n	n	n	y	n	y
LEVEL 1	Growth Management/Activity Centers	Land use policies/regulations																								
		Locations of jobs and housing																								
		Telecommuting																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
Commuter Orientated Transit Service (express)																										
Bus Circulator																										
Bus Connections to Nearby Transit Route																										
Transit park and ride facilities																										
Shift Trips from Automobiles to other modes	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportaion Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channalization and turn lanes																								
Intersection turn restrictions/One-way Pairs																										
Signal Coordination																										
Signal Consolidation																										
Traffic Surveillance and control systems																										
Improve Roadway Operations	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Mangament	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for Congestion Management Processes in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the Department of Transportation

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	y	n	n	y	n	y	n	n	y	y	n	n	n	y	n	n	n	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

#1005/1006 - Columbiana Dr, Near Columbiana Station

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" --->			n	n	n	n	y	n	n	y	n	y	n	n	y	y	n	n	n	y	n	n	n	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

#1009/1010 - Harbison Blvd, Near Columbiana Station and Interstate

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	n	n	y	n	n	y	n	y	n	n	y	y	n	n	n	y	n	n	n	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
		Parking Management/Fee Adjustment																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

#1011/1012 - Hardscrabble Rd, Near Ridge View High School

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	y	n	n	y	n	n	n	n	y	n	n	n	n	y	n	n	n	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	y	n	n	n	n	n	n	n	n	y	y	n	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	n	n	n	n	n	n	n	n	y	n	n	n	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	n	n	y	y	y	y	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

#1027/1028 - Old Cherokee Rd, Near downtown Lexington

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" --->			y	n	y	n	y	n	n	n	n	n	n	n	n	y	y	n	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

#1029/1030 - Park Terrace/Bower Pkwy, Near Columbiana Station

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	y	n	n	n	n	y	n	n	n	y	y	n	y	y	n	n	n	n	n	n
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
		Parking Management/Fee Adjustment																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			n	n	n	n	n	n	n	n	n	n	n	n	y	n	n	n	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

#1035/1036 - Platt Springs Rd at SC 6

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	y	n	n	n	n	n	n	n	n	y	y	n	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	n	n	n	n	y	y	y	y	y	n	n	y	n	y	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	y	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	y	n	n	n	n	n	n	n	n	y	y	n	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
Pedestrian Grade Separation between major trip generators																										
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	y	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

#1051/1052 - St. Andrews Rd, Near Irmo High School

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	n	n	y	y	y	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

#1053/1054 - Sunset Drive, Near Richland Medical Center

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

#1055/1056 - Two Notch Rd at Muddy Springs Rd

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	n	n	y	y	y	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	y	n	n	y	n	n	n	n	n	y	y	y	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	n	y	n	n	n	y	n	n	n	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	y	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Transit information systems/Intelligent Bus Stops																								
	Public Transit Operational Improvements	Service enhancement/Service Expansion																								
		Queue Jumper/Bypass Technology																								
		Transit Marketing																								
		Transit information systems/Intelligent Bus Stops																								
Shift Trips from Automobiles to other modes	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
	Improve Roadway Operations	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
		Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
		Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	n	y	n	n	n	n	y	y	y	y	y	n	n	n	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	n	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	y	y	n	n	n	n	y	y	y	y	y	n	n	y	n	y	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	n	n	y	n	n	y	n	y	n	n	n	y	y	y	n	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

1071/1072 - US 378/US 1/Millwood Ave/Two Notch Rd
(in Downtown Columbia)

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for >.5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	n	n	y	n	y	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicated

1071/1072 - US 378/US 1/Millwood Ave/Two Notch Rd
(near Columbia Place Mall)

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			n	n	y	n	y	n	y	n	n	n	n	n	n	y	y	y	y	y	y	n	n	y	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-motorized modes	Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" --->			n	n	n	n	n	n	y	y	n	n	n	n	y	n	n	n	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Transit park and ride facilities																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Toolbox of Mitigation Strategies* and Thresholds for Congested Corridors			Future Growth > 2% per year	Current Transit Service (Commuter Orientated)	Current Transit Service (Local)	Planned Transit along Corridor	Major Trip Generators Present	Parallel High Capacity Transit Route Present (within 1/2 mile)	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	Current Sidewalk (standard 5')	Major trip generators on opposite sides of Road	Current paid parking lots along Corridor	Current or Planned Median	Current or Planned 2 Lane Road	Current or Planned Multilane Road	Turn Lanes Present	Frequent Signal Stops	Within Activity Center or CBD	Congestion Index Less than 0.5	Access to major truck generators/Major through truck	Frequent median breaks	Frequent driveways / tight driveway turning radii	Presence of deceleration lanes	Presence of parallel/alternative routes for incidents	Congestion Present for > .5 mile (arterial)
enter "y" or "n" ---->			y	n	y	n	n	n	y	y	n	n	n	n	n	y	y	y	y	y	n	n	y	n	n	y
Level 1	Growth Management	Land Use Policies																								
		Jobs/Housing Balance																								
LEVEL 2	Public Transit Capital Improvements	Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
		Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
	Public Transit Operational Improvements	Queue Jumper/Bypass Technology																								
		Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Transit park and ride facilities																								
	Encourage the use of non-motorized modes	Bicycle Facilities/Storage Systems																								
		Sidewalks 5'																								
		Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
		Transit Marketing																								
LEVEL 3 Increase Vehicle Occupancy	Transportation Demand Management	Parking Management/Fee Adjustment																								
		Vanpooling Programs																								
		Ride share matching services																								
		Telecommuting																								
LEVEL 4	Traffic Operational Improvements	Intersection widening/Channelization and turn lanes																								
		Intersection turn restrictions/One-way Pairs																								
		Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
	Incident Management	Detection of incidents																								
		Clearance/Response time improvements																								
		Information Distribution/Alternative Routes																								
	Access Management	Driveway control																								
		Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

*These strategic levels reflect the guidelines established for CMPs in the 23rd Code of Federal Regulations, section 500, in the Federal Register under the DOT

Corridor characteristic is supportive of the mitigation strategy indicator

Appendix D Stakeholder Feedback

Presented to:

Central Midlands
Council of Governments



Presented by:





**Columbia Area Congestion Management Process
and Motor Freight Study
Lexington County Stakeholder Meeting
May 21, 2008**

Attendees

Reggie Simmons, CMCOG
Norman Whitaker, CMCOG
Roland Bart, CMCOG
Aaron Bell, CMCOG
Richard Fangmann, Jacobs Carter Burgess
Inga Kennedy, PEQ
Eulois Cleckley, Wilbur-Smith
Ken Dantzler, SCDOT
H.B. Randolph, SCDOT
Kati Holland, SCDOT
Jim Duckett, Town of Lexington
Lt. Matt Timmerman, Town of Lexington Police – Traffic
Jim Starling, Town of Lexington Public Works
Harry Deith, Greater Lexington Chamber of Commerce
Clyde Smith, Downtown Lexington Business Owner
Michael Criss – Member of the Public – Lexington
Lil Mood – Member of the Public – Chapin

Opening and Presentations

The meeting was opened by Inga Kennedy, Public Involvement Coordinator for the Columbia Area Congestion Management Process, who extended a welcome, discussed the agenda and handouts, and introduced attendees. The meeting was turned over to Reggie Simmons, Transportation Planning Director for the Central Midlands Council of Governments, who provided an overview of the Congestion Management Process and the Motor Freight Study, and stressed the importance of participation and feedback during the discussion. Reggie turned the meeting over to Richard Fangmann who presented for the Congestion Management Process followed by Eulois Cleckley who presented on the Motor Freight Study. Discussion followed both presentations. Attendees were asked to identify congested corridor and make suggestions for improvements. The following input was received:



Congestion Management

Congested Corridor Experience

- Triangle 378, 1, 6
 - 6
 - During lunch becomes an issue from the middle school to town
 - Trucks are cutting through Metz Avenue avoiding North Lake traffic
 - 378
 - Increasingly worse
 - Long stretch of road with no intersecting roads
 - No one wants to use Hwy 1 as an alternate
 - Cutting through Dreer and Harmon Streets (30 mph zone) all day especially during peak
- Columbia Avenue from Chapin to Interstate-20
 - Corridor study conducted
 - Need to look at connectors/alternates - road widening is not the answer
- New elementary school going in on Cherokee which will increase peak hour traffic
- City of Lexington is pushing interconnected parking lots for new and existing retail and commercial developments
- Continue sidewalk construction/bike path as alternative modes of transportation
 - Add facilities in Chapin
- Neighborhoods with narrow roads/one way
 - In/out presents a challenge but could become a cut-throughs with connections to adjacent neighborhoods
 - Look at potential challenges
- Weekend traffic is increasing in the same areas
 - Increased traffic due to Lexington churches on Sunday

Recommendations for Improvements to Congested Corridors

- Signalization synchronized, add stipulating signage
- Increase transit opportunities



- Educate public about bus service
 - Look at extending frequency and into Chapin/express
 - Passenger rail service (look at implementing)
- Real time use of technology
 - Cameras, etc.
 - Identify alternate routes
- Look at congestion management as an opportunity
 - Add better connectivity (especially 378)
 - Interconnectivity interparcel – access management
 - US 1 is the only connection to 378 through to 20
 - Smarter lights like those at Old Cherokee/Pilgrim Church
 - Add Batesburg Leesville as a possibility to the Congestion Management Process
- Matching funds are a necessity of implementation
 - Looked at York County example
 - Need State matches

Follow up Comments Received on Congestion Management (Submitted by e-mail)

1. Dreher Street – Harmon Street connection between Highway 6 and US 1 (middle school to Old Mill) need sidewalks and bike lanes. This would be beneficial along this road for safety of students.
 2. Pisgah Church widening (informal bypass around Lexington) and Old Cherokee Widening should get first priority for implementation because of having new schools on both roads. A longer-term improvement would be to widen Highway 6 from 378 to I-20. Coordinate this project with Town of Lexington. Plan for one way pairs for Highways 6 and 1 through town.
 3. The most effective potential solutions for reducing congestion in the Lexington region are signal improvements, intersection improvements, roadway widening in conjunction with expanding/improving pedestrian and bicycle facilities. Funding and air quality will be major factors in making any type of improvements.
-



Motor Freight Feedback

- Look at limiting trucks to certain lanes
- Look at taking trucks off US 1 - 378 to I-20 (through using signage through town)
- US 1 - no turn onto North Lake
- Chapin parking in the middle lane for unloading/loading trucks
- Lexington tries to educate shippers about truck traffic
- Consolidation of industries in trucking



**Columbia Area Congestion Management Process
and Motor Freight Study
Richland County Stakeholder Meeting
May 20, 2008**

Attendees

Reggie Simmons, CMCOG
Roland Bart, CMCOG
Rod Wilburn, Jacobs Carter Burgess
Inga Kennedy, PEQ
Eulois Cleckley, Wilbur-Smith
H.B. Randolph, SCDOT
Ken Dantzler, SCDOT
Mark Pleasant, SCDOT
John Perry, City of Blythewood Police
Dick Flythe, Columbiana Centre
Jeff Cain, Columbiana Centre
Derrick Huggins, USC
LaMar Threatt, Richland County School District 1
David Brewer, City of Columbia Planning Department
S.W. Hudson, City of Columbia
Brian Buck, City of Irmo Police Department
Howard Cook, Columbia College
Thomas DeLage, Richland County Planning Department
Clifford Bourke, Lexington
Colleen Mullins, Columbia Place Mall

Opening and Presentations

The meeting was opened by Inga Kennedy, Public Involvement Coordinator for the Columbia Area Congestion Management Process, who extended a welcome, discussed the agenda and handouts, and introduced attendees. The meeting was turned over to Reggie Simmons, Transportation Planning Director for the Central Midlands Council of Governments, who provided an overview of the Congestion Management Process and the Motor Freight Study, and stressed the importance of participation and feedback during the discussion. Reggie turned the meeting over to Rod Wilburn who presented for the Congestion Management Process followed by Eulois Cleckley who presented on the Motor Freight Study. Discussion followed both presentations. Attendees were asked



to identify congested corridor and make suggestions for improvements. The following input was received:

Congestion Management

Congested Corridor Experience

- School bus movement affected by congested areas include:
 - Broad River Road/I-20 (River Drive to Dutch Fork)
 - Garners Ferry Road
 - At grade crossing at Assembly and Rosewood
- Generally, there is no alternate routing through Columbia
- Two Notch – From and to Spring Valley is very congested
- North Main, between Columbia and Columbia College
 - Road widening or loading/unloading area for bus passengers creates traffic jams
- For the corridors identified, there is more off peak hour traffic
- Two Notch signalization needs improvement and synchronization
- Harbison/Columbiana Place
 - Backup of traffic on property
 - Continuity of flow needed
- Areas that functioned in the past but no longer include:
 - St. Andrews Road where 26 meets 20
 - Bush River Road where 26 meets 20
- USC - lunchtime dump on Blossom St
- Railroad crossings cause delays
 - Especially Assembly/Rosewood

Recommendations for Improvements to Congested Corridors

- USC has shuttle system to serve perimeter lots
 - Use GPS
 - Looking at more transit opportunities
 - Farmer's Market location is good but railroad crossing presents challenge



- President pushing more car pooling for employees who make \$20 to \$25K and commute more than 50 miles
- Looking at transit from back of coliseum to stadium (away from Assembly Street)
- Looking at city employees/USC for carpooling activities
- ITS link to signals as information to divert traffic away from corridors would be helpful
- Columbia College allowing flex time for some employees
- Signage could work only if there are alternate routes
- Widening for Bluff Road
- Around malls, look at traffic management during holidays, etc.
- Broad River (Piney Grove/Killian Road) could use signalization improvements

Motor Freight Feedback

- Clover leafs (26 East to 20, I-77 East to 20)
- At-rail crossings are unsafe and lead to traffic congestion
- Are plans in place to improve I-26 from Orangeburg?
 - Plans to improve I-26/I-95
 - Malfunction Junction has plans but none on I-26
- Turning radius at Olympia for trucks needs to be addressed
- USC has off-campus centralized supply area that limits truck traffic near campus
- Schools
 - Lower Richland-601- trucks and school bus encounter roads downtown

Appendix E Technical Memorandum 1

Presented to:

Central Midlands
Council of Governments



Presented by:





Columbia Area Congestion Management Process

Performance Measures and Thresholds Report

August 12 2008

Prepared by:



Table of Contents

1. Purpose and Introduction 3

2. Review of Existing Plans..... 5

3. Performance Measures for Congestion10

4. Travel Demand Model Results13

5. Data Collection Plan.....16

6. Mitigation Strategies 17

7. Public/Stakeholder Feedback..... 20

- Appendix A - COATS Projects in the Statewide Transportation Improvement Program (STIP)
- Appendix B - Bicycle / Pedestrian Plan - Early Action Projects
- Appendix C - State Funded Maintenance Program (Fiscal Year 2008)
- Appendix D – Stakeholder Input to CMP

1. Purpose and Introduction

A 2007 study sanctioned by the Texas Transportation Institute found that congestion is growing steadily worse in regions of all sizes. According to the report, congestion annually costs the U.S. economy \$78 billion in the form of 4.2 billion “lost hours” and 2.9 billion gallons of wasted fuel¹.

Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a Congestion Management Process (CMP), formerly known as a Congestion Management System (CMS). The Columbia Area Transportation Study (COATS) is one of 5 TMAs in South Carolina. The CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternatives for alleviating congestion and enhancing mobility.

Interim guidance on the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), prepared jointly by the Federal Highways Administration (FHWA) and Federal Transit Agency (FTA), requires that each TMA should assess the extent that the TMA’s existing CMS meets the new statutory requirements for a CMP under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. As part of the CMP process, responsibilities for a TMA include

- Developing methods to monitor and evaluate the performance of the multimodal transportation system
- Defining parameters for measuring the extent of congestion and for supporting the evaluation of the effectiveness of strategies
- Establishing a program for data collection and system performance monitoring to determine the extent, duration and causes of congestion
- Identifying and evaluating the anticipated performance of CMP strategies
- Identifying an implementation schedule, implementation responsibilities and possible funding sources
- Implementing a process for periodic assessment of the efficiency and effectiveness of the implemented strategies

23 CFR 500.109 advises that:

Congestion means the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management means the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. A congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.

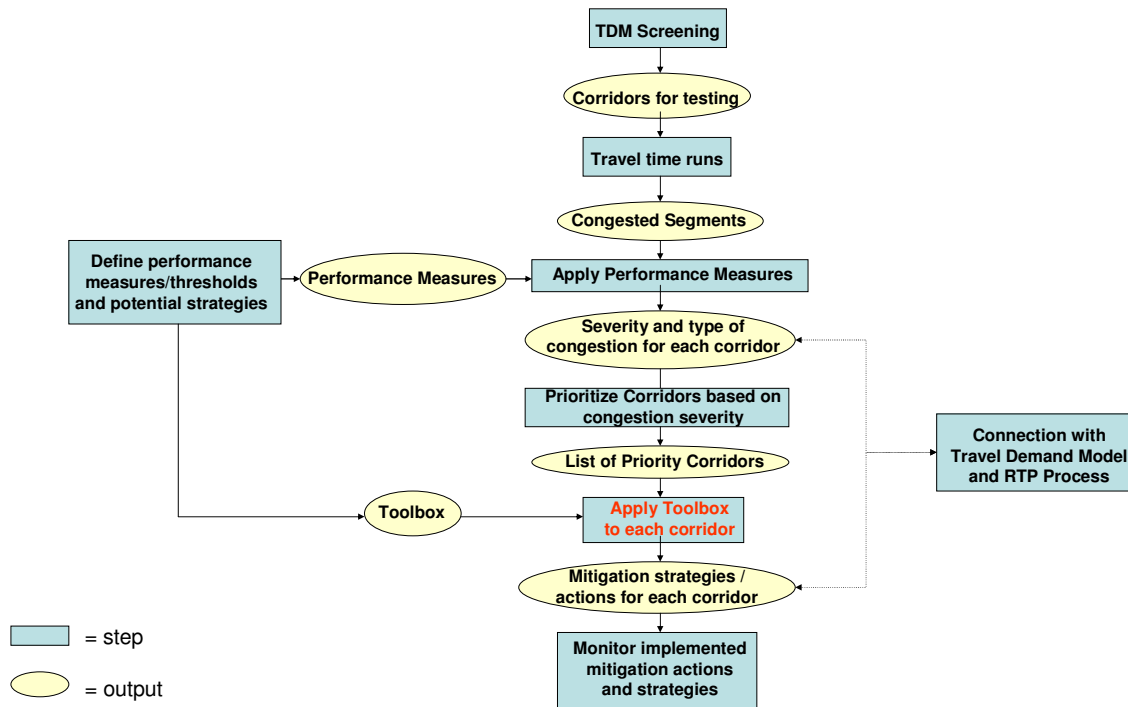
The development of a congestion management system or process should result in performance measures and strategies that can be integrated into transportation plans and programs. The level of system performance deemed acceptable by State and local officials may vary by type of transportation facility, geographic location (metropolitan area or subarea and/or non-metropolitan area), and/or time of day. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations.

¹ Washington Technology, ‘No magic bullet’, www.washingtontechnology.com/print/23_07/32641-1.html

Legislation requires that any federally-funded transportation project that significantly increases the capacity for single-occupant vehicles in air quality nonattainment areas has to be derived from a CMP.

A process flowchart typical of a CMP is illustrated in Figure 1.1. This technical memorandum describes the methods undertaken for corridor screening and selection, the choice of performance measures, and the data collection activities.

Figure 1.1 – A Typical CMP Process



2. Review of Existing Plans

Current documents were reviewed to provide insight into complementary planning programs, and to identify relevant projects and potential developments along congested corridors. The review also helped to determine existing data sources appropriate to the congestion management process. This section presents a synopsis of the most pertinent aspects of the plans listed in Table 2.1.

Table 2.1 – Existing Planning Documents Reviewed

Document	Dates
Congestion Management Survey Plan for the Columbia Area Transportation System	July 2002
Columbia Area Long Range Transportation Plan (2025)	Adopted 2003
COATS, Transportation Improvement Program (TIP), September 2006 update	2006-12
Bike and Pedestrian Pathways Plan for the Columbia Area Transportation Study	2006
South Carolina Statewide Transportation Improvement Program (STIP)	2006-12
South Carolina, State Funded Maintenance Program	2008
CMCOG Draft Human Services Transportation Coordination Plan	2007
Regional Air Quality Report	2008
Regional Natural Hazard Mitigation Plan	

- Congestion Management Survey Plan for the Columbia Area Transportation System (July 2002)
Prepared under the CMS guidelines, the plan sets out the measures of effectiveness (MOEs), performance measures and congestion mitigation strategies. Congested corridors and potential projects in the study area are identified, along with an overview of alternatives and good practice examples on several of these aspects. A summary of the MOEs and performance measures can be found in section 3 of this memorandum.
- Columbia Area Long Range Transportation Plan (LRTP) (2025)
The 2025 LRTP was adopted in September 2003 and established the goals and objectives which would form the basis for the initial evaluation of projects submitted for the Transportation Improvement Program (TIP). The LRTP 2035 update is currently in the process of public consultation.
- COATS, Transportation Improvement Program (TIP), (2006-12)
The TIP is a seven-year program for transportation capital projects, together with an estimate of transit capital and maintenance requirements. The current TIP document was approved in June 2006 and amended in September 2006. The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation system rather than constructing new facilities. The TIP contains all FHWA and FTA transportation projects in the Columbia Metropolitan Area expected to use federal, state and local funds within the next seven years.

CMCOG staff undertake a screening process for projects, comparing the project to the eight SAFETEA-LU Planning Factors and the COATS LRTP goals and objectives; the Congestion Management Process will support all 8 aims, as outlined below:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users

- Increase the accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operations
- Emphasize the preservation of the existing transportation system.

Some of the TIP projects include details on Annual Average Daily Traffic (AADT) and Level of Service (LOS) estimates. The projects listed in Table 2.2 state an estimated level of congestion of LOS D or worse. The full list of COATS projects in Lexington and Richland counties that feature in the STIP is given in Appendix A.

Table 2.2 – TIP Projects on Roads with LOS D or Worse

Project	Road type	LOS*	Programmed
Clemson Rd/Killian Rd, Richland	Minor arterial	F	2005
S Lake Dr	Collector	F	2005-9
Dutch Fork Road / US76	Minor arterial	F	No funds programmed
N Lake Dr to Lake Murray Dr	Minor arterial	F	2005
Old Cherokee Rd / N Lake Dr	Minor arterial	D	2007
Lake Murray Blvd	Minor arterial	D	2007

*For roads categorized as LOS D and worse, AADT exceeds Road Capacity

- Bike and Pedestrian Pathways Plan for the Columbia Area Transportation Study (March 2006)
The 2005 COATS study area boundary was adopted for the Bike and Pedestrian Pathways Plan. It covers the urban areas of Richland and Lexington counties, as well as portions of Kershaw County to the east and Calhoun County to the south to account for urban commuter patterns between Columbia and outlying suburbs.

CMCOG gathered a large amount of geographic information system (GIS) data that assisted in the identification of locations in the region where a high potential for bicycle and pedestrian activity exists. The features that were utilized in evaluating the potential for non-motorized travel included: residential areas; employment sites; retail space; colleges and universities; primary and secondary schools; parks; libraries; churches; and bus routes.

The plan has a 20 year focus, but includes a costed list of 26 early action projects intended for the first 2 years (see Appendix B). It also includes a brief review of local planning regulations pertaining to bicycle and pedestrian facilities. It notes that the Town of Lexington and Richland County require new developments to include sidewalks. Although Lexington County and the City of Columbia do not have this requirement, the City of Columbia's minimum design standards include pedestrian connections and street characteristics that are supportive of non-motorized facilities. These are the kinds of policy guidelines that might appear in a CMP strategy toolkit.

The plan also identifies a number of areas where residential neighborhoods are within bicycling or walking distance of travel destinations such as workplaces, stores, churches, bus lines, schools, parks and other attractors. These include the downtown area in the cities of Columbia, West Columbia, Cayce and Forest Acres. The plan does not, however, attempt to quantify the scale of these areas, such as the number of households or population living in these areas. It also does not estimate the number of such trips that might be made on an annual basis in the region.

Strategy 3 in the plan identifies some useful data collection activities, including:

- 50 bike/pedestrian count locations in the region

- A travel survey to collect mode share information (“This type of survey will provide a statistically valid representation of trip-making behavior around the region”, Midlands Tomorrow Travel Survey was undertaken in 2007)
- Benchmarking of bicycle/pedestrian facilities (location, type, condition)
- Evaluation of the suitability of roads throughout the region for bicycle and pedestrian travel using bicycle and pedestrian level of service models.

The plan also recommends the production of annual reports to document bicycle and pedestrian safety statistics, count data and mode split, information on facilities (miles, percentage intersections meeting ADA guidelines), and a summary of education, enforcement and encouragement activities.

- State Funded Maintenance Program (2008)

The State Funded Maintenance Program for 2008 includes a total of almost \$2.6 million of projects in Lexington and Richland counties, covering 8.42 and 8.83 miles, respectively. A list of projects and maps can be found in Appendix C.

- CMCOG Draft Human Services Transportation Coordination Plan (June 2007)

Transit need and demand is directly related, at least in part, to demographic factors such as age, household income and disabilities. The Human Services Transportation Coordination Plan (HSTCP) reports that Lexington and Richland counties have much younger populations than other areas of the state, with seniors comprising only 10.6 percent of the population, almost 2 percent lower than the state as a whole. It should however be noted that, although they have a lower percentage of elderly population than the other counties, the raw numbers of elderly residents are higher in these two counties due to the higher overall levels of population.

Lexington and Richland also have a lower percentage of the population with a disability, with 19.2 percent and 18.4 percent respectively, compared to a state average of 22.2 percent.

The region is served by Central Midlands Regional Transit Authority (CMRTA), Fairfield County Transit System (FCTS) and Newberry County Council on Aging (NCCOA). Some service in Lower Richland, adjacent to Sumter, is provided by Santee-Wateree Regional Transit Authority (SWRTA-LR). These operators provide general public transit service and/or complementary ADA paratransit and direct transportation services to human service agencies. Some level of general public transit service is available in each of the region’s four counties, although the vast majority of service is based in Richland County.

Statistics in the HSTCP exclude operations by NCCOA, which had only recently begun operations at the time of the plan. The other three public transit operators collectively had 70 vehicles providing service in FY 2005, with over 2.6 million passenger trips. Services operated by SWRTA-LR have been reduced, though CMRTA and FCTS had stable operations in the period FY 2002 to FY 2005. More recently, CMRTA has however made targeted service cuts in Lexington County in response to local funding constraints.

The HSTCP also highlights that SCDOT figures show a 21.5 percent growth in public transportation ridership over 3 years, with significant growth being experienced in both urban and rural areas. Table 2.3 shows the increase in passenger numbers for FY2003 to FY2005.

**Table 2.3 – Central Midlands Region Composite Passengers by Service Type and Geographic Area
(FY 2003 to FY 2005)**

Service Type	Fiscal Year
--------------	-------------

	2003	2004	2005
Fixed Route	2,076,267	2,387,145	2,476,622
Demand Responsive	75,416	118,108	123,595
Other	18,012	55,158	36,198
Totals	2,169,695	2,560,411	2,636,415
Area	Fiscal Year		
	2003	2004	2005
Urban	2,132,109	2,508,007	2,587,954
Rural	37,586	52,404	48,461
Totals	2,169,695	2,560,411	2,636,415

Despite the growing ridership, the plan also includes a gap analysis that includes areas of Lower Richland and Lexington counties. It notes that Lexington County was cited as a high priority given that is where many of the reductions of service will occur if CMRTA is forced to cut service.

- Regional Air Quality Report (Midlands Regional Air Quality Forum, 2008)

The regional air quality report was sent to the Environmental Protection Agency (EPA) District 4 in January 2008. It notes that “the portions of Richland and Lexington counties of the Columbia Area Transportation Study (COATS) MPO are currently designated “nonattainment-effective date deferred” for the 8-hour ozone (O₃) standard.”

The effective date of this designation was able to be deferred until December 31, 2007, as long as all milestones of the Early Action Compact (EAC) were met. It is expected that current data will show the commitment of local stakeholders, including local governments, local industry and environmental groups working in conjunction with regional and state-wide efforts, has been successful. CMCOG hosts an Air Quality Forum which includes all of the counties and cities within the 7-county Columbia-Newberry Consolidated Metropolitan Statistical Area (Richland, Lexington, Fairfield, Newberry, Kershaw, Calhoun and Saluda); the forum met in June and November 2007 and February 2008.

However, the report also notes that “EPA is currently strengthening its standards for ozone, a process that will be completed by 2008 and will virtually ensure by proposed standards that the Midlands will exceed its attainment status.” The EPA has indeed tightened the National Ambient Air Quality Standards for Ground-level Ozone from 2008, reducing the attainment threshold from 0.08 to 0.075 ppm.

In support of the air quality vision statement for the region, the report notes the following Guiding Principles:

- Making the air cleaner for everyone to breathe— especially for young children, the elderly, and people with respiratory illnesses
- Improving air quality in the Midlands to meet federal health standards and to reduce future costs of doing business in the region
- Increasing public awareness about the importance of clean air and encouraging individuals to take actions that will help improve air quality
- After the completion of the EAC, meeting the next generation EPA air quality standards
- Reducing traffic congestion and, as a result, increasing business productivity
- Substituting voluntary actions in place of additional air pollution regulations

The report also contains an array of initiatives for local and regional government and partners, ranging from transportation policies to the use of hybrid vehicles, and from ridesharing, Park & Ride and carpooling to energy efficient LED traffic signals.

- CMCOG Regional Natural Hazard Mitigation Plan

The Central Midlands Region is divided between Zone III and Zone IV (the most severe) wind zones. According to the Hazard Mitigation Plan, Zone III wind zones can reach 200 miles an hour in the portions of Lexington and Richland Counties most distant from the Atlantic seaboard. The areas nearest the Atlantic seaboard lie in Zone IV, and have potential of enduring tornados with winds of 250 mph². However, the Natural Hazard Mitigation Plan reports that, simply in terms of hazard frequency, wildfires are the number one hazard in this rapidly urbanizing area, given the growing numbers of single family residences scattered in forested areas. Thunderstorms with hail and wind are the number two hazard, and flooding ranks third. The plan does emphasize that other natural hazards are no less significant but have historically occurred on a less frequent basis. Although wildfires are the most frequent risk, an SCDOT ranking that includes severity places ice storms as the number one hazard.

The plan assesses vulnerabilities ranging from demographics to topography and housing values. In Lexington County the most vulnerable geography lies south of I-20, with the greatest land area affected lying between Pelion and Batesburg-Leesville. There are high concentrations of low and moderate-income persons living in manufactured homes in these areas. Areas between the Town of Lexington and Lake Murray are also high risk.

Section E of the plan concerns structural projects, including road and bridge construction/repair, drainage improvements, and access improvements for emergency services. Of particular relevance to the highway network, the plan advises that jurisdictions may want to consider:

- Developing a schedule for placing existing aboveground utilities underground where feasible, particularly along evacuation routes, major arteries, and highly congested areas
- Developing a schedule to repair/replace existing roads/bridges, which based upon vulnerability analyses and inspection results are least likely to withstand hazard events
- Installing signs indicating anticipated flood elevation levels over major roadways in the event of a severe flood event

Both Richland and Lexington counties have action plans which include:

- Replacing structurally obsolete bridges as a flood mitigation measure
- Debris removal and road clearance work as part of the winter snow and ice storms
- Using the bus and van transit system for emergency shelters, evacuation & communications capacity.

² Federal Emergency Management Agency

3. Performance Measures and Parameters for Measuring the Extent of Congestion

Defining Congestion

The CMS study described a range of types of congestion, including recurring congestion (such as bottlenecks, excess demand, commuter traffic and long-term construction) and non-recurring congestion (related to accidents, special events, short-term construction and weather). The study also reviewed a range of potential measures of effectiveness (MOEs) and performance measures. These considered roadway, transit, and multimodal measures, and aspects such as mobility, accessibility and system efficiency. The following MOEs were selected, based on availability of data from existing sources, ease of data collection, and applicability to quantifying and future forecasting of congestion levels:

Primary measure of effectiveness: **travel time measures**

Secondary measure of effectiveness: **approach LOS, volume to capacity ratios**

These types of measures continue to be a widely used approach in CMPs, though the importance of measuring journey time variability, and the need to quantify congestion in an easily understandable manner, are becoming more prevalent in CMPs and Federal guidance.

The CMP will therefore build on the approach established in the CMS, and will consider a range of performance measures.

Performance Measures

Congestion Index (CI)

CI is the ratio of actual travel speeds to the theoretical travel speed. The posted speed limit is used to represent theoretical travel speed, representing travel that is uninterrupted by other traffic or traffic control devices.

$$CI = \frac{\text{average speed}}{\text{Posted speed limit}}$$

The Federal Highway Administration's (FHWA) Highway Capacity Manual 2000 (HCM) defines LOS as "... a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience." LOS is a defined spectrum ranging from LOS A to LOS F, where LOS A (on the top end of the spectrum) indicates optimal traffic flow and LOS F (at the bottom end of the spectrum) indicates congested traffic flow.

CI was the primary measure of congestion that were used to determine whether a corridor is congested. Approach LOS was the a secondary measure-of-effectiveness (MOE) examined.

We have the following LOS/CI relationships and defined congestion thresholds:

- LOS A || (CI) > 0.84
- LOS B || (CI) 0.76 to 0.84
- LOS C || (CI) 0.61 to 0.76
- LOS D || (CI) 0.5 to 0.61 (potentially congested)
- LOS E || (CI) 0.37 to 0.5 (congested)
- LOS F || (CI) < 0.37 (congested)

Intersection Level of Service (LOS)

The FHWA's Highway Capacity Manual 2000 (HCM) defines LOS as "... a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience." Levels are defined ranging from LOS A to LOS F, where LOS A indicates optimal traffic flow and LOS F indicates severely congested conditions. The COATS Long Range Transportation Plan described the traffic conditions for each LOS, as shown in Table 3.1.

Table 3.1 – Level of Service Definitions

Level of Service	Definition
A	Free flow / no delay condition with little or no restriction in maneuverability.
B	Stable flow with low probability of traffic flow being restricted.
C	Stable flow.
D	Approaching unstable flow with little freedom to maneuver.
E	Beyond capacity.
F	Forced flow operations beyond capacity with long delays, higher volumes, lower speeds.

Intersection level of service will be based on delay, obtained from travel time runs.

Queue Spillback to adjacent Intersections

Queue spillback can help in identifying and analyzing the locations of regularly occurring localized congestion, particularly for issues such as turn lane capacity or signal timings. The data for this measure will be gathered from the travel time runs described in section 5. The GPS-equipped survey vehicles are able to record travel delay at every intersection on the study corridors, supported by video footage recorded during the data gathering runs.

Buffer Time Index

The FHWA report on traffic congestion and reliability emphasizes the significance of travel time reliability; the fact that congestion is not only getting worse but, as it also gets more variable, journey times are getting increasingly unpredictable. This has impacts on commuters and businesses, individuals and families, and can affect travel choice and experiences at almost any time of the day.

To help quantify this variability, the report identifies the concept of buffer times; the amount of additional time that travelers need to allow, compared to average travel times, in order to be sure of arriving at their destination on time:

$$\frac{(\text{worst travel time} / \text{average travel time})}{\text{the average}} \times 100 = \text{percentage extra time compared to average travel time}$$

Although the buffer time index can be an informative measure of the impacts of congestion, the collection of sufficient travel time data to provide meaningful results can be costly and time consuming for a large study area. The CI measure is similar, but more cost effective, approaches to measuring these differences in travel times. Therefore the use of Buffer Time Index is *not recommended* for the Columbia CMP.

Selection of Performance Measures for the CMP

Roads differ in their design standards, the surrounding built and natural environment, and the levels at which we expect them to operate. Primary and secondary performance measures will therefore be specified for the corridors.

The following primary and secondary performance measures are selected for the corridors in the Columbia Area. The relationship between LOS and CI thresholds is given in Table 3.2.

Primary Performance Measures

- Congestion Index

Secondary Performance Measures

- Intersection LOS
- Volume to capacity ratio
- Queue spillback to adjacent intersection
- Average speed along the corridor.

Table 3.2 – LOS and CI

Level of Service	Definition	CI
A	Free flow	> 0.84
B	Stable flow	0.76 – 0.84
C	Stable flow.	0.61 – 0.75
D	Moderately Congested	0.5 – 0.60
E	Congested	0.37 – 0.49
F	Severely Congested	< 0.37

4. Travel Demand Model Results

Initial results from the COATS travel demand model were supplied in GIS shapefile format, and show traffic flows and road capacity, V/C, and LOS for 2005 and 2035. These results were used to supplement the potential congested corridors identified by stakeholders and the corridors which were used in the previous Congestion Management Survey and Plan (2002).

In some instances the travel demand model results for 2005 generated traffic flows that were significantly below the actual traffic count data recorded. To ensure that potentially congested sections were not being overlooked, the travel demand model traffic flows were compared with existing traffic count data. In cases where the model results were 15 percent or more below the traffic count data, the V/C ratio was recalculated using the traffic count volume rather than the modeled traffic volume. This added 39 traffic locations to the network which had appeared to be uncongested using the modeled V/C ratios but which were LOS D or worse when V/C was recalculated using the traffic count data.

The corridors identified in the year 2005 V/C screening were discussed with CMCOG and modified according to staff and stakeholder input, resulting in a list of potentially congested corridors for evaluation from travel time runs. The identified corridors are shown in Table 4.1 and a map of the congested corridors follows in Figure 4.1.

TABLE 4.1 – Final Congestion Management Process Network

New Route ID	Reverse Route ID	Old Route ID	Route Name	Length (Miles)
1001	1002	54	Clemson Rd / Killian Rd	12.3
1003	1004	32	Columbia Ave	5.4
1005	1006	19	Columbiana Dr	0.9
1007	1008	55	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd / Old National Hwy / Turkey C	1.9
1009	1010	36	Harbison Blvd	1.6
1011	1012	52	Hardscrabble Rd	24.3
1013	1014	2	Hwy 302 / Edmund Hwy	2.2
1015	1016	3	Hwy 321	7.3
1017	1018	56	Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd	1.3
1019	1020	34	Kennerly Rd	8.0
1021	1022	38	Longs Pond Rd / Pisgah Church Rd	1.5
1023	1024	29	Longtown Rd	17.8
1025	1026	46	Mineral Springs Rd	2.4
1027	1028	39	Old Cherokee Rd	22.6
1029	1030	9	Park Terr / Bower Pkwy	8.1
1031	1032	40	Pilgrim Church Rd	11.1
1033	1034	62	Pineview Rd	2.4
1035	1036	1	Platt Springs Rd	26.6
1037	1037	60	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson	21.1
1039	1040	25	SC Hwy 215 / Monticello Rd	2.0
1041	1042	37	SC Hwy 262 / Leesburg Rd	12.3
1043	1044	12	SC Hwy 277 / Bull St	4.9
1045	1046	58	SC Hwy 48 / Rosewood Dr / Bluff Rd	1.6
1047	1048	41	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	2.1
1049	1050	28	SC Hwy 768 / Shop Rd	7.6
1051	1052	35	St Andrews Rd	1.3
1053	1054	17	Sunset Dr	5.4
1055	1056	5	Two Notch Rd	19.7
1057	1058	63	US Hwy 1 / Meeting St / Augusta Hwy	10.4
1059	1060	48	US Hwy 176 / River Dr / Broad River Rd	22.6
1061	1062	47	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St / Charleston Hwy	9.4
1063	1064	13	US Hwy 321 / Huger St	2.4
1065	1066	50	US Hwy 321 / US Hwy 21 / Elmwood Ave	3.4
1067	1068	51	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	2.2
1069	1069	42	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	7.3
1071	1072	57	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd	0.9
1073	1074	44	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd	11.7
1075	1076	59	US Hwy 601 / McCords Ferry Rd	21.4
1077	1078	27	US Hwy 76 / Devine St / Garners Ferry Rd	6.1
1079	1080	61	White Pond Rd / Church St	26.6

[INSERT 11x17 PDF PRINT OF CORRIDOR MAP]

5. Data Collection Plan

The data collection plan is structured around three core tasks:

1. Screen for congested corridors using the travel demand model
2. Collection of field data (travel time runs and traffic volume data)
3. Process collected data to provide a variety of measures including:
 - Travel Time
 - Speed
 - Delay
 - Queue length

The CMS included 138 miles of congested network. The corridor selection for the CMP considered stakeholder suggestions, corridors from the CMS, and use of the travel demand model. The congested corridor screening identified 330 miles of corridors for detailed travel time runs. These are listed in the previous section of this report.

Global Positioning System (GPS) technology will be used to geo-reference the travel time data collected, adding a new dimension to the travel time measures of effectiveness. Figure 5.1 shows a vehicle equipped with GPS and digital video recording systems. This equipment allows data to be collected and given an accurate geo-referenced location at 1-second intervals. Combined with the digital video footage, this enables an efficient and accurate profile of each corridor to be recorded and analyzed.

Figure 5.1 – Field vehicle equipped with GPS and digital video systems



In addition to collecting travel time data, traffic volume data will be used to verify volume to capacity ratios and traffic volume fluctuations along corridors determined to be congested following review of travel time data. SCDOT count stations and new traffic volume counts will be used to quantify these volumes.

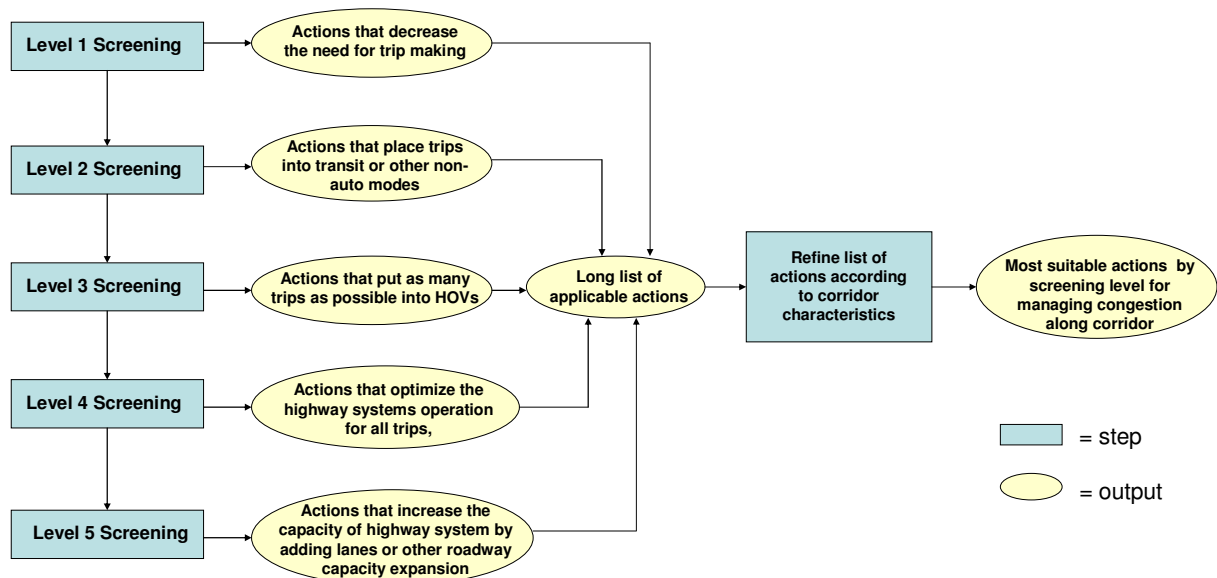
6. Mitigation Strategies

At the heart of a CMP is the recognition that congestion does not have just one cause but results from several contributing factors. To successfully address congestion issues in the study area it will be important to consider various techniques to address the causes of congestion.

A formalized strategy-selection methodology can be used, in alignment with Federal guidelines, to address and mitigate congestion. A general process is illustrated in Figure 6.1. The methodology would prioritize transportation improvements in this order:

- 1) Decrease need for trip making.
- 2) Increase use of transit over other modes.
- 3) Increase HOV use.
- 4) Enhance operations on existing roadway facilities.
- 5) Increase roadway capacity through additional infrastructure.

Figure 6.1 - Process and Toolbox of Strategies



The potential mitigation strategies that accompany each screening level are shown in Table 6.1.

Table 6.1. Toolbox of Mitigation Strategies

LEVEL 1	Growth Management/Activity Centers
Eliminate the need for the trip	Land use policies/regulations
	Design Standards
	Locations of jobs and housing
	Congestion Pricing
	Parking Fees
	Transportation Demand Management
	Telecommuting
LEVEL 2	Public Transit Capital Improvements
Shift Trips from Automobiles to other modes	Exclusive r.o.w. (rapid rail)
	Exclusive r.o.w. (light rail)
	Exclusive r.o.w. (busways)
	Bus Bypass ramps
	Fleet Expansion
	Vehicle Replacement/Upgrade
	Transit park and ride facilities
	Other intermodal facilities
	Paratransit Services
	Public Transit Operational Improvements
	Service enhancement/Service Expansion
	Fare Reductions
	Transit information systems
	Transit Coordination
	Transit Marketing
	Advanced Public Transportation Systems
	Intelligent bus stops
	Advanced Mode Choice System
	Encourage the use of non-motorized modes
	Bicycle Facilities
	Bicycle Storage Systems
	Pedestrian Facilities
	Transportation Demand Management
	Parking Management
	Vanpooling Programs
LEVEL 3	Transportation Demand Management
Increase Vehicle Occupancy	Ride share matching services
LEVEL 4	Traffic Operational Improvements
Improve Roadway Imperations	Intersection widening
	Channelization
	Intersection turn restrictions
	One-way pairs
	Signalization improvements
	Traffic Control Centers
	Computerized Signal Systems
	Traffic Surveillance and control systems
	Roadway widening
	Truck restrictions
	Incident Management
	Detection of incidents
	Response time improvements
	Clearance time improvements
	Information Distribution
	Alternative routing
	Construction management
	Access Mangament
	Driveway control
	Median control
	Frontage roads
LEVEL 5	Addition of General Purpose Lanes
Add Capacity	Freeway Lanes
	Arterial Lanes

The roadway characteristics unique to each corridor were examined to determine the most applicable mitigation strategies from those shown in Table 6.1. These corridor characteristics are shown in Table 6.2.

Table 6.2. Corridor Characteristics Examined

Average Trip Length > 8 miles	Level 1	Current or Planned Median	Level 4
Jobs/Housing Imbalance		Current or Planned 2 Lane Road	
Future Growth > 2% per year		Current or Planned Multilane Road	
Current Transit Service (Commuter Orientated)	Level 2	Turn Lanes Present	
Current Transit Service (Local)		Frequent Signal Stops	
Planned Transit along Corridor		Within Activity Center or CBD	
Major Trip Generators Present		Congestion Index Less than 0.5	
Parallel High Capacity Transit Route Present (within 1/2 mile)		Ramp locations allowing for storage of metered vehicles	
Average Trip Length (<8 miles)		Access to major truck generators/Major through truck	
Average Trip Length (8-15 miles)		Congestion at Merge/Diverge/Weaving areas	
Average Trip Length (>15 miles)		Frequent median breaks	
Regional Activity Center or CBD within 1/2 mile		Crashes above SCDOT average	
Current Bicycle Routes or Lanes		Incident averages > 15 minutes for clearance	
Current Sidewalk (standard 5')		Frequent driveways / tight driveway turning radii	
Current Sidewalk (> 5' width)		Presence of Parallel roads/Frontage Roads	
Major trip generators on opposite sides of Road		Presence of deceleration lanes	
Current paid parking lots along Corridor		Presence of parallel/alternative routes for incidents	
Average Trip Length >15 miles	Level 3	Congestion Present for >1 mile	Level 5

7. Public/Stakeholder Feedback

Public/Stakeholder feedback is a critical component to the CMP process and can contribute to each of the different stages involved in a CMP update. Local feedback on congested corridors and perceived priorities for transportation improvements can help with the corridor identification process in the CMP. Stakeholders often have intimate knowledge of congested roadways in the area, and also can provide insight on potential root causes of congestion. This type of local knowledge can play a key role in validating and/or clarifying results and findings from the data collection and analysis efforts. Stakeholders for the Columbia CMP were identified in coordination with CMCOG. They include the following:

- SCDOT
- City of Blythewood Police
- Columbiana Centre
- USC
- Richland County School District 1
- City of Columbia
- City of Irmo Police Department
- Columbia College
- Richland County Planning
- Town of Lexington, Police, Public Works
- Columbia Place Mall
- Greater Lexington Chamber of Commerce
- Citizens (Business Owner, Chaplin)

Separate stakeholder meetings were held in Richland County and Lexington County on May 20 and 21, 2008, respectively. Public meetings were also held on the same days as the stakeholder meetings, but recorded minimal attendance. Appendix D contains a complete summary of the stakeholder comments recorded for both days.

Appendix A: COATS Projects in the Statewide Transportation Improvement Program (STIP)

Key to Funding Priorities

a=Top Priority Projects; regionally significant projects; included in the 20-Year Financially Constrained Funding Plan.

b=High Priority Projects; regionally significant projects without an identifiable funding source.

c=Priority Projects; critically needed projects that require further study; financial investment could be substantial.

Highway Improvement Projects in Lexington and Richland

Funding Priority	Project	County
a	S-48 (US 76 to I-26)	Lexington
a	SC 6 (Two Notch Road to Nazareth Road)	Lexington
a	US 76 (From existing 5 lane segment to Hilton)	Richland
a	Edmund Highway (Segment of US 302 combined with SC 6)	Lexington
a	Edmund Highway SC 6 to Princeton Rd.	Lexington
a	Platt Springs Rd. (SC 6 to Emmanuel Church Rd.)	Lexington
a	Fish Hatchery Rd. (Pineridge Drive to US 321)	Lexington
a	Old Cherokee Rd. (US 378 East to US 378 West)	Lexington
a	Hard Scrabble Rd. (Farrow Rd. @ I-77 to Clemson Rd.)	Richland
a	SC 6 (Nazareth Road to Platt Springs Road)	Lexington
b	US 21/Wilson Blvd. (I-77 to Blythewood Rd.)	Richland
	Longs Pond Rd. (Barr Rd. to Nazareth Road)	Lexington
	Spears Creek Church Rd. (I-20 to Two Notch Road)	Richland
	Hard Scrabble Rd. (Clemson Rd. to Lake Carolina Entrance)	Richland
	Mineral Springs Rd. (US 378 to Cedar Rd./Cromer Rd.)	Lexington
c	US 321/Winnsboro Rd. (Koon Store Road to Blythewood Road)	Richland
c	Pineview Rd. (Garners Ferry Road to Bluff Rd.)	Richland
c	Platt Springs Rd. (SC 6 to Old Charleston Rd.)	Lexington
c	Two Notch Rd. (SC 6 to Longs Pond Road)	Lexington
c	Shop Rd. Extension	Richland
c	Lexington Bypass/Connector*	Lexington

Appendix B:

Bicycle/Pedestrian Plan - Early Action Projects

Preliminary Implementation Plan

Early Action Projects ¹	Estimated Order-of-Magnitude Costs	Potential Responsible Entities
1. Improve pedestrian crossings at the intersection of North Main Street and Columbia Avenue	\$44,000 ²	Town of Lexington; SCDOT
2. Establish a signed bike route and striped shoulder on Center Street	\$30,500 ²	City of West Columbia
3. Stripe bike lanes on Assembly Street	\$110,500 ²	City of Columbia; SCDOT
4. Provide bicycle wayfinding signage to get to the Pennington Drive underpass of I-77	\$12,200 ²	City of Columbia
5. Improve signage and connection between USC and the Three Rivers Greenway	\$6,500 ²	USC; River Alliance; City of Columbia
6. Sidewalks and bus shelters on both sides of Shop Road	\$2,500,000 ²	Richland County; CMRTA; SCDOT
7. Stripe bike lanes on Two Notch Road between Beltline Boulevard and Parklane Road	\$219,500 ²	City of Columbia; City of Forest Acres; Richland County; SCDOT
8. Paved shoulder on Farrow Road between Hard Scrabble Road and Clemson Road	\$350,000 ²	Richland County; SCDOT
9. Sidewalks and bike lanes on Columbia Avenue	\$1,100,000 ²	Town of Chapin; SCDOT
10. Sidewalks on both sides of Augusta Road	\$5,210,500 ²	Lexington County; Town of Lexington; City of West Columbia; SCDOT
11. Sidewalks and bike lanes on the new Broad River Road Bridge	N/A ³	SCDOT
12. Sidewalks on both sides of Columbiana Drive	\$1,256,000 ²	Town of Irmo
13. Design for the Three Rivers Greenway along the Saluda River	\$75,000 - \$100,000	River Alliance; CMCOG
14. Connection between the Three Rivers Greenway in the Granby Park area and Gervais Street in the Huger Street Corridor	\$512,500 ²	River Alliance; City of Columbia
15. Pedestrian signals and crosswalks at intersections along Harbison Boulevard	\$356,000 ²	Town of Irmo; SCDOT

Early Action Projects ¹	Estimated Order-of-Magnitude Costs	Potential Responsible Entities
16. Improve pedestrian conditions along Garners Ferry Road between Veteran Road and Harden Street	\$3,500,000 ²	City of Columbia; SCDOT
17. New pedestrian signals at the intersection of Laurel Street and Harden Street	\$2,500 ²	City of Columbia; SCDOT
18. Kick off to New Town of Lexington Neighborhood Sidewalk Program	\$1,856,000 ²	Town of Lexington
19. Sidewalks on both sides of Sunset Boulevard	\$1,392,000 ²	Town of Lexington; Lexington County; SCDOT
20. Sidewalks on both sides of Clemson Road north of Percival Road	\$795,000 ²	Richland County; SCDOT
21. Improve pedestrian accommodations at the intersection of North Springs Road and Clemson Road	\$42,000 ²	Richland County; SCDOT
22. Pedestrian accommodations at the intersection of Blossom Street and Assembly Street	\$21,000 ²	City of Columbia; SCDOT
23. Planning for a new greenway trail in the abandoned rail corridor between Elmwood Park and downtown Columbia	\$125,000 - \$150,000	City of Columbia; CMCOG
24. Plan and design an extension to the Three Rivers Greenway to the south of Cayce along the Congaree River	\$75,000 - \$100,000	River Alliance; City of Cayce; CMCOG
25. Sidewalks on the southeastern side of Two Notch Road between North Brickyard Road and Burmaster Drive.	\$806,000 ²	Richland County; SCDOT
26. Study/concept for Kilbourne Rd/ Shady Ln/Kings Grant Dr/Ft Jackson Blvd area.	\$75,000 - \$100,00	City of Columbia; CMCOG;

¹ All Early Action Projects are programmed for the 0- to 2-year period directly following the adoption of the Bike and Pedestrian Pathways Plan.

² A detailed order-of-magnitude cost estimate is included in Appendix G.

³ No cost estimate was created for this early action project because the planning and design of the new Broad River Road Bridge is currently underway and already includes sidewalks and bike lanes (the budget for the project will also cover these elements).

Appendix C:
State Funded Maintenance Program (Fiscal Year 2008)

Lexington County
Cost - \$1,329,642

Route - Road Name	BMP - Road Name	EMP - Road Name	Length
S-0042 - Woodrow St.	0.48 - Lake Murray Blvd.	1.06 - End State Maint.	0.58
S-0082 - E. Boundary St.	0.61 - Chapin Rd.	1.59 - Columbia Ave.	0.98
S-0106 - Mineral Springs Rd.	0.00 - Sunset Blvd.	1.81 - 0.02 miles SE I-20 Bridge	1.81
S-0271 - Coldstream Dr.	0.63 - Cannon Dale Rd.	1.57 - Nursery Rd.	0.94
S-0286 - Grove St.	0.11 - Hammond Ave.	0.21 - Dreher Rd.	0.10
S-0392 - Northwood Rd.	0.04 - Georgia Lane	0.72 - Reed Ave.	0.68
S-0594 - Long Pine Rd.	0.00 - Amicks Ferry Rd.	1.48 - Dreher Island Rd.	1.48
S-0902 - Glendale Rd.	0.06 - Seay Dr.	0.36 - 0.03 miles E. Lyndale Dr. to Dead End	0.30
S-0904 - Oakdale Rd.	0.00 - Lyndale Dr.	0.33 - Westdale Dr.	0.33
S-1477 - Regatta Rd.	0.00 - River Rd.	1.20 - End State Maint.	1.20

Richland County
Cost - \$1,265,853

Route - Road Name	BMP - Road Name	EMP - Road Name	Length
S-0099 - Park St.	0.30 - Union St.	0.93 - Marlboro St.	0.63
S-0492 - Zimalcrest Rd.	0.00 - Browning Rd.	0.76 - Broad River Rd.	0.76
S-0674 - Lost Creek Rd.	0.87 - Broad River Rd.	2.92 - Lake Front	2.05
S-0796 - Lakeside Ave.	0.00 - Monticello Rd.	0.17 - Ridgewood Ave.	0.17
S-0796 - Lakeside Ave.	0.24 - Ryan St.	0.70 - Dead End	0.46
S-1684 - William Harden Rd.	0.00 - Hardscabble Rd.	0.91 - Rabor Rd.	0.91
S-2645 - Candlelite Dr.	0.00 - Windy Dr.	0.46 - Surfwood Dr.	0.46
S-2885 - Community Rd.	0.00 - Blythewood Rd.	3.39 - Wilson Blvd.	3.39

Appendix D:
Stakeholder Input into the CMP

Appendix F Time-of-Day Profiles for Congested Areas

Presented to:

Central Midlands
Council of Governments



Presented by:



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 1
Station ID: 1
HARBISON BLVD EAST OF
TERRACE DRIVE & W OF I-26
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		34	219		
12:15		22	223		
12:30		26	241		
12:45		14	256	96	939
01:00		14	278		
01:15		12	299		
01:30		6	316		
01:45		12	314	44	1207
02:00		7	302		
02:15		10	334		
02:30		12	316		
02:45		8	288	37	1240
03:00		6	290		
03:15		4	269		
03:30		6	283		
03:45		1	300	17	1142
04:00		6	304		
04:15		4	281		
04:30		8	284		
04:45		12	281	30	1150
05:00		14	327		
05:15		26	320		
05:30		18	279		
05:45		30	276	88	1202
06:00		39	320		
06:15		68	316		
06:30		74	300		
06:45		110	264	291	1200
07:00		128	292		
07:15		155	296		
07:30		202	283		
07:45		211	248	696	1119
08:00		194	284		
08:15		174	246		
08:30		164	292		
08:45		178	250	710	1072
09:00		152	244		
09:15		169	250		
09:30		182	190		
09:45		164	148	667	832
10:00		156	139		
10:15		154	113		
10:30		204	88		
10:45		202	60	716	400
11:00		218	70		
11:15		226	45		
11:30		214	40		
11:45		224	38	882	193
Total		4274	11696		
Percent		26.8%	73.2%		
Grand Total		4274	11696		
Percent		26.8%	73.2%		
ADT		ADT 15,970		AADT 15,970	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 1.5
Station ID: 1.5
HARBISON BLVD. EAST OF PARK TERRACE DR.
AND WEST OF I-26
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	Morning	WB Afternoon	Hour Totals Morning	Afternoon
12:00		26	330		
12:15		15	309		
12:30		26	325		
12:45		13	318	80	1282
01:00		10	327		
01:15		20	335		
01:30		18	282		
01:45		10	311	58	1255
02:00		10	283		
02:15		5	316		
02:30		6	322		
02:45		4	340	25	1261
03:00		5	320		
03:15		8	331		
03:30		10	332		
03:45		14	364	37	1347
04:00		5	325		
04:15		4	400		
04:30		11	386		
04:45		20	414	40	1525
05:00		12	464		
05:15		22	406		
05:30		28	396		
05:45		50	464	112	1730
06:00		50	408		
06:15		47	390		
06:30		59	330		
06:45		116	329	272	1457
07:00		150	313		
07:15		188	302		
07:30		222	311		
07:45		256	252	816	1178
08:00		236	211		
08:15		190	190		
08:30		192	180		
08:45		250	160	868	741
09:00		228	140		
09:15		238	114		
09:30		242	87		
09:45		260	68	968	409
10:00		232	71		
10:15		254	57		
10:30		275	68		
10:45		292	39	1053	235
11:00		295	47		
11:15		322	34		
11:30		296	18		
11:45		312	22	1225	121
Total		5554	12541		
Percent		30.7%	69.3%		
Grand Total		5554	12541		
Percent		30.7%	69.3%		
ADT		ADT 18,095		AADT 18,095	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 10
Station ID: 10
TWO NOTCH RD. NORTH OF
I-20 BTWN I-20 AND I-77
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	Morning	NB	Afternoon	Morning	Hour Totals	Afternoon
12:00			60	260			
12:15			56	243			
12:30			30	229			
12:45			28	237	174		969
01:00			23	216			
01:15			25	226			
01:30			39	235			
01:45			26	251	113		928
02:00			22	243			
02:15			18	258			
02:30			20	274			
02:45			15	248	75		1023
03:00			12	238			
03:15			18	278			
03:30			14	284			
03:45			23	271	67		1071
04:00			19	285			
04:15			25	298			
04:30			34	300			
04:45			25	334	103		1217
05:00			35	356			
05:15			28	332			
05:30			49	336			
05:45			54	303	166		1327
06:00			36	298			
06:15			56	278			
06:30			91	246			
06:45			107	242	290		1064
07:00			128	249			
07:15			183	211			
07:30			216	218			
07:45			254	236	781		914
08:00			214	198			
08:15			215	221			
08:30			220	167			
08:45			170	158	819		744
09:00			190	150			
09:15			179	152			
09:30			206	151			
09:45			178	122	753		575
10:00			194	114			
10:15			176	92			
10:30			258	76			
10:45			201	64	829		346
11:00			186	74			
11:15			206	80			
11:30			251	55			
11:45			262	57	905		266
Total			5075	10444			
Percent			32.7%	67.3%			
Grand Total			5075	10444			
Percent			32.7%	67.3%			
ADT			ADT 15,519				AADT 15,519

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 10.5
Station ID: 10.5
TWO NOTCH RD. NORTH OF I-20
BTWN I-20 AND I-77
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		45	264		
12:15		32	287		
12:30		30	269		
12:45		14	255	121	1075
01:00		24	237		
01:15		18	239		
01:30		16	252		
01:45		15	230	73	958
02:00		21	242		
02:15		12	238		
02:30		15	241		
02:45		13	212	61	933
03:00		16	228		
03:15		28	290		
03:30		18	253		
03:45		27	283	89	1054
04:00		25	249		
04:15		16	292		
04:30		32	276		
04:45		17	282	90	1099
05:00		26	308		
05:15		28	268		
05:30		55	271		
05:45		67	288	176	1135
06:00		66	236		
06:15		119	260		
06:30		164	244		
06:45		186	225	535	965
07:00		224	218		
07:15		312	230		
07:30		370	211		
07:45		376	188	1282	847
08:00		394	150		
08:15		346	167		
08:30		290	155		
08:45		265	167	1295	639
09:00		222	122		
09:15		251	112		
09:30		233	99		
09:45		256	106	962	439
10:00		227	92		
10:15		218	88		
10:30		226	81		
10:45		186	57	857	318
11:00		260	67		
11:15		256	58		
11:30		244	43		
11:45		268	40	1028	208
Total		6569	9670		
Percent		40.5%	59.5%		
Grand Total		6569	9670		
Percent		40.5%	59.5%		
ADT		ADT 16,239		AADT 16,239	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 2

Station ID: 2

HARDSCRABBLE RD. NORTH OF CLEMSON RD

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		39	184		
12:15		39	161		
12:30		38	212		
12:45		22	192	138	749
01:00		26	177		
01:15		11	167		
01:30		13	163		
01:45		13	170	63	677
02:00		8	182		
02:15		13	199		
02:30		15	185		
02:45		7	209	43	775
03:00		9	209		
03:15		7	190		
03:30		8	220		
03:45		8	230	32	849
04:00		9	250		
04:15		11	229		
04:30		5	256		
04:45		26	266	51	1001
05:00		10	304		
05:15		10	292		
05:30		18	274		
05:45		18	263	56	1133
06:00		27	266		
06:15		32	268		
06:30		51	252		
06:45		86	248	196	1034
07:00		112	249		
07:15		154	243		
07:30		172	247		
07:45		160	250	598	989
08:00		149	244		
08:15		156	238		
08:30		132	220		
08:45		134	199	571	901
09:00		104	196		
09:15		124	179		
09:30		116	186		
09:45		138	137	482	698
10:00		90	96		
10:15		120	79		
10:30		106	81		
10:45		115	70	431	326
11:00		124	64		
11:15		144	70		
11:30		168	47		
11:45		142	43	578	224
Total		3239	9356		
Percent		25.7%	74.3%		
Grand Total		3239	9356		
Percent		25.7%	74.3%		
ADT		ADT 12,595		AADT 12,595	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 2.5
Station ID: 2.5
HARDSCRABBLE RD. NORTH OF
CLEMSON RD.
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	Morning	SB Afternoon	Hour Totals Morning	Afternoon
12:00		10	194		
12:15		19	189		
12:30		6	196		
12:45		6	185	41	764
01:00		14	203		
01:15		6	175		
01:30		5	183		
01:45		9	169	34	730
02:00		2	170		
02:15		6	153		
02:30		2	167		
02:45		7	179	17	669
03:00		7	176		
03:15		7	212		
03:30		6	194		
03:45		11	200	31	782
04:00		5	182		
04:15		21	198		
04:30		29	220		
04:45		33	194	88	794
05:00		42	177		
05:15		58	192		
05:30		84	184		
05:45		86	204	270	757
06:00		108	235		
06:15		118	236		
06:30		238	181		
06:45		247	60	711	712
07:00		310	35		
07:15		284	112		
07:30		275	179		
07:45		289	164	1158	490
08:00		298	24		
08:15		302	40		
08:30		278	38		
08:45		252	32	1130	134
09:00		194	108		
09:15		166	92		
09:30		158	94		
09:45		150	89	668	383
10:00		135	64		
10:15		151	61		
10:30		160	38		
10:45		155	43	601	206
11:00		167	26		
11:15		174	40		
11:30		188	17		
11:45		202	28	731	111
Total		5480	6532		
Percent		45.6%	54.4%		
Grand Total		5480	6532		
Percent		45.6%	54.4%		
ADT		ADT 12,012		AADT 12,012	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 3
Station ID: 3
HWY 302 EDMUND HWY WEST I-26

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		68	279		
12:15		48	288		
12:30		32	278		
12:45		28	265	176	1110
01:00		19	248		
01:15		16	257		
01:30		19	225		
01:45		26	196	80	926
02:00		24	244		
02:15		48	276		
02:30		24	172		
02:45		30	174	126	866
03:00		50	230		
03:15		37	240		
03:30		28	335		
03:45		18	378	133	1183
04:00		21	331		
04:15		32	265		
04:30		22	319		
04:45		32	253	107	1168
05:00		47	280		
05:15		64	302		
05:30		67	284		
05:45		84	260	262	1126
06:00		120	212		
06:15		158	190		
06:30		240	168		
06:45		277	196	795	766
07:00		284	158		
07:15		372	169		
07:30		430	157		
07:45		430	126	1516	610
08:00		370	116		
08:15		346	116		
08:30		250	102		
08:45		290	154	1256	488
09:00		233	189		
09:15		242	136		
09:30		226	80		
09:45		244	78	945	483
10:00		192	93		
10:15		223	121		
10:30		202	69		
10:45		244	54	861	337
11:00		283	59		
11:15		260	61		
11:30		250	57		
11:45		281	42	1074	219
Total		7331	9282		
Percent		44.1%	55.9%		
Grand Total		7331	9282		
Percent		44.1%	55.9%		
ADT		ADT 16,613		AADT 16,613	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 3.5
Station ID: 3.5
HWY 302 EDMUND HWY
WEST OF I-26
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		38	254		
12:15		32	219		
12:30		21	223		
12:45		12	207	103	903
01:00		23	195		
01:15		17	199		
01:30		16	176		
01:45		14	160	70	730
02:00		20	153		
02:15		22	156		
02:30		11	202		
02:45		14	234	67	745
03:00		10	252		
03:15		17	266		
03:30		10	246		
03:45		28	318	65	1082
04:00		24	286		
04:15		42	295		
04:30		48	246		
04:45		64	290	178	1117
05:00		67	350		
05:15		93	416		
05:30		56	423		
05:45		99	387	315	1576
06:00		106	257		
06:15		120	214		
06:30		170	199		
06:45		236	194	632	864
07:00		214	166		
07:15		321	213		
07:30		427	164		
07:45		476	164	1438	707
08:00		406	160		
08:15		326	160		
08:30		274	138		
08:45		276	119	1282	577
09:00		271	112		
09:15		305	108		
09:30		256	70		
09:45		212	106	1044	396
10:00		216	95		
10:15		221	79		
10:30		257	76		
10:45		342	58	1036	308
11:00		260	52		
11:15		246	63		
11:30		266	52		
11:45		260	58	1032	225
Total		7262	9230		
Percent		44.0%	56.0%		
Grand Total		7262	9230		
Percent		44.0%	56.0%		
ADT		ADT 16,492		AADT 16,492	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 4
Station ID: 4
PISGAH CHURCH RD.
NORTH OF BARR RD.
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	57			8	43				
12:15		1	43			2	36				
12:30		6	34			1	43				
12:45		3	27	18	161	0	44	11	166	29	327
01:00		0	53			1	47				
01:15		2	28			0	50				
01:30		3	50			0	57				
01:45		2	53	7	184	1	49	2	203	9	387
02:00		1	51			2	50				
02:15		1	78			1	38				
02:30		2	58			1	72				
02:45		3	45	7	232	2	43	6	203	13	435
03:00		3	84			3	68				
03:15		1	65			2	63				
03:30		2	78			3	83				
03:45		2	75	8	302	4	100	12	314	20	616
04:00		0	63			2	69				
04:15		2	71			7	62				
04:30		4	50			9	60				
04:45		7	79	13	263	2	78	20	269	33	532
05:00		3	103			6	54				
05:15		11	113			10	59				
05:30		8	89			21	69				
05:45		7	107	29	412	23	53	60	235	89	647
06:00		14	102			39	61				
06:15		13	76			46	49				
06:30		32	67			55	43				
06:45		31	67	90	312	93	41	233	194	323	506
07:00		60	59			89	37				
07:15		92	45			109	46				
07:30		77	31			111	55				
07:45		92	61	321	196	89	49	398	187	719	383
08:00		102	35			88	44				
08:15		52	21			91	33				
08:30		50	39			60	19				
08:45		49	18	253	113	60	27	299	123	552	236
09:00		33	25			35	37				
09:15		33	18			43	11				
09:30		27	20			35	6				
09:45		38	15	131	78	38	11	151	65	282	143
10:00		41	7			33	15				
10:15		36	11			36	11				
10:30		38	10			35	11				
10:45		35	8	150	36	39	11	143	48	293	84
11:00		30	9			37	11				
11:15		33	5			42	9				
11:30		38	7			44	6				
11:45		50	13	151	34	42	4	165	30	316	64
Total		1178	2323			1500	2037			2678	4360
Percent		33.6%	66.4%			42.4%	57.6%			38.1%	61.9%
Grand Total		1178	2323			1500	2037			2678	4360
Percent		33.6%	66.4%			42.4%	57.6%			38.1%	61.9%

ADT

ADT 7,038

AADT 7,038

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 5
Station ID: 5
RIVER RD. BROAD RIVER RD.
NORTH OF I-20
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		63	262		
12:15		76	253		
12:30		56	234		
12:45		38	258	233	1007
01:00		35	269		
01:15		40	273		
01:30		26	285		
01:45		18	277	119	1104
02:00		23	284		
02:15		26	279		
02:30		19	294		
02:45		26	308	94	1165
03:00		18	252		
03:15		15	316		
03:30		32	290		
03:45		15	308	80	1166
04:00		16	318		
04:15		10	328		
04:30		22	379		
04:45		24	464	72	1489
05:00		24	448		
05:15		29	464		
05:30		49	510		
05:45		71	492	173	1914
06:00		66	420		
06:15		80	386		
06:30		138	336		
06:45		164	331	448	1473
07:00		178	288		
07:15		230	304		
07:30		307	294		
07:45		278	242	993	1128
08:00		250	245		
08:15		264	268		
08:30		234	247		
08:45		232	214	980	974
09:00		246	202		
09:15		194	181		
09:30		198	219		
09:45		197	185	835	787
10:00		208	152		
10:15		210	164		
10:30		206	140		
10:45		216	104	840	560
11:00		237	107		
11:15		230	105		
11:30		234	98		
11:45		261	90	962	400
Total		5829	13167		
Percent		30.7%	69.3%		
Grand Total		5829	13167		
Percent		30.7%	69.3%		
ADT		ADT 18,996		AADT 18,996	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 5.5
Station ID: 5.5
RIVER DR. BROAD RIVER RD.
NORTH OF I-20
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		74	316		
12:15		41	302		
12:30		36	293		
12:45		41	279	192	1190
01:00		26	289		
01:15		26	318		
01:30		26	306		
01:45		22	289	100	1202
02:00		26	300		
02:15		20	298		
02:30		26	326		
02:45		24	314	96	1238
03:00		20	324		
03:15		18	330		
03:30		18	346		
03:45		16	335	72	1335
04:00		18	345		
04:15		17	301		
04:30		22	352		
04:45		29	343	86	1341
05:00		32	335		
05:15		44	319		
05:30		84	298		
05:45		82	316	242	1268
06:00		106	326		
06:15		164	355		
06:30		242	284		
06:45		214	304	726	1269
07:00		342	258		
07:15		420	292		
07:30		358	264		
07:45		318	220	1438	1034
08:00		382	188		
08:15		314	214		
08:30		298	196		
08:45		252	162	1246	760
09:00		266	144		
09:15		216	234		
09:30		210	208		
09:45		224	146	916	732
10:00		236	115		
10:15		260	121		
10:30		216	115		
10:45		280	79	992	430
11:00		248	110		
11:15		232	97		
11:30		256	74		
11:45		280	52	1016	333
Total		7122	12132		
Percent		37.0%	63.0%		
Grand Total		7122	12132		
Percent		37.0%	63.0%		
ADT		ADT 19,254		AADT 19,254	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 6
Station ID: 6
BLOSSON ST. WEST OF RR TRACKS
AND SALUDA AVE.
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	Morning	EB Afternoon	Hour Totals Morning	Afternoon
12:00		48	147		
12:15		24	162		
12:30		31	159		
12:45		11	160	114	628
01:00		21	149		
01:15		21	184		
01:30		16	207		
01:45		12	134	70	674
02:00		13	143		
02:15		14	190		
02:30		10	182		
02:45		11	164	48	679
03:00		12	144		
03:15		6	176		
03:30		8	180		
03:45		3	194	29	694
04:00		4	181		
04:15		2	164		
04:30		6	182		
04:45		4	236	16	763
05:00		3	239		
05:15		8	288		
05:30		10	289		
05:45		8	237	29	1053
06:00		10	190		
06:15		8	160		
06:30		13	178		
06:45		44	178	75	706
07:00		47	172		
07:15		56	168		
07:30		85	123		
07:45		108	150	296	613
08:00		88	146		
08:15		122	136		
08:30		112	114		
08:45		112	110	434	506
09:00		90	124		
09:15		92	112		
09:30		102	84		
09:45		98	96	382	416
10:00		108	83		
10:15		106	76		
10:30		91	63		
10:45		114	54	419	276
11:00		148	46		
11:15		126	56		
11:30		145	45		
11:45		159	50	578	197
Total		2490	7205		
Percent		25.7%	74.3%		
Grand Total		2490	7205		
Percent		25.7%	74.3%		
ADT		ADT 9,695		AADT 9,695	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 6.5
Station ID: 6.5
BLOSSON ST. WEST OF RR TRACKS
AND SALUDA AVE.
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		59	207		
12:15		46	199		
12:30		42	217		
12:45		17	196	164	819
01:00		34	225		
01:15		24	194		
01:30		19	169		
01:45		32	190	109	778
02:00		22	252		
02:15		16	225		
02:30		17	135		
02:45		14	146	69	758
03:00		18	199		
03:15		16	156		
03:30		9	178		
03:45		9	181	52	714
04:00		6	170		
04:15		6	194		
04:30		10	183		
04:45		10	209	32	756
05:00		8	259		
05:15		14	224		
05:30		18	202		
05:45		34	162	74	847
06:00		16	186		
06:15		32	165		
06:30		52	132		
06:45		62	153	162	636
07:00		76	140		
07:15		125	138		
07:30		182	140		
07:45		301	136	684	554
08:00		216	126		
08:15		311	102		
08:30		276	103		
08:45		231	92	1034	423
09:00		262	91		
09:15		191	84		
09:30		136	74		
09:45		131	64	720	313
10:00		100	80		
10:15		132	54		
10:30		166	69		
10:45		174	54	572	257
11:00		142	54		
11:15		151	54		
11:30		183	41		
11:45		174	56	650	205
Total		4322	7060		
Percent		38.0%	62.0%		
Grand Total		4322	7060		
Percent		38.0%	62.0%		
ADT		ADT 11,382		AADT 11,382	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 7
Station ID: 7
HUGER ST. NORTH OF GERVAIS ST

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		60	305		
12:15		58	318		
12:30		56	326		
12:45		28	317	202	1266
01:00		46	313		
01:15		40	336		
01:30		14	357		
01:45		38	312	138	1318
02:00		26	312		
02:15		29	322		
02:30		39	344		
02:45		22	286	116	1264
03:00		29	314		
03:15		17	302		
03:30		26	343		
03:45		13	354	85	1313
04:00		14	381		
04:15		12	386		
04:30		12	445		
04:45		18	449	56	1661
05:00		28	460		
05:15		26	408		
05:30		38	426		
05:45		54	398	146	1692
06:00		61	361		
06:15		80	334		
06:30		124	304		
06:45		152	286	417	1285
07:00		140	254		
07:15		223	264		
07:30		226	244		
07:45		258	220	847	982
08:00		274	246		
08:15		290	196		
08:30		236	187		
08:45		219	200	1019	829
09:00		210	180		
09:15		225	169		
09:30		224	107		
09:45		226	159	885	615
10:00		179	110		
10:15		172	124		
10:30		213	98		
10:45		251	82	815	414
11:00		247	88		
11:15		273	86		
11:30		279	86		
11:45		284	58	1083	318
Total		5809	12957		
Percent		31.0%	69.0%		
Grand Total		5809	12957		
Percent		31.0%	69.0%		
ADT		ADT 18,766		AADT 18,766	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 7.5
Station ID: 7.5
HUGER ST. NORTH OF GERVAIS ST.

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		50	289		
12:15		31	302		
12:30		30	305		
12:45		24	322	135	1218
01:00		23	336		
01:15		22	284		
01:30		22	300		
01:45		18	270	85	1190
02:00		19	288		
02:15		16	240		
02:30		18	264		
02:45		16	247	69	1039
03:00		16	301		
03:15		6	271		
03:30		22	335		
03:45		28	316	72	1223
04:00		14	317		
04:15		22	353		
04:30		28	347		
04:45		56	324	120	1341
05:00		37	404		
05:15		50	368		
05:30		95	347		
05:45		96	302	278	1421
06:00		120	317		
06:15		152	286		
06:30		262	273		
06:45		328	274	862	1150
07:00		374	284		
07:15		560	225		
07:30		542	205		
07:45		590	194	2066	908
08:00		532	205		
08:15		521	174		
08:30		527	158		
08:45		454	160	2034	697
09:00		400	184		
09:15		344	150		
09:30		344	132		
09:45		294	111	1382	577
10:00		244	104		
10:15		307	124		
10:30		350	98		
10:45		260	68	1161	394
11:00		288	80		
11:15		276	72		
11:30		305	52		
11:45		294	48	1163	252
Total		9427	11410		
Percent		45.2%	54.8%		
Grand Total		9427	11410		
Percent		45.2%	54.8%		
ADT		ADT 20,837		AADT 20,837	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 8
Station ID: 8
SUNSET BLVD. WEST OF
OLD CHEROKEE RD.
Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	335		
12:15		0	304		
12:30		0	306		
12:45		2	304	3	1249
01:00		0	282		
01:15		2	270		
01:30		6	280		
01:45		6	246	14	1078
02:00		4	281		
02:15		2	261		
02:30		4	270		
02:45		2	260	12	1072
03:00		2	248		
03:15		3	225		
03:30		1	254		
03:45		2	281	8	1008
04:00		2	170		
04:15		4	122		
04:30		3	112		
04:45		2	100	11	504
05:00		10	116		
05:15		6	84		
05:30		12	84		
05:45		22	94	50	378
06:00		26	75		
06:15		49	74		
06:30		54	60		
06:45		76	74	205	283
07:00		122	61		
07:15		210	62		
07:30		206	46		
07:45		179	47	717	216
08:00		201	48		
08:15		154	46		
08:30		121	28		
08:45		136	25	612	147
09:00		134	21		
09:15		120	15		
09:30		149	16		
09:45		169	10	572	62
10:00		139	10		
10:15		143	8		
10:30		178	4		
10:45		156	10	616	32
11:00		150	10		
11:15		189	6		
11:30		223	6		
11:45		290	4	852	26
Total		3672	6055		
Percent		37.8%	62.2%		
Grand Total		3672	6055		
Percent		37.8%	62.2%		
ADT		ADT 9,727		AADT 9,727	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 8.5
Station ID: 8.5
SUNSET BLVD. WEST OF OLD CHEROKEE RD.

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		15	322		
12:15		11	308		
12:30		12	325		
12:45		7	307	45	1262
01:00		16	338		
01:15		12	320		
01:30		5	328		
01:45		10	278	43	1264
02:00		13	294		
02:15		10	332		
02:30		3	280		
02:45		2	304	28	1210
03:00		3	319		
03:15		6	304		
03:30		4	321		
03:45		7	298	20	1242
04:00		3	320		
04:15		12	357		
04:30		8	361		
04:45		16	360	39	1398
05:00		26	371		
05:15		17	368		
05:30		22	352		
05:45		32	375	97	1466
06:00		32	335		
06:15		47	308		
06:30		86	288		
06:45		92	285	257	1216
07:00		125	290		
07:15		208	241		
07:30		260	254		
07:45		236	260	829	1045
08:00		164	188		
08:15		190	172		
08:30		186	182		
08:45		227	184	767	726
09:00		202	146		
09:15		232	128		
09:30		222	111		
09:45		228	91	884	476
10:00		206	82		
10:15		200	54		
10:30		224	47		
10:45		248	49	878	232
11:00		270	45		
11:15		294	39		
11:30		285	34		
11:45		318	20	1167	138
Total		5054	11675		
Percent		30.2%	69.8%		
Grand Total		5054	11675		
Percent		30.2%	69.8%		
ADT		ADT 16,729		AADT 16,729	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 9
Station ID: 9
SUNSET BLVD. WEST OF I-26

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		26	351		
12:15		17	338		
12:30		13	304		
12:45		9	336	65	1329
01:00		21	302		
01:15		26	302		
01:30		16	280		
01:45		13	275	76	1159
02:00		10	284		
02:15		2	286		
02:30		12	294		
02:45		16	300	40	1164
03:00		18	301		
03:15		8	304		
03:30		14	302		
03:45		23	306	63	1213
04:00		6	344		
04:15		26	306		
04:30		20	303		
04:45		26	304	78	1257
05:00		32	400		
05:15		38	346		
05:30		66	314		
05:45		60	290	196	1350
06:00		104	250		
06:15		128	241		
06:30		204	217		
06:45		287	234	723	942
07:00		310	171		
07:15		440	168		
07:30		449	186		
07:45		471	149	1670	674
08:00		397	144		
08:15		424	114		
08:30		402	98		
08:45		378	92	1601	448
09:00		348	106		
09:15		312	92		
09:30		314	76		
09:45		296	56	1270	330
10:00		274	68		
10:15		316	44		
10:30		298	44		
10:45		287	40	1175	196
11:00		316	58		
11:15		336	62		
11:30		331	64		
11:45		340	35	1323	219
Total		8280	10281		
Percent		44.6%	55.4%		
Grand Total		8280	10281		
Percent		44.6%	55.4%		
ADT		ADT 18,561		AADT 18,561	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Page 1

Site Code: 9.5
Station ID: 9.5
SUNSET BLVD. WEST OF I-26

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-08 Thu	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		31	292		
12:15		26	278		
12:30		16	308		
12:45		27	330	100	1208
01:00		12	317		
01:15		18	326		
01:30		20	297		
01:45		18	333	68	1273
02:00		12	328		
02:15		9	278		
02:30		10	317		
02:45		8	324	39	1247
03:00		8	330		
03:15		9	330		
03:30		12	385		
03:45		13	356	42	1401
04:00		19	376		
04:15		9	375		
04:30		14	398		
04:45		26	462	68	1611
05:00		26	442		
05:15		24	496		
05:30		48	487		
05:45		45	410	143	1835
06:00		58	342		
06:15		116	298		
06:30		172	225		
06:45		201	242	547	1107
07:00		182	255		
07:15		252	228		
07:30		308	205		
07:45		346	224	1088	912
08:00		324	170		
08:15		344	194		
08:30		336	136		
08:45		263	154	1267	654
09:00		248	138		
09:15		288	120		
09:30		261	106		
09:45		254	68	1051	432
10:00		271	72		
10:15		273	75		
10:30		267	58		
10:45		270	66	1081	271
11:00		283	54		
11:15		279	49		
11:30		291	36		
11:45		304	34	1157	173
Total		6651	12124		
Percent		35.4%	64.6%		
Grand Total		6651	12124		
Percent		35.4%	64.6%		
ADT		ADT 18,775		AADT 18,775	