## Columbia Area Congestion Management Process (CMP)

## **FINAL REPORT**

## **Prepared for:**

## The Central Midlands Council of Governments (CMCOG)



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### **TABLE OF CONTENTS**

E)	(ECUTIVE SUMMARY – FINAL REPORT	1
	Congested Corridors	1
	How to Interpret Tables & Figures	11
	Potential Intersection Hot Spots	13
	Future Updates	14
1	INTRODUCTION	
	Federal Requirements	18
	Project Coordination & Guidance	
2	CONGESTION MONITORING NETWORK	20
3	CONGESTED CORRIDORS	22
4	INTERSECTION HOT SPOTS	52
	Intersection LOS Criteria	
	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	
	Corridor Characteristics	61
6	2008 CMP FINDINGS	65
	1001/1002 - Clemson Road (near I-20)	66
	1001/1002 - Clemson Road (near Village at Sandhill)	
	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
COATS 2035 LRTP VISION PLAN	. 80

8 FUTURE CMP UPDATES......82

7





## Columbia Area Congestion Management Process (CMP) FINAL REPORT

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
Table ES 2A: 2008 Congested Corridors – AM Peak Period
Table ES 2B: 2008 Potentially Congested Corridors – AM Peak Period
Table ES 2B: 2008 Potentially Congested Corridors – AM Peak Period
Table ES 3A: 2008 Congested Corridors – PM Peak Period    6
Table ES 3A: 2008 Congested Corridors – PM Peak Period
Table ES 3B: 2008 Potentially Congested Corridors – PM Peak Period7
Table ES 3B: 2008 Potentially Congested Corridors – PM Peak Period
Table ES 4: 2008 Potential Hot Spot Intersections – AM Peak Period15
Table ES 5: 2008 Potential Hot Spot Intersections – PM Peak Period
Table ES 5: 2008 Potential Hot Spot Intersections – PM Peak Period16
Table 1: Corridors Identified for Congestion Screening    20
Table 2A: 2008 Entire Corridor Network – AM Peak Period
Table 2B: 2008 Entire Corridor Network – AM Peak Period
Table 2C: 2008 Entire Corridor Network – AM Peak Period27
Table 2D: 2008 Entire Corridor Network – AM Peak Period
Table 2E: 2008 Entire Corridor Network – AM Peak Period
Table 2F: 2008 Entire Corridor Network – AM Peak Period
Table 2G: 2008 Entire Corridor Network – AM Peak Period
Table 2H: 2008 Entire Corridor Network – AM Peak Period
Table 2I: 2008 Entire Corridor Network – AM Peak Period
Table 2J: 2008 Entire Corridor Network – AM Peak Period    34
Table 2K: 2008 Entire Corridor Network – AM Peak Period
Table 2L: 2008 Entire Corridor Network – AM Peak Period
Table 2M: 2008 Entire Corridor Network – AM Peak Period
Table 3A: 2008 Entire Corridor Network – PM Peak Period
Table 3B: 2008 Entire Corridor Network – PM Peak Period
Table 3C: 2008 Entire Corridor Network – PM Peak Period40
Table 3D: 2008 Entire Corridor Network – PM Peak Period41
Table 3E: 2008 Entire Corridor Network – PM Peak Period42
Table 3F: 2008 Entire Corridor Network – PM Peak Period





## Columbia Area Congestion Management Process (CMP) FINAL REPORT

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: FHWA HCM 2000)	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 23<sup>rd</sup> 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)

- o 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.











#### Table ES 1: 2008 Columbia Area CMP Corridors

New	Poute Name	То	From	Length
Route ID	Houle Name	10	Hom	(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-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	1-20	US Hwy 1 / Main St	26.6



#### Route Map Start End Roadway ID ID 1D Clemson Rd / Killian Rd - EB Earth Rd / Spears Creek Churoh Rd 1001 SPARKLEBERRY LN LN 1D Clemson Rd / Killian Rd - WB SUMMIT PKWY PKWY 1002 No Name 1006 2B Columbiana Dr - SE Columbiana Cir/Lanneau Ct Harbison Blvd 1C Hardsorabble Rd - NE Elders Pond Dr 1011 Lee Rd 1C Hardsorabble Rd - SW Lee Rd Elders Pond Dr 1012 1C Hardsorabble Rd - SW 1012 Summit Pkwy Lee Rd 1012 1C Hardsorabble Rd - SW Bud Keef Rd Summit Pkwv 1012 1C Hardsorabble Rd - SW Elders Pond Dr Clemson Rd / Killian Rd 3A Longs Pond Rd / Pisgah Church Rd - NB 1021 I 20 NB Two Notch Ro 1023 1C Longtown Rd - NB Clemson Rd / Killian Rd Longtown Rd 2B Park Terr / Bower Pkwy - WB 1030 Park Terrace Rd/Bower Pkwy Harbison Blvd 1035 3A Platt Springs Rd - EB SC Hwy 6 / Lake Dr / Dreher Shoals Rd NEW ORANGEBURG RD RD 2C SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St - EB SC Hwy 768 / Shop Rd 1037 GADSDEN ST ST 1038 2C SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St - WB Lakeshore Dr No Name 1038 2C SC Hwy 12 / Forest Dr / Peroival Rd / Taylor St - WB GADSDEN ST ST US Hwy 321 / Huger St 1042 2C SC Hwy 262 / Leesburg Rd - WB I-77 NB on Ramp US Hwy 76 / Devine St / Garners Ferry Rd COLONIAL DR DR 2C SC Hwy 277 / Bull St - NB HARDEN STREET EXT EXT 1043 1043 2C SC Hwy 277 / Bull St - NB US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 12 / Forest Dr / Peroival Rd / Taylo 1044 2C SC Hwy 277 / Bull St - SB SC Hwy 12 / Forest Dr / Percival Rd US Hwy 378 / Columbia Ave / Augusta Hw 1047 2A SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB US Hwy 378 / Columbia Ave / Augusta Hwy Sunset Blvd 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 Hw 1047 3A SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB NEW ORANGEBURG RD RD Platt Springs Rd 1048 3A SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB RR Industrial Dr No Name 1048 3A SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB Platt Springs Rd 1048 2A SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB Sunset Blvd US Hwy 378 / Columbia Ave / Augusta Hw 1049 2C SC Hwy 768 / Shop Rd - NW GREENE ST ST 2C SC Hwy 768 / Shop Rd - SE WHEAT ST ST 1050 College St 1050 2C SC Hwy 768 / Shop Rd - SE WHEAT ST ST STATE HWY 48 1050 2C SC Hwy 768 / Shop Rd - SE Elmwood Ave Blanding St 1053 2C Sunset Dr - EB STATE HWY 277 SB Board St 3A Two Notoh Rd - EB Muddy Springs Rd 1055 120 2B US Hwy 176 / River Dr / Broad River Rd - NW RIVERWALK WAY WAY Kinnerly/Kinley Rd 1059 1059 2B US Hwy 176 / River Dr / Broad River Rd - NW Dutoh Square Blvd I-20 WB Ramp 1060 2B US Hwy 176 / River Dr / Broad River Rd - SE Rushmore Rd -20 WB Ramp 1060 2B US Hwy 176 / River Dr / Broad River Rd - SE GREYSTONE BLVD BLVD **BUSH RIVER RD RD** 1063 2C US Hwy 321 / Huger St - NB Heyward St US Hwy 21 / US Hwy 176 US Hwy 321 / Bl 2C US Hwy 321 / US Hwy 21 / Elmwood Ave - EB SC Hwy 277 / Bull St 1065 Park St 2C US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB WILKES RD RD I 20 WB Ramp 1067 1068 2C US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB Miller Ave Sunset Dr 1068 2C US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB Anthony Ave US Hwy 321 / US Hwy 21 / Elmwood Ave 2C US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB Clarendon St COLUMBIA COLLEGE DR DR 1068 GADSDEN ST ST 1069 2C US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB US HWY 1 2A US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB 1069 Barr Rd Gibson Rd 2A US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - EB Old Cherokee Rd No Name 1069 1070 2A US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - WB Gibson Rd Park Road 1071 2C US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE Woodrow St US Hwy 378 / Columbia Ave / Augusta Hw 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 / Tayl 2C US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW 1072 177 Daulton Dr/Oakway Dr 2B US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB -20 NB ramp Dooley Rd/Cedar Rd 1073 1073 2A US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - EB US Hwy 378 / Columbia Ave / Augusta Hwy S Churoh St 3C US Hwy 76 / Devine St / Garners Ferry Rd - EB Pineview Rd Universal Dr 1077 1078 2C US Hwy 76 / Devine St / Garners Ferry Rd - WB I-77 SB off ramp Dorn Dr

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



	CI	Length		
	0	<u>(mi)</u>		
	0.42	1.0		
	0.38	0.6		
	0.42	0.2		
	0.45	0.2		
	0.36	0.2		
	0.37	0.5		
	0.37	1.5		
	0.41	0.6		
	0.30	0.5		
	0.41	0.3		
	0.47	0.3		
	0.48	0.4		
	0.31	0.4		
	0.43	0.5		
	0.49	0.3		
	0.38	0.2		
	0.37	0.4		
or St	0.45	0.4		
y / Sunset Blvd	0.36	0.4		
	0.32	0.3		
y / Sunset Blvd	0.35	0.6		
	0.37	0.6		
	0.42	0.4		
	0.48	0.4		
y / Sunset Blvd	0.48	0.3		
	0.37	0.4		
	0.33	0.4		
	0.40	0.4		
	0.42	0.4		
	0.47	0.3		
	0.40	0.2		
	0.40	0.4		
	0.40	0.4		
	0.19	0.5		
	0.49	0.6		
ossom St	0.43	0.4		
	0.49	0.5		
	0.38	0.4		
	0.29	0.3		
	0.44	0.6		
	0.49	0.3		
	0.41	0.5		
	0.42	0.4		
	0.47	0.4		
	0.50	0.6		
y / Sunset Blvd	0.39	0.5		
or St	0.43	0.4		
	0.45	0.2		
	0.27	0.3		
	0.39	0.5		
	0.49	0.2		
	0.44	0.5		

### 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	177	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	ЗA	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	30	SC Hwy 48 / Bosewood Dr / Bluff Bd - SE	BELTLINE BLVD BLVD	A st	0.60	0.6
1047	34	SC Hwy 6 / Lake Dr / Dreher Shoals Bd - NB	Two Notch Bd	120	0.55	0.4
1047	24	ISC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	BB	US 1 / SC Hwy 12 / Jarvis Klanman Blyd / Main St	0.00	1.0
1050	20	ISC Hwy 768 / Shop Pd SE	Lody St		0.00	0.4
1050	20	ISC Hwy 768 / Shop Rd - SE	Rianding St	Lady St	0.54	
1050	20				0.50	0.4
1051		St Andrews nu - INW	ROLLINGVIEW LIN LIN		0.55	0.0
1054	20	Two Notoh Dd EP	Porr Pd	Longo Bond Pd / Biogob Church Pd	0.51	1.0
1055	1 A	I WO NOUTH NU - ED	SC Hung 6 / Laka Dr / Drahar Shaala Bd		0.55	
1009		US Hwy 176 / River Dr / Broad Diver Dd - NW	Columbiana Dr		0.55	0.2
1060	20	US Hwy 176 / River Dr / Broad River Rd - SE		St Androwo Bd	0.55	
1000				Cardnara Tarraga Dd	0.60	0.9
1001		US Hwy 21 / US Hwy 176 US Hwy 321 / Diossoill St - ND			0.50	0.5
1001	20	US Hwy 221 / US Hwy 176 US Hwy 321 / Diossoin St - ND		US Hun 279 / Columbia Ava / Augusta Hun / Support Plud	0.50	0.4
1063	20			US Hwy 3767 Columbia Ave / Augusta Hwy / Sunset Bivu	0.50	0.0
1004	20		SC Hun 12 / Forget Dr / Paraival Pd	Heyward St	0.52	
1004	20	US Hwy 321 / Huger St - SD	SC Hwy 277 / Pull St	Do Hwy 3767 Columbia Ave / Augusta Hwy / Sunset Bivu	0.53	0.4
1000	20	US Hwy 321 / US Hwy 21 / Eliliwood Ave - WB		Faik St.	0.55	0.5
1069	20	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - ED		I 26 NB Ramp	0.51	0.5
1070	20	US Hwy 378 / Columbia Ave / Augusta Hwy / Geravis St - ED	I 26 NB Ramp	Hospital Dr.W	0.59	0.4
1070	20	US Hwy 376 / Columbia Ave / Augusta Hwy / Geravis St - WB	Rody St	Dark Dood	0.59	0.4
1070	2A 10	US Hwy 376 / USUIIIDIA AVE / AUGUSTA HWY / GETAVIS St - WB			0.01	0.4
1071		US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE		DRICKTARD RD RD	0.50	0.0
1071		US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE			0.59	0.0
1072	20	US TWY 3707 US TWY 17 MIIIWOOD AVE / TWO NOTCH KO - SW	Ermino Dd		0.52	0.3
1073	2B	US 1/SC Hwy 12/ Jarvis Klapman Blvd / Main St - EB		Mothodiot Park Pd	0.53	0.0
1073	20	US 1/SC Hwy 12/ Jarvis Klapman Divd / Main St - ED			0.58	0.7
1073	20	US 1/ SC Hwy 12/ Jarvis Kiapinan Divd / Main St - EB		US Hun 279 / Columbia Ava / Augusta Lhun / Supert Dhud	0.61	0.0
1074	2A	US 1/ SC Hwy 12/ Jarvis Kiapman Bivd / Main St - WB		US hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.5/	0.5
1077	20	US Hwy 76 / Devine St / Gamers Ferry Rd - EB	IVIAFLE 31 31	Dispution Dd	0.50	
10//	30	US nwy /6 / Devine St / Garners Ferry Rd - EB			0.57	1.2
10/8	20	US nwy /6 / Devine St / Garners Ferry Kd - WB			0.59	0.7
1078	20	US HWY 76 / Devine St / Garners Ferry Rd - WB		US HWY 378 / US HWY I / MIIIWOOD AVE / TWO NOTCH RD	10.60	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	20	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 Bd / Taylor St	0.40	0.4
1044	20	SC Hwy 277 / Bull St - SB	SC Hwy 12 / Forest Dr / Percival Bd / Taylor St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.46	0.4
1047	2A	SC Hwy 6 / Lake Dr / Dreher Shoals Bd - NB	US 1 / SC Hwy 12 / Jarvis Klapman Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.45	0.6
1047	24	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	US Hwy 378 / Columbia Ave / Augusta Hwy	Sunset Blvd	0.40	0.0
1047	30	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - NB	Platt Springs Bd	No Name	0.40	0.0
1048	34	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	No Name	Platt Springs Bd	0.00	0.4
1048	24	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	Sunset Blvd	US Hwy 378 / Columbia Ave / Augusta Hwy	0.20	0.7
1040	2/	SC Hwy 6 / Lake Dr / Dreher Shoals Rd - SB	US Hwy 378 / Columbia Ave / Augusta Hwy	US 1 / SC Hwy 12 / Janvis Klanman Blvd	0.20	0.5
1040	28	SC Hwy 769 / Shop Ed. NW	SC Hwy 12 / Forest Dr / Persival Rd / Toylor St		0.33	0.0
1049	20	SC Hwy 768 / Shop Rd - NW	ODEENE ST ST	LIS Hur 278 / Columbia Ava / Augusta Hur	0.20	0.5
1049	20	SC Hwy 760 / Shop Rd - NW	Blanding St	Lody St	0.35	0.4
1050	20	SC RWy 700 7 Shop Ru - SE		Lady St.	0.42	0.4
1051	2D	St Andrews Rd - NW	KK Duteb Caucas Dhad	Hardison Bivo	0.38	0.3
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW	Dutch Square Bivo	I-20 WB Ramp	0.34	0.4
1059	2B	US Hwy 176 / River Dr / Broad River Rd - NW		Seminole Rd/ Young Dr	0.36	0.4
1059	1A 0D	US Hwy 176 / River Dr / Broad River Rd - NW		JAMICKS Ferry Ro	0.46	0.3
1059	28	US Hwy 176 / River Dr / Broad River Rd - NW		Kinneriy/Kinley Ra	0.48	0.4
1060	2B	US Hwy 176 / River Dr / Broad River Rd - SE	Western Ln	Kinneriy/Kiniey Ra	0.41	0.4
1060	2B	US Hwy 1/6 / River Dr / Broad River Rd - SE	Rushmore Rd	II-20 WB Ramp	0.44	0.5
1061	2C	US Hwy 21 / US Hwy 1/6 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	20	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	24	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St - WB	Harmon St	S Church St	0.36	0.5
1078	20	US Hwy 76 / Devine St / Garners Ferry Rd - WB	WILDCAT BD BD	ISTATE HWY 16	0.39	0.5
1078	20	US Hwy 76 / Devine St / Garners Ferry Rd - WB	I-77 SB off ramp	Dorn Dr	0.50	0.5
1076	20	contrary for Devine of Gamers Ferry Fig- wD			0.50	0.5



### 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	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	177	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	ЗA	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	ЗA	Platt Springs Rd - EB	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	NEW ORANGEBURG RD RD	0.60	0.4
1036	ЗA	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	BB	Industrial Dr	0.59	0.4
1040	20	SC Hwy 768 / Shon Bd - NW	BB	GREENE ST ST	0.55	0.4
1049	20	SC Hwy 768 / Shop Bd - NW		SC Hwy 48 / Bosowood Dr / Bluff Bd	0.55	0.4
1049	20	SC Hwy 768 / Shop Rd SE		Blanding St	0.55	0.5
1050	20	Sunsat Dr. EB	Summorian Dr/Abingdon Pd	US Hway 221 / US Hway 21 / Main St / Wilson Blvd	0.01	0.4
1055	20	Two Notoh Pd ER	Loo	Muddy Springs Pd	0.52	0.4
1055	3A DB	INVERSE AND A CONTRACT AND A CONTRACTACTACTICACTI AND A CONTRACTACTICACTICACTICACTICACTICACTICACTIC		Initiady Springs na Liath et	0.55	0.2
1050	20	US Hwy 17 Meeting St/ Augusta Hwy - WB	Kinneyly/Kinley Dd	Western In	0.52	0.5
1009		US Hwy 176 / River Dr / Broad River Rd - NW	Kinneny/Kiniey Ra	St Andrewo Bd	0.61	0.4
1060	20	US Hwy 176 / River Dr / Broad River Rd - SE	Hullsteller Dr	St Andrews Rd	0.60	0.9
1001	20	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St NB	Sumer St	Barriwell St	0.55	0.5
1001	20	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St NB	ILINOOIN SL	Sumier Si	0.55	0.4
1062	38	US Hwy 21 / US Hwy 1/6 US Hwy 321 / Blossom St - SB	USIANA RO	Fish Hatchery Ro	0.58	0.6
1063	20	US Hwy 321 / Huger St - NB	US Hwy 21 / US Hwy 1/6 US Hwy 321 / Blossom St	US Hwy 3787 Columbia Ave / Augusta Hwy	0.57	0.6
1067	20	US Hwy 321 / US Hwy 21 / Main St / Wilson Bivd - NB			0.52	0.6
1067	20	US Hwy 321 / US Hwy 21 / Main St / Wilson Bivd - NB			0.53	0.4
1068	20	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB		IPRESCOTT RD RD	0.52	0.3
1068	20	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB		IVIIIer Ave	0.56	0.6
1068	20	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB		US Hwy 321 / US Hwy 21 / Elmwood Ave	0.58	0.6
1068	20	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB			0.60	0.3
1069	28	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd t - EB	Imineral Springs Ro		0.52	0.2
1069	2A	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd t - EB			0.56	0.4
1069	2C	US Hwy 3/8 / Columbia Ave / Augusta Hwy / Sunset Blvd t - EB	Main St	Piokens St	0.57	0.4
10/0	2A	US Hwy 3/8 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB	Berly St	Park Road	0.55	0.4
10/0	2B	US Hwy 3/8 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB	II 26 NB Ramp	Hospital Dr W	0.56	0.4
1070	2B	US Hwy 3/8 / Columbia Ave / Augusta Hwy / Sunset Blvd - WB		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		Columbia Mall Entrance	0.55	0.5
1072	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - SW	ALPINE RD RD		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			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















#### 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	Reverse	Old	Dauta Nama	Length
Route ID	Route ID	Route ID		(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 S / Lake Dr / Dreher Shoats Rd	21
1049	1050	28	SC Hwy 768 / Shop Rd	7.6
1051	1052	35	St Andrews Rd	13





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
1		SC Hwy 6 ( Lake Dr / Dreh	er Shoals Roi - NB		
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	lmo 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 Carley Rd	0.86	0.4
LOSD					
LOSE					
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 6is 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 S	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	Е
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	Е
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	Е
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	Е
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	Е
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 Northwo	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	Е
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	Е
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	Е
29	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - NB	Clarendon St TO PRESCOTT RD RD	Signal	Е
30	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd - SB	Confederate Ave TO US Hwy 321 / US Hwy 21 / Elmwood Ave	Signal	Е
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	Е
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	Е
35	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - WB	Augusta Rd/Klapman Blvd TO Dreher Rd	Cross Street	Е
36	US Hwy 76 / Devine St / Garners Ferry Rd - EB	Patterson Rd TO Pineview Rd	Signal	Е
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	LOS
38	Clemson Bd / Killian Bd - WB	SUMMIT PKWY PKWY TO Hardscrabble Bd	Signal	I F '
39	Clemson Rd / Killian Rd - WB	SC hwy 12 TO I 20	Signal	F
40	Columbia Ave - EB	CLABK ST ST TO I 26	Signal	t E
41	Columbia Ave - WB	CLARK ST ST TO Amicks Ferry Rd	Signal	
42	Hardscrabble Rd - NE	BRICKYARD RD RD TO Clemson Rd / Killian Rd	Signal	TE!
43	Hardscrabble Rd - NE	77 TO STATE HWY 555	Signal	
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	T 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	ŢΕ
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	<u>  F</u>
76	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd / Geravis St	GADSDEN ST ST TO US Hwy 321 / Huger St	Signal	<u>↓ F</u>
77	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	Faust St TO DECKER BLVD BLVD	Signal	ĻĔ
78	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd - NE	No Name TO SPARKLEBERRY LN LN	Signal	
79	US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd - EB	US HWY 1 TO Dreher Rd	Cross Street	Ļ≞
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 Churc	Signal	<u>↓</u> Ē
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









### 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 23<sup>rd</sup> 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 Transportations 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.

Route ID         Columbian         Columbian <thcolumbian< th=""> <thc< th=""><th>New</th><th>Boute Name</th><th>То</th><th>From</th><th>Length</th></thc<></thcolumbian<>	New	Boute Name	То	From	Length
1001         Clemson Rd / Killian Rd         SC Hwy 12 / Parcival Rd         L/26         5.4           1002         Columbia Ave         Amicks Ferry Rd         L/26         5.4           1002         Columbia Ave         SC Hwy 60 / Lake Murray Bhd         Harbison Blvd         0.9           1001         Earth Rd / Spears Creak Church Rd / Woodcreek Farm Rd         Clemson Rd         US Hwy 17 / Wo Notch Rd         1.9           1001         Hardsrabbe Rd         US 21 / Wison Blwd / Main St         Rimer Pond Rd / Kelly Mill Pond Rd         24.3           1013         Hwy 302 / Edmund Hwy         SC Hwy 61 / Lake Dr         1.26         7.3           1016         Hardsrabbe Milgond Rd / Westlake Rd / Woodcreek Farm Rd         US Hwy 170 / Broad River Rd         Hollingehed Rd (North Intersection)         8.0           1012         Longs Pond Rd / Pisgah Church Rd         Nazareth Rd         Loe Rd         1.3           1027         Jacobe Milgond Rd / Westlake Rd / Woodcreek Farm Rd         US Hwy 376 / Sunset Bivd         Lawel Rd         2.2           1028         Minaral Springs Rd         US Hwy 376 / Sunset Bivd         Lawel Rd         2.4           1026         Old Cherokee Rd         St Parts Church Rd         Sc Hwy 21 / Sinset Bivd         2.2           1029         Parts Terr / Bower Plowy	Route ID	noute nume	10	r toin	(Miles)
1002         Columbiane Dr         Arnicks Ferry Rd         1.26         5.4           1006         Columbiane Dr         SC Hwy 80 / Lake Murray Blvd         Harbison Blvd         0.9           1007         Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd         Clemson Rd         L28         1.6           1011         Hardsorable Rd         L28         Rimer Pond Rd / Kelly Mill Pond Rd         24.3           1013         Hwy 302 / Edmund Hwy         SC Hwy 61 / Lake Dr         L26         2.2           1015         Hwy 321         Mack Si / SC Hwy 31         Craft Si         7.3           1017         Jacobo Millpond Rd / Westlake Rd / Woodcreek Farm Rd         H20         Yoodcreek Farms Rd         1.3           1019         Longb vond Rd / Vestlake Rd / Woodcreek Farm Rd         Nazareth Rd         Old Cherokee Rd         1.5           1022         Longb vond Rd         Vestlake Rd / Woodcreek Farm Rd         US Hwy 376 / Sunset Blvd         Larrel Rd         1.2           1028         Minear Springs Rd         US Hwy 376 / Sunset Blvd         Larrel Rd         1.2           1028         Minear Springs Rd         US Hwy 376 / Sunset Blvd         2.4         1.3           1029         Park Ter / Bower Pkwy         Harbison Blvd         Parel Springs Rd         2.4<	1001	Clemson Rd / Killian Rd	SC Hwy 12 / Percival Rd	US Hwy 21 / Wilson Blvd / Main St	12.3
1005         Columbiana Dr         SC Hwy 60 / Lake Murray Blvd         Harbison Blvd         0.9           1007         Earth Rd / Spaars Creek Church Rd / Woodcreek Farms Rd         US 21 / Wilson Blvd / Main St.         Rimer Pond Rd / Keily Mill Pond Rd         24.3           1011         Hardscrabble Rd         US 21 / Wilson Blvd / Main St.         Rimer Pond Rd / Keily Mill Pond Rd         24.3           1013         Hwy 302 / Edmund Hwy         SC Hwy 51 / Lake Dr         L26         7.3           1016         Hwy 321         Maack St / SC Hwy 31         Cratt St.         7.3           1017         Jacobs Milgond Rd / Westlake Rd / Woodcreek Farm Rd         L20 Frontage Rd         Woodcreek Farms Rd         1.3           1018         Kennerity Rd         Woodcreek Farms Rd         L28         1.3           1022         Longs Pont Rd / Piegah Church Rd         Nazareth Rd         Old Cherokee Rd         1.5           1023         Golgtown Rd         Lave Rd         S.0         2.6         1.6           1020         Park Ter / Bower Pkwy         Harbison Bvd         US Hwy 376 / US Hwy 376 / US Hwy 76 / Garnes Ferry Rd         2.4           1027         Old Cherokee Rd         St Hwy 28 / Leasburg Rd         St Hwy 28 / Leasburg Rd         2.4           1031         Pignirn Church Rd	1003	Columbia Ave	Amicks Ferry Rd	1-26	5.4
1007         Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd         Clemson Rd         US Hwy 1/Two Notch Rd         1.9           1008         Hardson Bild         Nandrews Rd         Hardsor Andrews Rd         Hardsor Andrews Rd         1.86           1011         Hardsorabile Rd         US 21 / Wilson Bild / Main St.         Rimer Pond Rd / Kely Mill Pond Rd         24.3           1013         Hwy 302 / Edmund Hwy         SC Hwy 61 / Like Dr         1.26         2.2           1016         Hardsorabile Rd         Woodcreek Farms Rd         1.3         1.3           1017         Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd         LO Forntage Rd         Woodcreek Farms Rd         1.3           1019         Kennerky Rd         US Hwy 176 / Broad River Rd         Loe Rd         1.5           1022         Longs Pond Rd / Pisgah Church Rd         US Hwy 737 / Sunset Bird         2.4           1027         Old Cherokee Rd         St Peters Church Rd         US Hwy 378 / Sunset Bird         2.4           1029         Park Ter / Bower Pkwy         Harbison Bird         St Hwy 61 / Like Dr         11.1           1030         Plart Springs Rd         Old Cherokee Rd         St Hwy 61 / Like Dr         2.4           1037         Plarewer Rd         Old Cherokee Rd         St Hwy 61 / Me	1005	Columbiana Dr	SC Hwy 60 / Lake Murray Blvd	Harbison Blvd	0.9
1000         Harbison Blvd         St. Andrews Rd         I-26         1.6           1011         Harbison Blvd / Main St.         Rimer Pond Rd / Keily Mill Pond Rd         24.3           1013         Hwy 302 (Edmund Hwy         SC Hwy 61 (Lake Dr         I-26         2.2           1016         Hwy 31         Craft S1         7.3         7.3           1017         Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd         I-20 Frontage Rd         Woodcreek Farms Rd         1.3           1018         Hwy 321         Mack S1 / SC Hwy 51         Craft S1         7.3           1011         Hardspand Rd / Westlake Rd / Woodcreek Farm Rd         I-20 Frontage Rd         Woodcreek Farms Rd         1.3           1012         Longbwrn Rd         Mack S1 / SC Hwy 555 / Farrow Rd         Learel Rd (North Intersection)         8.0           1021         Longbwrn Rd         US Hwy 376 / Sunset Blvd         Laurel Rd         2.4           1025         Mineral Springs Rd         US Hwy 376 / Sunset Blvd         Earer Rd         2.4           1033         Phoreker Rd         So Hwy 126 / Insert Brund Rd / North Rd         US Hwy 376 / Sunset Blvd         2.6           1033         So Hwy 126 / Insert Brund Rd / Raser Struct Rd         So Hwy 62 / Lake Dr         1.11         1.13	1007	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	Clemson Rd	US Hwy 1 / Two Notch Rd	1.9
1011         Hardscrabble Rd         US 21 / Wilson Blvd / Main St.         Rimer Pond Rd / Kelly Mill Pond Rd         24.3           1013         Hwy 321         Mack SI / SC Hwy 61         Craft St.         7.3           1017         Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd         1.20 Frontage Rd         Woodcreek Farms Rd         1.3           1019         Kennerky Rd         Woodcreek Farm Rd         1.20 Frontage Rd         Woodcreek Farms Rd         1.3           1019         Kennerky Rd         Woodcreek Farms Rd         1.26         Holingshed Rd (North Intersection)         8.0           1021         Longtown Rd         US Hwy 378 / Sunset Blvd         Leare Rd         17.8           1022         Old Cherokee Rd         SI Peters Church Rd         US Hwy 378 / Sunset Blvd         22.6           1023         Park Terr / Bower Pkwy         Hardson Bivd         Plane Rd         SI Hwy 76 / Garners Ferry Rd         24.4           1031         Pineview Rd         Si Hwy 71 / Garners Ferry Rd         24.4         Si Holy 76 / Garners Ferry Rd         24.4           1033         Pineview Rd         Si Hwy 72 / Forcival Rd / Taylor St / Fort Jackson         US Hwy 321 / US Hwy 76 / Garners Ferry Rd         24.5           1034         Si Huy 71 / Forcival Rd / Taylor St / Fort Jackson         US Hwy 721 / Gwode /	1009	Harbison Blvd	St Andrews Rd	1-26	1.6
1013         Hwy 302 / Edmund Hwy         SC Hwy 6 / Lake Dr         I-26         2.2           1015         Hwy 321         Mack St / SC Hwy 31         Craft SL         7.3           1017         Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd         I-20 Frontage Rd         Woodcreek Farm Sd         1.3           1019         Kennerly Rd         US Hwy 176 / Broad River Rd         Holingshed Rd (North Intersection)         8.0           1021         Longs Pond Rd / Pisgah Church Rd         Nazareth Rd         Old Cherokee Rd         1.5           1025         Mineral Springs Rd         US Hwy 376 / Sunset Blvd         Laurel Rd         2.4           1026         Mineral Springs Rd         US Hwy 376 / Sunset Blvd         2.4         1.7           1029         Park Terr / Bower Pkwy         Harbison Blvd         Piney Grove         8.1           1033         Pineview Rd         So Hwy 76 / Carnets Derry Rd         2.4           1033         So Hwy 126 / Forest Dr / Percival Rd / Taylor S1 / Fort Jackson         US Hwy 378 / US Hwy 76 / Carnets Derry Rd         2.1           1033         So Hwy 216 / Mentieelin Rd         So Hwy 202 / Charleston Hwy         2.6         1.3           1034         So Hwy 125 / Mentieelin Rd         So Hwy 217 / Bul St         MOB Doundary (19 Miles Net Md Hd)         <	1011	Hardscrabble Rd	US 21 / Wilson Blvd / Main St	Rimer Pond Rd / Kelly Mill Pond Rd	24.3
1015         Hwy 321         Mack SI / SC Hwy 31         Craft St         7.3           1017         Jacobs Millgond RJ / Westlake RJ / Woodreek Farm Rd         1.3         1.3           1019         Kennerly Rd         US Hwy 176 / Broad River Rd         Hollingshed Rd (North Intersection)         8.0           1021         Longtown Rd         SC Hwy 556 / Farrow Rd         Lee Rd         1.5           1023         Longtown Rd         US Hwy 378 / Sunset Blvd         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         Pingrim Church Rd         Old Cherokee Rd         St Peters Church Rd         US Hwy 378 / US Hwy 76 / Garners Ferry Rd         2.4           1033         Pineyiew Rd         Shop Rd         US Hwy 378 / US Hwy 76 / Garners Ferry Rd         2.4           1035         Pinetise Rd         St Hwy 217 / Dreixia Rd / Taylor St / Fort Jackson         US Hwy 76 / Garners Ferry Rd         1.20           1033         SC Hwy 121 / Forest Dr / Percival Rd / Taylor St / Fort Jackson         US Hwy 76 / Garners Ferry Rd         1.23           1034         SC Hwy 215 / Menticelio Rd         The Blvd         1.20	1013	Hwy 302 / Edmund Hwy	SC Hwy 6 / Lake Dr	1-26	2.2
1017         Jacobs Millipond Rd / Wesitake Rd / Woodcreek Farm Rd         1-20 Frontage Rd         Woodcreek Farms Rd         1.3           1019         Kennerly Rd         US Hwy 176 / Broad River Rd         Hollingshed Rd (Noth Intersection)         8.0           1021         Longs Pond Rd / Pisgah Church Rd         Nazareth Rd         Old Cherokee Rd         1.5           1025         Mineral Springs Rd         US Hwy 176 / Sunset Blvd         Laer Rd         2.4           1027         Old Cherokee Rd         St Peters Church Rd         US Hwy 176 / Sunset Blvd         2.4           1029         Park Terr / Bower Pkwy         Harbison Blvd         Piney Grove         8.1           1031         Pingrim Church Rd         Old Cherokee Rd         SC Hwy 61 / Lake Dr         11.1           1033         Pineview Rd         Saddel Horn Way         SC Hwy 62 / Charleston Hwy         26.6           1037         SC Hwy 121 / Forest Dr / Percival Rd / Taylor St / Fort Jackon         US Hwy 176 / Huger St         MPO Boundary (.9 Miles NE of White Pond Rd)         21.1           1033         SC Hwy 212 / Leesburg Rd         US Hwy 76 / Garners Ferry Rd         12.0         24.9           1044         SC Hwy 22 / Leesburg Rd         US Hwy 76 / Garners Ferry Rd         12.0         24.9           1045         SC Hwy 24	1015	Hwy 321	Mack St / SC Hwy 31	Craft St	7.3
1019         Kennerly Rd         US Hwy 176 / Broad Niver Rd         Hollingshead Rd (North Intersection)         8.0           1021         Longs Pond Rd / Pisgah Church Rd         SC Hwy 556 / Farrow Rd         Lee Rd         1.5           1023         Longtown Rd         Laurel Rd         QI Cherokee Rd         2.4           1025         Mineral Springs Rd         US Hwy 378 / Sunset Blvd         2.4           1027         Old Cherokee Rd         St Peters Church Rd         US Hwy 378 / Sunset Blvd         2.2.6           1029         Park Terr / Bower Plowy         Harbison Blvd         Piney Grove         8.1           1031         Pineview Rd         Sc Hwy 576 / Sames Envy Rd         2.4         Sc Hwy 576 / Sames Envy Rd         2.4           1033         Pineview Rd         Saddle Hom Way         Sc Hwy 827 / Us Hwy 76 / Gamers Ferry Rd         2.4           1035         Pineview Rd         Sc Hwy 21 / Forest Dr / Percival Rd / Taylor St / Fort Jackson         US Hwy 321 / US Hwy 176 / Bames Dr         2.0           1043         Sc Hwy 22 / Forest Dr / Percival Rd         US Hwy 76 / Gamders Ferry Rd         US Hwy 787 / US Hwy 16 / Acreston Hwy         2.0           1044         Sc Hwy 28 / Supeed Dr         US Hwy 76 / Gamders Ferry Rd         US Hwy 787 / US Hwy 17 / Geraals St         4.9           1045 <td>1017</td> <td>Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd</td> <td>I-20 Frontage Rd</td> <td>Woodcreek Farms Rd</td> <td>1.3</td>	1017	Jacobs Millpond Rd / Westlake Rd / Woodcreek Farm Rd	I-20 Frontage Rd	Woodcreek Farms Rd	1.3
1021         Longs Pond Rd / Pisgah Church Rd         Nazareth Rd         Old Cherokee Rd         1.5           1023         Longtown Rd         Lee Rd         17.8           1025         Mineral Springs Rd         US Hwy 378 / Sunset Blvd         Laurel Rd         22.4           1027         Old Cherokee Rd         St Peters Church Rd         US Hwy 378 / Sunset Blvd         22.6           1029         Park Ter / Bower Pkwy         Harbison Blvd         Piney Grove         8.1           1031         Pligrin Church Rd         Old Cherokee Rd         SC Hwy 67 / Lake Dr         11.1           1033         Plineview Rd         Stop Rd         US Hwy 378 / US Hwy 76 / Garners Ferry Rd         2.4           1035         Platt Springs Rd         US Hwy 215 / Monticello Rd         The Blvd         Interview Rd         2.6           1039         SC Hwy 212 / Forest Dr / Percival Rd / Taylor St / Fort Jackson         US Hwy 78 / Gamers Ferry Rd         US Hwy 601 / McCords Ferry Rd         12.3           1044         SC Hwy 216 / Methem Sta         US Hwy 76 / Gamers Ferry Rd         US Hwy 601 / McCords Ferry Rd         12.4           1045         SC Hwy 264 / Leesburg Rd         US Hwy 76 / Dutch Fork Rd         US Hwy 701 / McCords Ferry Rd         12.3           1044         SC Hwy 264 / Dusebod Dr / Dreher Shoals	1019	Kennerly Rd	US Hwy 176 / Broad River Rd	Hollingshed Rd (North Intersection)	8.0
1023         Longtown Rd         SC Hwy 555 / Farow Rd         Laurel 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 Pikwy         Harbison Blvd         Piney Grove         8.1           1031         Pilgrim Church Rd         Old Cherokee Rd         SC Hwy 67 / Lake Dr         11.1           1033         Pineview Rd         Shop Rd         US Hwy 378 / US Hwy 76 / Carners Ferry Rd         2.4           1035         Pint Springs Rd         Saddle Hern Way         SC Hwy 62 / Charleston Hwy         26.6           1037         SC Hwy 215 / Konticello Rd         The Blvd         Hord Soc Hwy 22 / Charleston Hwy         26.1           1043         SC Hwy 215 / Menticello Rd         The Blvd         Harden St         US Hwy 60 / McCords Ferry Rd         12.3           1043         SC Hwy 27 / Buil St         Harden St         US Hwy 60 / McCords Ferry Rd         1.6           1047         SC Hwy 780 / Snop Rd         Pineview Dr         US Hwy 780 / McCords Ferry Rd         1.6           1047         SC Hwy 780 / Snop Rd         Pineview Dr         US Hwy 176 / Emwoo	1021	Longs Pond Rd / Pisgah Church Rd	Nazareth Rd	Old Cherokee Rd	1.5
1025         Mineral Springs Rd         US Hwy 378 / Sunset Blvd         Laurel Rd         2.4           1027         Old Cherokee Rd         Str Peters Church Rd         US Hwy 378 / Sunset Blvd         22.6           1029         Park Terr / Bower Pkwy         Harbison Blvd         Piney Grove         8.1           1031         Pligrim Church Rd         Old Cherokee Rd         Sc Hwy 6 / Lake Dr         11.1           1033         Plineview Rd         Shop Rd         US Hwy 378 / US Hwy 76 / Garners Ferry Rd         2.4           1035         Platt Springs Rd         Sc Hwy 26 / Inerst Dr / Peroival Rd / Taylor St / Fort Jackson         US Hwy 378 / US Hwy 76 / Garners Ferry Rd         2.4           1039         SC Hwy 215 / Monticello Rd         The Blvd         The Blvd         1-20E Ramp         2.0           1041         SC Hwy 226 / Leesburg Rd         US Hwy 76 / Garnders Ferry Rd         US Hwy 737 / US Hwy 17 ( Gervais St         4.9           1045         SC Hwy 248 / Leesburg Rd         US Hwy 76 / Dutch Fork Rd         US Hwy 76 / Leerokurg Hwy         2.1           1045         SC Hwy 78 / Shop Rd         Plineview Rd         Sc Hwy 27 / Garners Ferry Rd         1.6           1047         SC Hwy 786 / Shop Rd         Pineview Dr         US Hwy 76 / Einwood Ave         7.6           1048	1023	Longtown Rd	SC Hwy 555 / Farrow Rd	Lee Rd	17.8
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         Pligrim Church Rd         Old Cherokee Rd         Sc Hwy 378 / US Hwy 76 / Lake Dr         11.1           1033         Plineview Rd         Shop Rd         US Hwy 378 / US Hwy 76 / Garners Ferry Rd         2.4           1035         Platt Springs Rd         Sc Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson         US Hwy 321 / US Hwy 76 / Huger St         MPO Boundary (.9 Miles NE of White Pond Rd)         21.1           1035         SC Hwy 215 / Menticello Rd         The Blvd         I-20E Ramp         2.0           1041         SC Hwy 277 / Bull St         Harden St         US Hwy 76 / Garners Ferry Rd         12.3           1043         SC Hwy 47 / Jaul St         Harden St         US Hwy 76 / Garners Ferry Rd         12.3           1044         SC Hwy 67 / Lake Dr / Dreher Shoals Rd         US Hwy 76 / Garners Ferry Rd         12.4           1047         SC Hwy 67 / Shop Rd         Pineview Dr         US Hwy 76 / Garners Ferry Rd         16.5           1047         SC Hwy 76 / Shop Rd         Pineview Dr         US Hwy 76 / Dutch Rd         Sc Hwy 378 / US Hwy 176 / Broad River Rd         16.5	1025	Mineral Springs Rd	US Hwy 378 / Sunset Blvd	Laurel Rd	2.4
10:29         Park Terr / Bower Pkwy         Harbison Blvd         Piney Grove         8.1           10:31         Pilgrim Church Rd         Old Cherokee Rd         SC Hwy 67 / Lake Dr         11.1           10:33         Pineview Rd         Shop Rd         US Hwy 378 / US Hwy 76 / Gamers Ferry Rd         2.4           10:35         Platt Springs Rd         Saddle Horn Way         SC Hwy 62 / Charleston Hwy         26.6           10:37         SC Hwy 21 / 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           10:38         SC Hwy 227 / Leesburg Rd         US Hwy 76 / Gamders Ferry Rd         L3.2         2.0           10:41         SC Hwy 287 / Leesburg Rd         US Hwy 76 / Gamders Ferry Rd         US Hwy 78 / INCCords Ferry Rd         12.3           10:43         SC Hwy 48 / Rosewood Dr / Bluff Rd         SC Hwy 48 / Assembly St / George Rogers Blvd         US Hwy 601 / McCords Ferry Rd         1.6           10:47         SC Hwy 68 / Shop Rd         Pineview Dr         US Hwy 76 / Lake Dr / Dreher Shoals Rd         US Hwy 76 / Duch Fork Rd         SC Hwy 76 / Edmund Hwy         2.1           10:49         SC Hwy 68 / Shop Rd         Pineview Dr         US Hwy 76 / Edmund Hwy         2.1           10:51         Two Notch Rd <td< td=""><td>1027</td><td>Old Cherokee Rd</td><td>St Peters Church Rd</td><td>US Hwy 378 / Sunset Blvd</td><td>22.6</td></td<>	1027	Old Cherokee Rd	St Peters Church Rd	US Hwy 378 / Sunset Blvd	22.6
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 / Gamers Ferry Rd         2.4           1035         Piatt Springs Rd         Saddle Hcm Way         SC Hwy 02 / 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           1038         SC Hwy 215 / Menticelio Rd         The Blvd         I-20E Ramp         2.0           1041         SC Hwy 227 / Buil St         Harden St         US Hwy 76 / Gamers Ferry Rd         12.3           1043         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 76 / Shop Rd         US Hwy 76 / Duth Fork Rd         SC Hwy 49 / Seewood Dr / Bluff Rd         SC Hwy 49 / Seewood Ave         7.6           1045         SC Hwy 76 / Shop Rd         Pineview Dr         US Hwy 76 / Elmwood Ave         7.6           1045         SC Hwy 49 / Meeting St / Augusta Hwy         US Hwy 176 / River Dr         Broad St / Richland Medical Dr         5.4           1055         Two Notch Rd         SC Hwy 49 / Se Sunset Blvd <t< td=""><td>1029</td><td>Park Terr / Bower Pkwy</td><td>Harbison Blvd</td><td>Piney Grove</td><td>8.1</td></t<>	1029	Park Terr / Bower Pkwy	Harbison Blvd	Piney Grove	8.1
1033         Pineview Rd         Shop Rd         US Hwy 78 / US Hwy 76 / Carners Ferry Rd         2.4           1035         Platt Springs Rd         Saddle Hem Way         SC Hwy 602 / Charleston Hwy         26.6           1037         SC Hwy 21 / 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 / Menticello Rd         The Blwd         1-20E Ramp         2.0           1041         SC Hwy 227 / Bull St         US Hwy 76 / Gamders Ferry Rd         US Hwy 76 / McCords Ferry Rd         12.3           1043         SC Hwy 267 / Leesburg Rd         US Hwy 76 / Gamders Ferry Rd         US Hwy 76 / McCords Ferry Rd         12.3           1045         SC Hwy 48 / Rosewood Dr / Bulff Rd         SC Hwy 48 / Assembly St / George Rogers Blvd         US Hwy 76 / McCords Ferry Rd         1.6           1047         SC Hwy 76 / Shop Rd         Pineview Dr         US Hwy 76 / Elmunod Ave         7.6           1051         St Andrews Rd         Fork Ave         US Hwy 176 / Elmunod Ave         7.6           1055         Two Notch Rd         SC Hwy 62 / Shop Rd         19.7         5.4           1055         Two Notch Rd         SC Hwy 63 / Sunset Dr         Broad St / Alcunad Medical Dr         5.4	1031	Pilgrim Church Rd	Old Cherokee Rd	SC Hwy 6 / Lake Dr	11.1
1035         Platt Springs Rd         Saddle Horm Way         SC Hwy 602 / Charleston Hwy         26.6           1037         SC Hwy 12 / Forest Dr / Percival Rd / Taylor St / Fort Jackson         US Hwy 21 / US Hwy 176 / Huger St         MPO Boundary (.9 Miles NE of White Pond Rd)         21.1           1039         SC Hwy 25 / Menticello Rd         The Blvd         I-20E Ramp         2.0           1041         SC Hwy 277 / Bull St         US Hwy 76 / Gamders Ferry Rd         US Hwy 301 / McCords Ferry Rd         12.3           1043         SC Hwy 277 / Bull St         Harden St         US Hwy 301 / McCords Ferry Rd         1.6           1047         SC Hwy 76 / Lake Dr / Dreher Shoals Rd         US Hwy 76 / Dutch Fork Rd         SC Hwy 402 / 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 76 / Elmwood Ave         7.6           1055         Two Notch Rd         SC Hwy 61 / Mceting St / Augusta Hwy         US Hwy 378 / Sunset Blvd         US Hwy 17 / Kell St Hwy 21 / Klapman Blvd         10.4           1055         Two Notch Rd         St Hwy 61 / Mceting St / Augusta Hwy         US Hwy 378 / Sunset Blvd         US Hwy 11 / SC Hwy 21 / Klapman Blvd         10.4           1061         US Hwy 176 / River Dr	1033	Pineview Rd	Shop Rd	US Hwy 378 / US Hwy 76 / Garners Ferry Rd	2.4
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 / Mcnitcello Rd         The Blvd         I-20E Ramp         2.0           1041         SC Hwy 262 / Leesburg Rd         US Hwy 76 / Gamders Ferry Rd         US Hwy 378 / US Hwy 17 (Gervais St         4.9           1043         SC Hwy 48 / Rosewood Dr / Bluff Rd         SC Hwy 48 / Rosewood Dr / Bluff Rd         SC Hwy 48 / Assembly St / George Rogers Blvd         US Hwy 301 / McCords Ferry Rd         1.6           1047         SC Hwy 6 / Lake Dr / Dreher Shoals Rd         US Hwy 76 / Dutch Fork Rd         SC Hwy 76 / Broad St / McCords Ferry Rd         1.6           1049         SC Hwy 6 / Shop Rd         Pineview Dr         US Hwy 76 / Broad St / Richland Medical Dr         7.6           1051         St Andrews Rd         Fork Ave         US Hwy 176 / Broad St / Richland Medical Dr         5.4           1053         Sunset Dr         US Hwy 378 / Sunset Blvd         US Hwy 17 / SC Hwy 22 / Klapman Blvd         10.4           1055         twy 176 / River Dr / Broad River Rd         Amicks Ferry Rd         US Hwy 17 / SC Hwy 21 / Klapman Blvd         10.4           1055         US Hwy 176 / River Dr / Broad River Rd         Amicks Ferry Rd         US Hwy 21 / US Hwy 21 / Klapman Blvd	1035	Platt Springs Rd	Saddle Horn Way	SC Hwy 602 / Charleston Hwy	26.6
1039         SC Hwy 215 / Monticello Rd         The Bivd         I-20E Ramp         2.0           1041         SC Hwy 267 / 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 761 / Dervais 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 76 / Darber Shoals Rd         US Hwy 76 / Durch 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 21 / Meeting St / Augusta Hwy         US Hwy 378 / Sunset Bivd         US Hwy 176 / Broad River Rd         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 321 / US Hwy 21 / Biosom St / Charleston Hwy         !-26         Harden St	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
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 601 / McCords Ferry Rd         1.6           1049         SC Hwy 768 / Shop Rd         Pineview Dr         US Hwy 76 / Elmwood Ave         7.6           1051         St Andrews Rd         Fork Ave         US Hwy 176 / Elmwood Ave         7.6           1055         Two Notch Rd         SC Hwy 6 / Lake Dr         Barr Rd         19.7           1057         US Hwy 176 / River Dr         Broad St / Alichand Medical Dr         5.4           1051         US Hwy 12 / Magusta Hwy         US Hwy 378 / Sunset Blvd         US Hwy 19 / J Clearnean Blvd         10.4           1055         Two Notch Rd         Barr Rd         US Hwy 21 / US Hwy 21 / Huger St         22.6           1061         US Hwy 321 / US Hwy 321 / Blossom St / Charleston Hwy         1-26         Harden St         29.4           1063         US Hwy 321 / US H	1039	SC Hwy 215 / Monticello Rd	The Blvd	I-20E Ramp	2.0
1043SC Hwy 277 / Bull StHarden StUS Hwy 378 / US Hwy 1 / Gervais St4.91045SC Hwy 48 / Rosewood Dr / Bluff RdSC Hwy 48 / Assembly St / George Rogers BlvdUS Hwy 601 / McCords Ferry Rd1.61047SC Hwy 601 / McCords Ferry RdUS Hwy 76 / Dutch Fork RdSC Hwy 302 / Edmund Hwy2.11049SC Hwy 768 / Shop RdPineview DrUS Hwy 76 / Broad River Rd7.61051St Andrews RdFork AveUS Hwy 176 / Broad River Rd1.31053Sunset DrUS Hwy 176 / River DrBroad St / Richland Medical Dr5.41055Two Notch RdSC Hwy 60 / Meeting St / Augusta HwyUS Hwy 378 / Sunset BlvdUS Hwy 176 / Broad River Rd10.41059US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 321 / US Hwy 21 / Huger St22.61061US Hwy 21 / US Hwy 321 / Blossom St / Charleston HwyI-26Harden St9.41063US Hwy 321 / US Hwy 21 / Muger StUS Hwy 321 / US Hwy 21 / US Hwy 21 / US Hwy 21 / US Hwy 378 / Gibson Rd2.21069US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Gibson Rd2.21069US Hwy 378 / Jugusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Gibson Rd2.21069US Hwy 378 / Jugusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Gibson Rd2.21071US Hwy 378 / Jugusta Hwy / Sunset	1041	SC Hwy 262 / Leesburg Rd	US Hwy 76 / Garnders Ferry Rd	US Hwy 601 / McCords Ferry Rd	12.3
1045SC Hwy 48 / Rosewood Dr / Bluff RdSC Hwy 48 / Assembly St / George Rogers BlvdUS Hwy 601 / McCords Ferry Rd1.61047SC Hwy 6 / Lake Dr / Dreher Shoals RdUS Hwy 76 / Dutch Fork RdSC Hwy 302 / Edmund Hwy2.11049SC Hwy 76 / Shop RdPineview DrUS Hwy 76 / Dutch Fork RdSC Hwy 302 / Edmund Hwy2.11051St Andrews RdEork AveUS Hwy 76 / Broad River Rd1.31053Sunset DrUS Hwy 176 / River DrBroad St / Richland Medical Dr5.41055Two Notch RdSC Hwy 6Barr Rd19.71057US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 378 / Sunset BlvdUS Hwy 1 / SC Hwy 1 / Lager St22.61061US Hwy 21 / US Hwy 321 / Blossom St / Charleston HwyI-26Harden St9.49.41063US Hwy 321 / US Hwy 21 / Blossom St / Charleston HwyI-26Harden St9.41064US Hwy 321 / US Hwy 21 / Blossom St / Charleston HwyI-26US Hwy 21 / US Hwy 76 / SC Hwy 277 / Bull St3.41065US Hwy 321 / US Hwy 21 / Main St / Wilson BivdUS Hwy 21 / US Hwy 21 / Huger St2.22.41065US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Plagah Church RdUS Hwy 76 / SC Hwy 277 / Bull St3.41071US Hwy 378 / JAgusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Plagah Church RdUS Hwy 378 / Gloson Rd7.31071US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch RdDevine StWatts Hill Rd0.91073US Hwy 378 / U	1043	SC Hwy 277 / Bull St	Harden St	US Hwy 378 / US Hwy 1 / Gervais St	4.9
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1051St Andrews RdFork AveUS Hwy 176 / Broad River Rd1.31053Sunset DrUS Hwy 176 / River DrBroad St / Richland Medical Dr5.41055Two Notch RdSC Hwy 6Barr Rd19.71055US Hwy 176 / River Dr / Broad River RdSC Hwy 6Barr Rd10.71057US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 176 / CHuy 12 / Klapman Blvd10.41059US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 321 / US Hwy 21 / Huger St22.61061US Hwy 321 / US Hwy 321 / Blossom St / Charleston HwyI-26Harden St9.41063US Hwy 321 / US Hwy 21 / Huger StI-126 / US Hwy 76 / US Hwy 321 / US Hwy 21 / Blossom St / Charleston HwyI-262.41065US Hwy 321 / US Hwy 21 / Linwood AveUS Hwy 321 / US Hwy 21 / Huger St2.41066US Hwy 321 / US Hwy 21 / Main St / Wilson BlvdUS Hwy 321 / US Hwy 21 / Linwood Ave2.21069US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Gibson Rd7.31071US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch RdDevine StWatts Hill Rd0.91073US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd US Hwy 1 / US Hwy 378 / Columbia Ave / Augusta HwySen St11.71075US Hwy 60 / Decine St / Garners Ferry RdRichland/Sumter County LineHarden St21.41077US Hwy 76 / Devine St / Garners Ferry RdRichland/Sumter County LineHarden St6.1 <td>1049</td> <td>SC Hwy 768 / Shop Rd</td> <td>Pineview Dr</td> <td>US Hwy 76 / Elmwood Ave</td> <td>7.6</td>	1049	SC Hwy 768 / Shop Rd	Pineview Dr	US Hwy 76 / Elmwood Ave	7.6
1053Sunset DrUS Hwy 176 / River DrBroad St / Richland Medical Dr5.41055Two Notch RdSC Hwy 6Barr Rd19.71057US Hwy 1/ Meeting St / Augusta HwyUS Hwy 378 / Sunset BivdUS Hwy 1 / SC Hwy 12 / Klapman Bivd10.41059US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 378 / Sunset BivdUS Hwy 21 / US Hwy 21 / Huger St22.61061US Hwy 321 / US Hwy 321 / Blossom St / Charleston HwyI-26Harden St9.41063US Hwy 321 / US Hwy 21 / Limwood AveUS Hwy 321 / US Hwy 21 / Limwood Ave2.41065US Hwy 321 / US Hwy 21 / Elmwood AveUS Hwy 321 / US Hwy 21 / Huger St2.41066US Hwy 321 / US Hwy 21 / Bisson BivdUS Hwy 321 / US Hwy 21 / US Hwy 21 / Huger St3.41067US Hwy 321 / US Hwy 21 / Je Hwy C1 / Elmwood AveUS Hwy 21 / US Hwy 378 / Sec Hwy 22 / Ferry Bull St3.41064US Hwy 378 / Augusta Hwy / Sunset Bivd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Glibson Rd7.31071US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch RdDevine StWatts Hill Rd0.91073US 1 / SC Hwy 12 / Jarvis Klapman Bivd / Main St / Augusta RU US Hwy 18 / Columbia Ave / Augusta HwySen St11.71075US Hwy 76 / Devine St / Garners Ferry RdRichland/Sumter County LineHarden St6.1	1051	St Andrews Rd	Fork Ave	US Hwy 176 / Broad River Rd	1.3
1055Two Notch RdSC Hwy 6Barr Rd19.71057US Hwy 1 / Meeting St / Augusta HwyUS Hwy 378 / Sunset BlvdUS Hwy 1 / SC Hwy 12 / Klapman Blvd10.41059US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 321 / US Hwy 21 / Huger St22.61061US Hwy 21 / US Hwy 21 / Biossom St / Charleston HwyI-26Harden St9.41063US Hwy 321 / Huger StI-126 / US Hwy 76 / US Hwy 321 / US Hwy 21 / Elmwood Ave9.41065US Hwy 321 / US Hwy 21 / Elmwood AveUS Hwy 321 / US Hwy 21 / Bioson St / Charleston Hwy2.41066US Hwy 321 / US Hwy 21 / Bioson St / Main St / Wilson BlvdUS Hwy 321 / US Hwy 21 / Huger St3.41067US Hwy 321 / US Hwy 21 / Main St / Wilson BlvdUS Hwy 321 / US Hwy 176 / Elmwood AveHardscrabble Rd2.21069US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Glibson Rd7.31071US Hwy 378 / US Hwy 1 / Millwocd Ave / Twc Notch RdDevine StWatts Hill Rd0.91073US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta RdUS Hwy 378 / Columbia Ave / Augusta Hwy Senn St11.71075US Hwy 76 / Devine St / Garners Ferry RdRichland/Sumter County LineHarden St6.1	1053	Sunset Dr	US Hwy 176 / River Dr	Broad St / Richland Medical Dr	5.4
1057US Hwy 1 / Meeting St / Augusta HwyUS Hwy 378 / Sunset BlvdUS Hwy 1 / SC Hwy 12 / Klapman Blvd10.41059US Hwy 176 / River Dr / Broad River RdAmicks Ferry RdUS Hwy 321 / US Hwy 21 / Huger St22.61061US Hwy 321 / US Hwy 321 / Blossom St / Charleston HwyI-26Harden St9.41063US Hwy 321 / Huger StI-126 / US Hwy 76 / US Hwy 221 / US Hwy 176Heyward ST2.41065US Hwy 321 / US Hwy 21 / Elmwood AveUS Hwy 321 / US Hwy 21 / US Hwy 21 / Huger StUS Hwy 76 / SC Hwy 277 / Bull St3.41067US Hwy 321 / US Hwy 21 / Main St / Wilson BlvdUS Hwy 176 / Elmwood AveHardscrabble Rd2.21069US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis StCharter Oak Rd / Pisgah Church RdUS Hwy 378 / Gibson Rd7.31071US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch RdDevine StWatts Hill Rd0.91073US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta RdUS Hwy 1 / US Hwy 378 / Columbia Ave / Augusta Hwy Senn St11.71075US Hwy 76 / Devine St / Garners Ferry RdSC Hwy 48 Bluff RdSC Hwy 262 / Leesburg Rd / Westvaco Rd21.4	1055	Two Notch Rd	SC Hwy 6	Barr Rd	19.7
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 21 / 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 21 / Blossom St / Charleston Hwy         I-126 / US Hwy 321 / US Hwy 21 / US Hwy 21 / Blossom St / Charleston Hwy         I-126 / US Hwy 321 / US Hwy 21 / US Hwy 21 / Blossom St / Charleston Hwy         2.4           1063         US Hwy 321 / US Hwy 21 / Light Nood Ave         US Hwy 321 / US Hwy 21 / Blossom St / Charleston Hwy         2.4           1067         US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd         US Hwy 21 / US Hwy 21 / Huger St         US Hwy 76 / SC Hwy 277 / Buil 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	1057	US Hwy 1 / Meeting St / Augusta Hwy	US Hwy 378 / Sunset Blvd	US Hwy 1 / SC Hwy 12 / Klapman Blvd	10.4
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 321 / US Hwy 21 / Jain St / Wilson Bivd         US Hwy 321 / US Hwy 21 / US Hwy 378 / Glbson Rd         2.2           1069         US Hwy 378 / Augusta Hwy / Sunset Bivd / Geravis St         Charter Oak Rd / Pisgah Church Rd         US Hwy 378 / Glbson 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 Bivd / Main St / Augusta Rd US Hwy 1 / US Hwy 378 / Columbia Ave / Augusta Hwy         Sen St         11.7           1075         US Hwy 76 / Devine St / Garners 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	1059	US Hwy 176 / River Dr / Broad River Rd	Amicks Ferry Rd	US Hwy 321 / US Hwy 21 / Huger St	22.6
1063         US Hwy 321 / Huger St         II-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 Bivd         US Hwy 321 / US Hwy 176 / Elmwood Ave         Hardscrabble Rd         2.2           1069         US Hwy 378 / Augusta Hwy / Sunset Bivd / Geravis St         Charter Oak Rd / Pisgah Church Rd         US Hwy 378 / Glbson Rd         7.3           1071         US Hwy 378 / US Hwy 1 / Millwocd Ave / Twc Notch Rd         Devine St         Watts Hill Rd         0.9           1073         US 1 / SC Hwy 12 / Jarvis Klapman Blvd / Main St / Augusta Rd         US Hwy 378 / Columbia Ave / Augusta Hwy         Sen St         11.7           1075         US Hwy 76 / Devine St / Garners Ferry Rd         Richland/Sumter County Line         Karden St         6.1	1061	US Hwy 21 / US Hwy 321 / Blossom St / Charleston Hwy	1-26	Harden St	9.4
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 Bivd         US Hwy 31 / US Hwy 176 / Elmwood Ave         Hardscrabble Rd         2.2           1069         US Hwy 378 / Augusta Hwy / Sunset Bivd / Geravis St         Charter Oak Rd / Pisgah Church Rd         US Hwy 378 / Gibson Rd         7.3           1071         US Hwy 378 / US Hwy 1 / Millwocd Ave / Twc Notch Rd         Devine St         Watts Hill Rd         0.9           1073         US 1 / SC Hwy 12 / Jarvis Klapman Bivd / Main St / Augusta Rd US Hwy 1 / US Hwy 378 / Columbia Ave / Augusta Hwy         Sen 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	1063	US Hwy 321 / Huger St	I-126 / US Hwy 76 / US Hwy 321 / US Hwy 176	Heyward ST	2.4
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 / Millwocd Ave / Twc 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       Sen St       11.7         1075       US Hwy 60 / 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	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
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 61 / 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	1067	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	US Hwy 21 / US Hwy 176 / Elmwood Ave	Hardscrabble Rd	2.2
1071         US Hwy 378 / US Hwy 1 / Millwocd Ave / Twc 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         Sen St         11.7           1075         US Hwy 61 / 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	1069	US Hwy 378 / Augusta Hwy / Sunset Blvd / Geravis St	Charter Oak Rd / Pisgah Church Rd	US Hwy 378 / Gibson Rd	7.3
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	1071	US Hwy 378 / US Hwy 1 / Millwocd Ave / Twc Notch Rd	Devine St	Watts Hill Rd	0.9
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	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
1077 US Hwy 76 / Devine St / Garners Ferry Rd Richland/Sumter County Line Harden St 6.1	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	1079	White Pond Rd / Church St	1-20	US Hwy 1 / Main St	26.6

#### Table 1: Corridors Identified for Congestion Screening











### **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 = Travel Speed / 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) <u>Highway Capacity Manual 2000 (HCM)</u> 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 || (Cl) > 0.84
- LOS B || (Cl) 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.).















Route	Мар ПО	Start	End	C.I.	Length (mi)
		Clems	son Rd / Killian Rd		(1117)
1001	1C	No Name	177	0.60	0.4
1001	<u>1</u> C	Longtown Rd	Hardscrabble Rd	0.66	1.4
1001	<u>1C</u>	STATE HWY 555	Longtown Rd	0.71	0.6
1001	10		STATE HWY 555	0.83	0.9
1001	10	WILSON BLVD BLVD Hardscrabble Bd	NO NAME SUMMIT PKWY PKWY	0.91	1.3
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		0.95	1.9
1001	2D	SPARKLEBERRY LN LN	SC hwy 12	0.65	0.6
1002		Longtown Rd		0.00	1.4
1002	10	No Name	WILSON BLVD BLVD	0.03	13
1002	10	SUMMIT PKWY PKWY	Hardscrabble Rd	0.79	1.9
1002	10	STATE HWY 555	177	0.84	0.9
1002	10	177	No Name	0.85	0.4
1002	1D	No Name	SUMMIT PKWY PKWY	0.38	0.6
1002	1D		Hardscrabble Rd	0.79	1.9
1002		SPARKLEBERRY LN LN	Earth Rd / Spears Greek Church Rd / Woodcreek Farms Rd	0.83	1.0
1002		Lartin R0 / Spears Greek Church R0	US Hwy 3787 US Hwy 17 Milliwood Ave 7 Two Notch Rd	1.00	1.8
1002	2D	SC hwy 12	SPARKI FRERRY I N I N	0.61	0.0
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	126	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	126	CLARK ST ST	0.92	1.8
1005	0.0	C	olumbiana Dr		0.0
1005	2B 2B	Crossbow Dr	STATE HWY 60	0.83	0.6
1005	2B	Columbiana Cir/Lanneau Ct	Crossbow Dr	1.02	0.2
1005	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		Turkey Grossing/Woodcreek farms Rd	US Hwy 3787 US Hwy 17 Milliwood Ave 7 Two Noton Rd	1.18	0.7
1008	1D	Snears creek Church Bd	Clemson Bd / Killian Bd	0.79	0.0
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
			larbison 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	126	0.99	0.4
1010	2B	Bower Pkwy	St Andrews Rd	0.67	0.5
1010	2B 2B	120 Columbiana Dr	Columbiana Dr Rower Rkwy	0.89	0.4
1010	2D		rdscrabble Rd	1.07	0.4
1011	10	Elders Pond Dr	lee Bd	0.45	02
1011	10	177	STATE HWY 555	0.63	0.9
1011	10	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	10	Clemson Rd / Killian Rd	Elders Pond Dr	0.72	0.6
1011		SLOAN RD RD RD	IBRICKYARD RD RD	0.80	0.4
1011	10	US HWY 321 / US HWY 21 / Main St / Wilson Blvc	II / / Bud Koof Bd	0.87	1.6
1012	10	Lee Bd	Fiders Pond Dr	0.92	0.2
1012	10	Summit Pkwy	Lee Rd	0.37	0.5
1012	10	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		Clemson Rd / Killian Rd	BRICKYARD RD RD	0.87	1.6
1012			/ /	0.89	0.9
1012		nn 177	/ /   IS Hwy 321 / IS Hwy 21 / Main St / Wileon Blud	0.89	0.9
1012				0.00	1.0

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

### LOS D LOS E LOS F

Route	Мар	Start	End	C.I.	Length
		Hwy	3027 Edmund Hwy		(111)
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 3B	Old Dunbar Rd	AIRPORT BLVD BLVD	0.97	1.8
1013	<u>১চ</u> 3B	Buff Bidge Bd	Princeton Bd	1.14	1.0
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 3B	NB Frontage Rd	Stratford Bd	0.84	0.3
1014	3B	Old Dunbar Bd	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
1015	45		(Hwy 321)	10.04	1.0
1015	4B 70	SOUTHBOUND KD KD		1.84	1.2
1015	4D 4R	Craft	l ewis Bast Bd	1 15	1.9 23
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		Woodcreek Frams Rd	Nursery Ra	0.88	0.7
1018	1D 1D	Woodcreek Bd	Nursery Bd	0.05	0.5
1018	1D	Nurserv Rd	Woodcreek Frams Rd	0.86	0.7
			Kennerly Rd	1	
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 1D	Freshly Mill Rd	Page Derrick Rd	1.19	1.1
1019	1B 1B	Page Derrick Rd	Rollingsned Rd	1.11	1.5
1019	1B	Sam Bradshaw Bd	Osheal Bd	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 1D	Hopewell Church Rd	Sid Sites Rd	1.20	0.7
1020	1B 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	d Rd / Pisgah Church Rd	2	
1021	2A	US Hwy 378 / Columbia Ave / Augusta Hwy	US HWY 378	0.54	0.9
1021	2A	Kawi Kd	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.73	1.6
1021	2A			0.95	0.7
1021	34	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	<u>3</u> A	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 3/8	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.87	0.9
1022	2A 3A	Rawl Bd	Ram Rd	0.95	1.0
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
(J.		(	Longtown Rd		-
1023	10	Clemson Rd / Killian Rd	Longtown Rd	0.41	0.3
1023		STATE HWY 555	Uemson Ha / Killian Ha	0.75	0.4
1023	10	Lee Rd	Lonatown Bd	0.03	1.0
1024	1C	Clemson Rd / Killian Rd	STATE HWY 555	0.80	0.4

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

### LOS D LOS E LOS F

Route	Мар	Start	End	C.I.	Length
ID 1024		Longtown Bd	Clemson Bd / Killian Bd	0.84	(mi)
1024		Min	eral Springs Rd	10.04	0.3
1025	2B	120	Laurel Rd	0.99	0.7
1025	2B	US Hwy 378 / Columbia Ave / Augusta Hwy	1 20	1.01	1.8
1026	2B	120	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.73	1.8
1026	2B	Laurel Rd	120	0.84	0.7
1007				10.70	0.5
1027	2A 2A	SC Hwy 6 / Lake Dr / Drener Shoals Rd	US HWy 378 SC Hwy 6 / Laka Dr / Drobar Shaala Rd	0.78	0.5
1027	2A 2A	I ongs 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 Wigo Form Rd	Old Chapin Rd	0.60	0.7
1028	2A 2A	Pilarim Church Bd	Maxie Bd	0.86	0.8
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
1000		Park	Terr / Bower PKwy	10.54	0.0
1029	20 2R	Park Terrace Rd/Rower Pkwy	PINEY GROVE RD RD	0.51	0.3
1029	2B	Park Terrace Rd/Bower Pkwv	Harbison Blvd	0.33	0.3
1030	2B	PINEY GROVE RD RD	Park Terrace Rd/Bower Pkwy	1.05	0.5
		Pile	grim 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 24	Absalom Ct	Old Cherokee Bd	0.80	0.4
1032	2A	Tranquil Pt	Absalom Ct	0.96	0.5
		(	Pineview Rd	1	
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		0.85	0.5
1034	<u>3C</u> 2C	KK US Hun 76 / Davida St / Corpore Form Rd	SC Hwy 768 / Shop Rd	0.52	0.5
1034	30 30	BR	BB	0.98	0.7
		(PI	att Springs Rd	10.00	
1035	2B	RR	CHARLESTON HWY HWY	0.82	1.0
1035	2B	Rainbow Dr	RR	0.87	0.5
1035	2B		Rainbow Dr	0.96	0.5
1035	3A 2A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	NEW ORANGEBURG RD RD	0.48	0.4
1035	3B	Emine Bd	WATTI ING RD RD	0.03	0.4
1035	3B	NEW ORANGEBURG RD RD	Neal Dr	0.93	2.4
1035	3B	1 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 2B	RB	li ∠o Bainbow Dr	1.05 0.85	1.3
1036	2B	CHARLESTON HWY HWY	IRR	1.00	1.0
1036	2B	Rainbow Dr	126	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 2D	LEMINE KO	IEMANUEL CHUKCH KD KD		1.8
1030	3B 3R	Neal Dr		0.93	0.4 24
1036	3B	126	WATTLING RD RD	1.00	1.3
1036	3B	Rainbow Dr	126	1.07	0.5
1036	3B	EMANUEL CHURCH RD RD	Neal Dr	1.14	2.4
		SC Hwy 12 / Fore	est Dr / Percival Rd / Taylor St	1.	
1037	1D	Brazell Rd	White Pond	1.06	2.1
103/		STATE HWY S-40-1098 White Pond	MPO Boundary	1.07	2.8
1037	2C	GADSDEN ST ST	ISC Hwy 768 / Shop Rd	0.31	0.9
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	20	ALFINE RU RU Harrison Rd		0.84	0.2
1037	2C	No Name	Lakeshore Dr	0.95	0.5
1037	2Ċ	Saint Julian Pl	Harrison Rd	0.97	0.5

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

### LOS D LOS E LOS F

Route	Мар	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	177	1.08	0.7
1037	2C	SC Hwy 277 / Bull St	BARNWELL ST ST	1.11	0.3
1037	<u>2C</u>	Lakeshore Dr	STATE HWY 12	1.12	0.6
1037	2C	US Hwy 321 / Huger St	GADSDEN ST ST	1.13	0.3
1037	20		ALPINE RD RD	1.14	1.3
1037	20	BARNWELL ST ST Providence Rd	Pine Si	1.22	0.4
1037	20	Pinehurst Rd	Saint Julian Pl	1.22	0.2
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	20		No Name	0.43	0.5
1038	20	Atascadoro Dr/Groonbill Bd		0.49	0.3
1038	20	Smallwood Bd		0.02	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	177	Mominglo Ln	1.07	0.7
1038	2C	ALPINE RD RD	177	1.09	1.3
1038	20	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	20			1.22	0.6
1038	20	STATE HWV 12		1.22	1.5
1038	20	GLENWOOD BD BD	Pinehurst Bd	1.24	0.0
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	y 215 / Monticello Rd	-	
1039	2B	Blue Ridge Terrace	THE BLVD BLVD	0.87	1.6
1039	20	I 20 East Ramp	Blue Ridge Terrace	0.71	0.4
1039	20		THE BLVD BLVD	0.87	1.6
1040	20		L20 East Ramp	0.90	1.0
1040	20		Riue Ridge Terrace	0.00	1.6
1010	20	SC Hw	v 262 / Leesburg Bd	10.00	1.0
1041	20	KING CHABLES BD BD	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		1.02	0.7
1041		Ungress Ka	DO HWY 6UT / MCCORDS FERRY KO	0.85	2.3
1041	20		Iamos Browder Rd	0.90	1.5
1041	20	James Browder Bd	Mt Flon Church Bd	0.90	21
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		II-// NB on Ramp	0.91	0.8
1042			Lilmor Pd	0.92	1.5
1042	20			1.01	0.7
1042	20	US Hwy 601 / McCords Ferry Rd	Congress Bd	0.91	23
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

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

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	Table 2E: 2008 Entire Corridor No	etwork – AM Peak Period
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Route	Мар	Start	End	C.I.	Lengt
1042	2D	James Browder Rd	I BROWNS CHAPEL RD RD	1.00	(m) 11
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 / B	full St	1	
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		SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.66	0.4
1044	2C			0.72	0.4
1015				10.57	
1045	20	STATE HWY 48	SC Hwy 768 / Shop Rd	0.57	0.4
1045	20	Idlewiide Biva		0.85	0.6
1045	20	Berea Ro		0.96	0.5
1045	30	A St Idlowildo Blyd		0.59	0.0
1045	30		Idlewilde Blvd	0.85	1.0
1045	30		Idlewilde Blvd	0.34	1.4
1045	30	Esters Swamp Rd	IAVALON DR DR	0.99	12
1045	3C	Colev Rd	Esters Swamp Rd	1.00	2.9
1045	3C	Coley Rd	Esters Swamp Rd	1.00	2.9
1045	ЗC	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	IMt View Rd	1.01	2.3
1045	3D	Martin Luther King Blvd		1.01	2.0
1045	3D		IS Gedar Creek Hd	1.01	0.9
1045	<u>3D</u>	STATE HWY 769 U.C. Liver 201 (McCourde Forms Del	IKR Llannia Oplina Dd	1.02	0.2
1045	າ⊏	US Hwy 6017 MicCords Ferry Rd	Criffing Crock Rd	1.01	2.2
1045	<u>ು⊏</u>	Jack Paul nu		1.01	1.0
1045	7E	US Hwy 601 / McCords Ferry Bd	Jack Fadi Nu	0.95	22
1045	20	SC Hwy 768 / Shop Bd	ISTATE HWY 48	0.55	0.4
1046	20	STATE HWY 48	Berea Bd	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	A I LAS RD RD	IAVALON DR DR	1.04	0.6
1046	3C	Berea Rd		1.20	0.6
1046	30			1.21	0.7
1046	3D 2D	nn S Cadar Craak Pd	וסואוב חואד לפש וסם	0.99	0.2
1040	3D 3D	Griffing Crook Bd	Lack Paul Bd	1.02	1.9
1046	30	Mt View Bd	S Cedar Creek Bd	1.02	1.0
1046	3D	LOWER RICHLAND BLVD BI VD	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	ЗE	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 67 Lake Dr7 Drehe	er 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	KR Owerst Block	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd / Main St	0.60	1.0
1047	2A	Sunset Blvd	Uld Cherokee Hd	0.77	0.6
1047	2A		US Hwy 1/6 / River Dr / Broad River Rd	0.78	2.1
1047	28	Old Charakaa Rd	Dilarim Church Dd	0.79	0./
104/	2A			10.01	1.2
1047	2	Pilarim Church Rd	Landrow ( Corley Rd	noc	∩ /

LOS D LOS E LOS F
Table 2F: 2008 Entire Corrido	r Network – AM Peak Perio	d

1047		Start	End	C.I.	(mi)
104/	2A	120	IRR	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 Bd	STATE HWY 6	1.12	2.2
1047	2B	Andrew Corley Bd	Corley Mill Bd	1 09	0.8
1047	2B	Corley Mill Bd	STATE HWY 6	1 12	22
1047	34		Platt Springs Bd	0.37	0.6
1047	20			0.57	0.0
1047	24	Diatt Springs Pd	No Nomo	0.55	0.4
1047	3A 0A		INU Name	0.74	0.4
1047				0.76	1.0
1047	3A			0.83	1.2
1047	3A			0.89	0.7
1047	<u>3A</u>	State Hwy S		1.00	1.5
1047	38	Hwy 302 / Edmund Hwy	State Hwy S	0.91	1.5
1047	3B	State Hwy S		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	17
1048	24	STATE HWY 6	Corley Mill Bd	1 1 1 1	22
1040	2 <u>R</u>	Corley Mill Bd	Andrew Corley Bd	0.02	0.8
1040	20		Corloy Mill Rd	1 1 1	0.0
1040	20			0.42	2.2
1040	3A 2A		Diatt Springs Dd	0.42	0.4
1048	3A	No Name	True Natala Del	0.48	0.4
1048	3A			0.69	0.7
1048	<u>3A</u>			0.90	1.2
1048	<u>3A</u>		State Hwy S	0.95	1.5
1048	I 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 1048	3A 3B	Two Notch Rd State Hwy S	NAZARETH RD RD Hwy 302 / Edmund Hwy	0.98 0.85	1.7 1.5
1048 1048 1048	3A 3B 3B	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S	0.98 0.85 0.95	1.7 1.5 1.5
1048 1048 1048	3A 3B 3B	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD (SC H	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd	0.98 0.85 0.95	1.7 1.5 1.5
1048 1048 1048 1048	3A 3B 3B 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST	0.98 0.85 0.95 0.37	1.7 1.5 1.5 0.4
1048 1048 1048 1049 1049	3A 3B 3B 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD (SC H RR GREENE ST ST	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.98 0.85 0.95 0.37 0.37	1.7 1.5 1.5 0.4 0.4
1048 1048 1048 1049 1049 1049	3A 3B 3B 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd	0.98 0.85 0.95 0.37 0.75 0.77	1.7 1.5 1.5 0.4 0.4 0.5
1048 1048 1048 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd /	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave	0.98 0.85 0.95 0.75 0.75 0.77 0.84	1.7 1.5 1.5 0.4 0.4 0.5 0.5
1048 1048 1048 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Tavlor St	0.98 0.85 0.95 0.75 0.75 0.77 0.84 0.95	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD (SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR	0.98 0.85 0.95 0.77 0.75 0.77 0.84 0.95 0.98	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd BB	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR BB	0.98 0.85 0.95 0.75 0.75 0.77 0.84 0.95 0.98	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RB	0.98 0.85 0.95 0.75 0.75 0.77 0.84 0.95 0.98 0.99 1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 0.4 2 2
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR I 77	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 0.4 0.4 0.4
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR I 77 ATLAS RD RD	0.98 0.85 0.95 0.75 0.77 0.77 0.84 0.95 0.98 0.99 1.04 0.69	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A 3B 3B 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD	0.98 0.85 0.95 0.75 0.77 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 0.4 2.2 0.4 1.0
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A           3B           3B           3B           2C           2C           2C           2C           2C           2C           2C           2C           3B           3B           3B           3C           3C           3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98	1.7 1.5 1.5 0.4 0.5 0.5 0.5 0.4 0.4 0.4 0.4 2.2 0.4 1.0 0.9
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A           3B           3B           3B           2C           3G           3C           3C           3C           3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A           3B           3B           3B           2C           2C           2C           2C           2C           2C           2C           3G           3C           3C           3C           3C           3C           3C           3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04 0.33	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4
1048           1048           1048           1049           1050           1050	3A           3B           3B           3B           2C           2C           2C           2C           2C           2C           2C           3G           3C           3C           3C           3C           2C           2C           2C           2C           2C           3C           3C           3C           3C           3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04 0.33 0.40	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4
1048 1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A         3B         3B         3B         2C         2C         2C         2C         2C         2C         2C         2C         3G         3C         3C         3C         3C         2C         2C         2C         2C         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St	0.98 0.85 0.95 0.75 0.77 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04 0.69 0.83 0.98 1.04 0.33 0.40 0.42	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 1.0 0.9 2.2 0.4
1048 1048 1049 1049 1049 1049 1049 1049 1049 1049	3A           3B           3B           3B           2C           2C           2C           2C           2C           2C           2C           3G           3C           3C           3C           2C           2C           2C           2C           2C           2C           2C           2C           3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St	0.98 0.85 0.95 0.75 0.77 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04 0.69 0.83 0.98 1.04 0.33 0.40 0.42	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1050           1050           1050	3A           3B           3B           3B           2C           3C           3C           3C           3C           3C           2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd) GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04 0.69 0.83 0.98 1.04 0.69 0.83 0.98 1.04 0.33 0.98	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         2C         2C         2C         2C         2C         2C         2C         3G         3C         3C         3C         3C         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR	0.98 0.85 0.95 0.75 0.77 0.84 0.95 0.98 0.99 1.04 0.69 0.83 0.98 1.04 0.69 0.83 0.98 1.04 0.69 0.83 0.98 1.04 0.33 0.98 1.04 0.33 0.40 0.42 0.54 0.56 0.74	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         2C         2C         2C         2C         2C         2C         2C         3G         3C         3C         3C         3C         3C         2C          2C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR	0.98           0.85           0.95           0.75           0.77           0.84           0.95           0.98           0.95           0.98           0.99           1.04           0.69           0.98           1.04           0.98           0.98           0.99           1.04           0.69           0.93           0.98           1.04           0.98           1.04           0.54           0.56           0.74           0.75	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C         3C         3C         2C           2	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR RR RR RR R	0.98           0.85           0.95           0.75           0.75           0.77           0.84           0.95           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.69           0.53           0.40           0.42           0.54           0.75           1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C         3C         3C         3C         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R	0.98           0.85           0.95           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.98           0.98           0.99           1.04           0.69           0.83           0.98           0.98           0.98           0.99           1.04           0.33           0.40           0.42           0.56           0.74           0.75           1.04           0.58           0.74           0.75	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1050           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C         3C         3C         2C         3C           3	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR RR RR HEAT ST ST STATE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R	0.98           0.85           0.95           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.98           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.33           0.98           1.04           0.56           0.74           0.56           0.75           1.04           0.88           0.955	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C          3C          3C <t< td=""><td>Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD I 77 BELTLINE BLVD BLVD</td><td>NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R</td><td>0.98           0.85           0.95           0.77           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.69           0.33           0.98           1.04           0.56           0.75           1.04           0.56           0.75           1.04           0.88           0.955           1.04</td><td>1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4</td></t<>	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD I 77 BELTLINE BLVD BLVD	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R	0.98           0.85           0.95           0.77           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.69           0.33           0.98           1.04           0.56           0.75           1.04           0.56           0.75           1.04           0.88           0.955           1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C          3C          3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD  SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD I 77 BELTLINE BLVD BLVD I 77 BELTLINE BLVD BLVD RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R	0.98           0.85           0.95           0.75           0.77           0.84           0.95           0.95           0.97           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.33           0.40           0.41           0.54           0.56           0.74           0.56           0.74           0.56           0.74           0.56           0.74           0.56           0.74           0.88           0.95           1.03           1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C         3C         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR RR RR HEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R	0.98         0.95         0.95         0.75         0.77         0.84         0.95         0.98         0.99         1.04         0.69         0.83         0.98         1.04         0.69         0.33         0.98         1.04         0.54         0.56         0.74         0.56         0.74         0.56         0.74         0.56         0.74         0.56         0.74         0.56         0.74         0.56         0.74         0.56         0.74         0.75         1.04         0.88         0.95         1.03         1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	3A         3B         3B         3B         2C         3C         3C         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD  SC H R GREENE ST ST R GREENE ST ST R SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd R BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St R R ATLAS RD RD I 77 BELTLINE BLVD BLVD I 77 BELTLINE BLVD BLVD R R STATE HWY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R STATE HWY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R STATE HWY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R STATE HWY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R STATE HWY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R STATE HVY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R STATE HVY 48 R R ATLAS RD RD I 77 SELTLINE BLVD BLVD R R S S S S S S S S S S S S S S S S S	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR RR RR MHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR R	0.98         0.85         0.95         0.75         0.77         0.84         0.95         0.98         0.99         1.04         0.69         0.83         0.98         1.04         0.69         0.83         0.98         1.04         0.69         0.83         0.98         1.04         0.56         0.74         0.56         0.75         1.04         0.88         0.95         1.03         1.03         1.03         1.03	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048         1048         1048         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050	3A         3B         3B         3B         2C         3C         3C         3C         2C         2C         2C         2C         2C         2C         2C         2C         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD  SC H  RR  GREENE ST ST RR  SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR  BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR  STATE HWY 48 RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR  ST ATE HWY 48 RR ATLAS RD RD I 77	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR RR I 777 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Yndrews Rd - NW) TRAM RD RD Harbison Blvd	0.98           0.85           0.95           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.33           0.40           0.56           0.74           0.56           0.75           1.04           0.88           0.95           1.03           1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048         1048         1048         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1049         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050         1050	3A         3B         3B         3B         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H RR GREENE ST ST RR SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd 177 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 RR ATLAS RD RD 177 SELTLINE BLVD BLVD RR STATE HWY 48 RR ATLAS RD RD 177 SELTLINE BLVD BLVD RR STATE MUY 48 RR STATE HWY 48 RR STATE HWY 48 RR ATLAS RD RD 177 SELTLINE BLVD BLVD RR STATE MUY 48 RR STATE HWY 48 RR ATLAS RD RD 177 R IBMO MS	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Morews Rd - NW) TRAM RD RD Harbison Blvd No Name	0.98           0.85           0.95           0.75           0.77           0.84           0.95           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.83           0.98           1.04           0.56           0.74           0.56           0.74           0.56           1.04           0.88           0.955           1.04           0.88           0.955           1.03           1.04	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051	3A         3B         3B         3B         3B         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD  SC H  RR  GREENE ST ST RR  SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd RR  BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd 177 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St RR STATE HWY 48 RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR  St 4  RR  STATE HWY 48 RR ATLAS RD RD I77 BELTLINE BLVD BLVD RR  St 4  St 4  St 4  RR  RR  ST 4  RR  RR  ST 4  RR  RR  ST 4  RR  RR  ST 4  RR  RR  RR  ST 4  RR  RR  RR  RR  RR  ST 4  RR  RR  RR  RR  RR  RR  RR  RR  RR	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD ATLAS RD RD I 77 BELTLINE BLVD BLVD No Name Lamil Rd	0.98           0.85           0.95           0.77           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.33           0.98           1.04           0.69           0.40           0.40           0.41           0.56           0.75           1.04           0.56           0.75           1.04           0.88           0.955           1.03           1.04           0.555           0.62           0.76	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.5 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1048           1048           1048           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051           1051	3A         3B         3B         3B         2C         3C	Two Notch Rd State Hwy S NEW ORANGEBURG RD RD SC H R GREENE ST ST R GREENE ST ST R SC Hwy 12 / Forest Dr / Percival Rd / US Hwy 378 / Columbia Ave / Augusta Hwy SC Hwy 48 / Rosewood Dr / Bluff Rd R BELTLINE BLVD BLVD ATLAS RD RD Pineview Rd I 77 BELTLINE BLVD BLVD College St WHEAT ST ST Elmwood Ave Lady St Blanding St R R STATE HWY 48 RR ATLAS RD RD I 77 BELTLINE BLVD BLVD R R FOLLINGVIEW LN LN R R IRMO MS Kay St Harbison Blvd	NAZARETH RD RD Hwy 302 / Edmund Hwy State Hwy S wy 768 / Shop Rd GREENE ST ST US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd SC Hwy 48 / Rosewood Dr / Bluff Rd Elmwood Ave SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR I 77 ATLAS RD RD BELTLINE BLVD BLVD RR WHEAT ST ST STATE HWY 48 Blanding St College St Lady St RR RR RR RR RR RR RR RR RR BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Andrews Rd - NW TRAM RD RD Harbison Blvd No Name Jamil Rd IBMO MS	0.98           0.85           0.95           0.77           0.75           0.77           0.84           0.95           0.98           0.99           1.04           0.69           0.83           0.98           1.04           0.69           0.33           0.98           1.04           0.69           0.33           0.40           0.42           0.56           0.74           0.56           0.75           1.04           0.88           0.955           1.04           0.88           0.955           0.62           0.76           0.78	1.7 1.5 1.5 0.4 0.4 0.5 0.5 0.4 0.4 0.4 0.4 2.2 0.4 1.0 0.9 2.2 0.4 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4

Route	Мар	Start	End	С.І.	Length
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 2B		IFORK AVE	1.07	0.5
1051	2D 2B	BUSH RIVER RD RD	BB	1.11	0.2
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		0.68	0.4
1052	2B	Woodland His	Kay St Woodland His	0.70	0.3
1052	2B 2B	Kav St	US hwy 176	0.74	0.4
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			1.04	0.5
1052	2 <u>D</u> 2B	TRAM RD RD		1.04	0.2
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		Summeriea Dr/Abingdon Rd	1.03	0.4
1053	20	STATE HWY 2// SB	Board St	0.47	0.3
1053	20	US Hwy 321 / US Hwy 21 / Main St	STATE HWY 277 SB	0.70	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	20	Board St	ISTATE HWY 277 SB	0.82	0.3
1054	20	US Hwy 321 / US Hwy 21 / Main St	ISummenea Di/Abingdon Ro	10.87	0.4
1055	3A	120	Muddy Springs Bd	0 40	02
1055	3A	Barr Rd	Longs Pond Rd / Pisgah Church Rd	0.60	1.0
1055	ЗA	Muddy Springs Rd	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.79	1.8
1055	<u>3</u> A	Longs Pond Rd / Pisgah Church Rd	120	1.01	1.8
1056	3A	Muddy Springs Rd	120	0.75	0.2
1056	3A 24	Longs Pond Rd / Pisgah Church Rd	Barr Rd Longe Bond Bd / Biogen Church Bd	0.82	1.0
1056	3A 3A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	Muddy Springs Rd	0.94	1.8
		US Hwy 1 / Me	eting 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		US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.95	0.8
1057	2D 2C	9TH ST ST	IISTITST IIS Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blvd	0.90	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
1050		US Hwy 1767 Ri	ver Dr7/Broad River Rd - NW	0.55	
1059	1Α 1Δ	3 Dog Bd	State Hwy S-40-405	0.55	0.2 1 /
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	13 Dog Rd Murroy Lindlor rd	0.85	0.5
1059	1A 14		Innuray Lindler rd	0.88 0.88	1.8 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	1 <u>A</u>	Murray Lindler rd	CLARK ST ST	0.97	0.8
1059	1B	Columbiana Dr	Woodrow St	0.65	0.9
1059	1B 1R	Koon Bd	176/76	0.93	1.1 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 Kinnorly/Kinloy Dd	Woodrow St	0.65	0.9
1059	2B 2B	Northwood St	INSET DR DR	0.73	0.4
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

# Table 2G: 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 2B		BUSH RIVER RD RD	0.95	0.6
1059	2D 28			0.95	0.4
1059	2D 2B	STATE HWY S-40-757	BIVERWAI K WAY WAY	0.97	0.8
1059	2B	Pinev 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 / Drener Shoals Rd		0.91	1.2
1060	1A 1A	Stoto Hume S 40 216	US HWY 75	0.93	1.8
1060	1A 1B	176/76	Koon Rd	0.94	2.9
1060	1B	Koon Bd	Woodrow St	0.75	0.7
1060	1B	SC Hwy 6 / Lake Dr / Dreher Shoals Bd	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	KINNERIY/KINIEY RO		0.74	0.4
1060	ZB			0.74	0.5
1060	2D 2B	Dutch Squaro Blvd		0.75	0.5
1060	2D 2B	Western I n	Kinnerly/Kinley Bd	0.70	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	20	SUNSET DR DR	Northwood St	0.96	0.5
1001	00				0.4
1061	2B 2B			0.58	0.4
1061	2D 2B	STATE HWV 215	CHABLESTON HWY HWY	0.00	0.4
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	20		Axtell Dr	1.01	0.2
1061	30 20			0.00	0.5
1061	3D 3R	Dixiana Bd	IIS HWY 21	0.00	0.3
1061	3B	Fish Hatchery Rd	Dixiana Bd	0.87	0.5
1061	3B	Memorial Dr	Glen St	0.93	0.9
1061	3B	126	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	126	HWY 321	0.95	1.8
1062	2B	9TH ST ST	12TH ST ST	0.79	0.4
1062	2B	CHARLESTON HWY HWY		0.91	0.5
1062	28		Clop St	0.96	0.4
1002	2D	STATE HWT 210		0.99	U.4

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

	Table 21: 2008 Entire Co	rridor Network –	AM Peak Period
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	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	<u>2C</u>	Axtell Dr	ISIAIE HWY 2	1.02	0.2
1062	<u>2C</u>	US Hwy 321 / Huger St	Axtell Dr	1.16	0.7
1062	<u>3B</u>	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		Dixiana Rd	0.80	0.5
1062	3B	Gardners Terrace Rd	HWY 321	0.98	0.5
1062	<u>3B</u>	STATE HWY 215	Glen St	0.99	0.4
1062	<u>3B</u>	Glen St	Memorial Dr	1.03	0.9
1062	<u>3B</u>	Fish Hatchery Rd	Gardners Terrace Rd	1.03	1.9
1062	3C	HWY 321	26	1.08	1.8
	_	US H	lwy 3217 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	Hyw 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	Hyw 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	10	PISGAH CHUBCH BD BD	Hardscrabble Bd	0.88	0.5
1067	20	WILKES BD BD	I 20 WB Bamp	0.38	0.4
1067	20	Clarendon St	PBESCOTT BD BD	0.65	12
1067	20	PRESCOTT BD BD	IFRYE BD BD	0.00	0.3
1067	20	STATE HWY 215		0.75	0.3
1067	20			0.73	0.0
1067	20			0.70	0.4
1067	20	LIS Hwy 221 / LIS Hwy 21 / Elmwood Avo	Anthony Avo	0.70	0.0
1067	20	Support Dr		0.00	0.0
1067	20		Hardscrabble Rd	0.03	0.0
1067	20			0.00	0.3
1067	20			0.09	0.5
	20		US RW1 21	0.09	0.5
1007	20			0.91	0.3
1007				0.95	1.0
1007				0.90	0.4
1007		UO MVY ZI		0.99	0.6
				0.83	0.5
8001	20		Sunset Di	0.29	0.3
008	20	Anthony Ave		0.44	0.6
000	20			0.49	0.3
8001				10.74	0.4
1068				10.76	0.6
1068					0.4
1068				0.83	0.5
1068				0.87	1.2
1068			IPRESCUTT RD RD	0.88	0.3
068	20		II 20 WB RAMP	0.90	0.5
1068				0.90	0.3
068	20	PISGAH CHURCH RD RD		0.91	1.0
1068	<u>2C</u>	MASON RD RD RD	IFRYE RD RD	0.91	0.4
1068	<u>2C</u>	Sunset Dr	Anthony Ave	0.95	0.6
1068	2C	SHARPE RD RD	JUS HWY 21	1.03	0.6
		US Hwy 378 / Columb	ia 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
1000	2A	Berly St	US HWY 378	0.78	0.4
I DDA		· · · · · · · · · · · · · · · · · · ·		+	
069	2A	No Name	IBerly St	0.791	0.6

## LOS D LOS E LOS F

October 2008

Route	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 2B	STATE ST ST Whiteford Way	US HWY I Mineral Springs Bd	0.77	0.5
1069	2B	N Lucas St	ISTATE ST ST	0.84	0.4
1069	2B	9TH ST ST	N Lucas St	0.90	0.3
1069	2B	No Name	1 20	0.95	2.9
1069	2B	Old Cherokee Rd	Whiteford Way	0.96	0 <u>.</u> 5
1069	2B	I 26 NB Ramp	N Hook Ave	0.98	0.4
1069	2B	Lott Ct		0.98	0.7
1069	2D 2B	1 20 Mineral Springs Bd		1.98	0.5
1069	2B	Hummingbird dr/Arehart St	LEXINGTON ST ST	1.02	0.2
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 PI	No Name	1.18	0.4
1069	<u>2C</u>	US HWY 1	GADSDEN ST ST	0.41	0.5
1069	20	Main St STATE ST ST		0.00	0.4
1069	20	Grean St	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Bd	0.77	0.5
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 2A	Hormitago Rd	Uld Ullelukee Ru	0.78	0.5
1070	24	Gibson Bd	Barr Bd	0.81	0.7
1070	2A	Barr Bd	Hermitage Bd	1 02	1.4
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	<u>2B</u>	Hospital Dr W	HEBRON DR DR	0.82	0.5
1070	2B 2B	N Hook Ave	L 26 NB Ramp	0.83	0.6
1070	2B	US Hwy 1 / Meeting St / Augusta Hwy	ISTATE HWY 12	0.97	0.4
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
10/0	2B		LEXINGION SI SI	1.07	0.6
1070	2B 2R		No Name	1.07	0.9 2 Q
1070	2B	LEAPHART RD RD	120	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	20	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
10/0	20	US Hwy 1 / Meeting St / Augusta Hwy	STATE HWY 12	1.97	0.3
1070	20	Grean St	SC Hwy 277 / Bull St	1.04	0.0 0.4
10/0	L	US Hwy 378 / US H	vy 1 / Millwood Ave / Two Notch Rd	11.00	0.7
1071	10	Polo Rd	BRICKYARD RD RD	0.56	0.6
1071	10	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			Ivvnite Pona Ra / Church St	0.85	2.6
10/1				10.87	0.4
1071		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

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

Route	Мар	Start	End	C.I.	Length
1071	1D	NB Clemson RD Ramp	STATE HWY S-40-53	1.08	(mi) 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	20	Carter St	CUSHMAN DB DB	0.68	0.3
1071	2C	MAPLE ST ST	Woodrow St	0.75	0.0
1071	2Č	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	20	SC Hwy 12 / Forest Dr / Percival Rd	Read St STATE HWY 16	0.81	0.4
1071	20	Columbia Mall Entrance		0.84	0.5
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
10/1	20	Oniel Ct Spingvallov Bd	I-20 WB Ramp	0.92	0.4
1071	20	Spingvalley nu STATE HWV 16	Carter St	0.94	1.1
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
10/2	10	Polo Rd		0.84	1.1
1072	10			0.89	0.4
1072	1D	Bisdon Way/Valhalla Dr	No Name	0.34	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
10/2		Kelly Mill Ko	Earth Rd / Spears Creek Church Rd / Woodcreek Farms Rd	0.98	1.5
1072	10	Farth Bd / Spears Creek Church Bd		1.01	2.0
1072	20	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	177	0.65	0.4
1072	2C	MAPLE ST ST	Devine St	0.69	0.7
1072	20	Arcadia Lake Dr	SHAKESPEARE RD RD	0.76	0.7
1072	20	HAMPTON ST ST	Opiol Ct	0.77	0.3
1072	20	Spingvallev Bd	Maingate Dr/Windsor Lake Blvd	0.78	0.4
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	20	Kabon Ka	ALMINE KU KU	0.82	0.5
1072	20	LIS Hwy 378 / Columbia Ave / Augusta Hwy		0.84	0.7
1072	20	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	20	Chestnut St	Laurel St	0.93	0.4
10/2	20	No Name	Harrison Bd	1.02	0.5
1072	20	SHAKESPEARE RD RD	Baldwin Rd	1.06	0.5
1072	2C	Baldwin Rd	CUSHMAN DR DR	1.10	0.5
1	-	US 17 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		Declay Bd/Codar Pd	0.97	0.2
1073	2B	Ermine Bd	WATTI ING RD RD	0.27	0.5
1073	2B	WATTLING RD RD	Methodist Park Rd	0.58	0.7

# Table 2K: 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	126	Castle Dr	0.68	0.3
1073	2B	Methodist Park Rd	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	126	Methodist Park Rd	1.15	0.6
1074	2B	Castle Dr	1 26	1.15	0.3
	-	US Hwy	601 / McCords Ferry Rd	-	
1075	2F	Robert Wilson Bd	Circle Dr	1 02	20
10/0				1.05	2.0
1075	2E 2E	Circle Dr	SC Hwy 262 / Leesburg Rd	1.03	2.0
1075 1075	2E 3E	Circle Dr STATE HWY 263	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd	1.03	1.0 2.8
1075 1075 1075 1075	2E 2E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd	1.03 1.03 1.01 1.01	2.0 1.0 2.8 2.0
1075 1075 1075 1075 1075	2E 2E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263	1.03 1.03 1.01 1.01 1.02	2.0 1.0 2.8 2.0 2.9
1075 1075 1075 1075 1075 1075	2E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR	1.03 1.03 1.01 1.01 1.02 1.03	2.0 1.0 2.8 2.0 2.9 2.0
1075 1075 1075 1075 1075 1075 1075	2E 3E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr	1.03 1.03 1.01 1.01 1.02 1.03 1.03	2.0 1.0 2.8 2.0 2.9 2.0 2.0
1075 1075 1075 1075 1075 1075 1075 1075	2E 3E 3E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd	1.03 1.03 1.01 1.01 1.02 1.03 1.03 1.04	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0
1075 1075 1075 1075 1075 1075 1075 1075	2E 3E 3E 3E 3E 3E 3E 3E 4E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd	1.03 1.03 1.01 1.01 1.02 1.03 1.03 1.04 1.01	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0
1075 1075 1075 1075 1075 1075 1075 1075	2E 2E 3E 3E 3E 3E 3E 3E 4E 2E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr	1.03 1.03 1.01 1.01 1.02 1.03 1.03 1.04 1.01 1.05	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 1.0
$     \begin{array}{r}       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1076 \\       $	2E 2E 3E 3E 3E 3E 3E 4E 2E 2E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd	1.03 1.03 1.01 1.01 1.02 1.03 1.03 1.04 1.01 1.05 1.07	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 1.0 2.0
$     \begin{array}{r}       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1076 \\       $	2E 2E 3E 3E 3E 3E 3E 2E 2E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd	1.03 1.03 1.01 1.01 1.02 1.03 1.03 1.04 1.01 1.05 1.07 1.04	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 1.0 2.0 2.0 2.0 2.0 2.0
$     \begin{array}{r}       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1075 \\       1076 \\       $	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263	$   \begin{array}{r}     1.03 \\     1.03 \\     1.01 \\     1.01 \\     1.02 \\     1.03 \\     1.03 \\     1.04 \\     1.01 \\     1.05 \\     1.07 \\     1.04 \\     1.07 \\   \end{array} $	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 1.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2
$\begin{array}{c} 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ \end{array}$	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.07         1.07         1.07	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
$\begin{array}{r} 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ 1076\\ \end{array}$	2E 2E 3E 3E 3E 3E 3E 2E 2E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr Reynolds Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.04         1.07         1.07         1.07         1.07         1.07	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
$\begin{array}{r} 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1076\\$	2E 2E 3E 3E 3E 3E 3E 2E 2E 3E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd Ra	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
$\begin{array}{c} 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1076\\$	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 2E 3E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd Reynolds Rd Reynolds Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.09	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
$\begin{array}{c} 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1075\\ 1076\\$	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 4E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.09         1.04	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075           1075           1075           1075           1075           1075           1075           1075           1075           1075           1075           1075           1075           1075           1076           1076           1076           1076           1076           1076           1076           1076           1076	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 3E 3E 3E 3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.07         1.07         1.07         1.07         1.07         1.09         1.04	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 3E 2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 /	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd US Hwy 778 / US Hwy 1 / Millwood Ave / Two Notch Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.09         1.04         0.56	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 3E 2C 2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / I-77 SB off ramp	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd	1.03         1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         1.07         1.07         1.07         1.09         1.04         0.56         0.65	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077	2E         2E         3E         3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd	1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.09         1.04         0.56         0.65         0.73	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077         1077	2E         2E         3E         3E	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name KILBOURNE RD RD	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd STATE HWY 16	1.03         1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.05         1.07         1.07         1.07         1.07         1.07         1.07         1.09         1.04         0.56         0.73         0.75	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077         1077         1077	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 3E 3E 2C 2C 2C 2C 2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name KILBOURNE RD RD STATE HWY 16	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd STATE HWY 16 WILDCAT RD RD	1.03         1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         1.09         1.04         0.56         0.73         0.75         0.77	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077         1077         1077         1077         1077	2E         2E         3E         2C         2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name KILBOURNE RD RD STATE HWY 16 Hampton Pl	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd STATE HWY 16 WILDCAT RD RD No Name	1.03         1.03         1.01         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         1.09         1.09         1.04         0.56         0.73         0.75         0.77         0.86	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 3E 2C 2C 2C 2C 2C 2C 2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name KILBOURNE RD RD STATE HWY 16 Hampton PI WILDCAT RD RD	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd STATE HWY 16 WILDCAT RD RD No Name Hamoton Pl	1.03         1.01         1.01         1.02         1.03         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         0.56         0.75         0.86         0.87 <td>2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0</td>	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077	2E 2E 3E 3E 3E 3E 3E 2E 2E 2E 3E 3E 3E 3E 3E 3E 3E 2C 2C 2C 2C 2C 2C 2C 2C 2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name KILBOURNE RD RD STATE HWY 16 Hampton PI WILDCAT RD RD SC Hwy 262 / Leesburg Rd	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd STATE HWY 16 WILDCAT RD RD No Name Hampton Pl I-77 SB off ramp	1.03         1.03         1.01         1.01         1.02         1.03         1.04         1.03         1.04         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         0.77         0.86         0.87         0.89	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1075         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1076         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077         1077	2E         2E         3E         2C         2C	Circle Dr STATE HWY 263 Bluff Rd RR Reynolds Rd Robert Wilson Rd US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd SC Hwy 262 / Leesburg Rd Circle Dr Reynolds Rd US Hwy 76 / Devine St / Garners Ferry Rd Circle Dr RR STATE HWY 263 Robert Wilson Rd Reynolds Rd (US Hwy 76 / MAPLE ST ST I-77 SB off ramp No Name KILBOURNE RD RD STATE HWY 16 Hampton Pl WILDCAT RD RD SC Hwy 262 / Leesburg Rd US Hwy 378 / US Hwy 1 / Millwood Ave	SC Hwy 262 / Leesburg Rd US Hwy 76 / Devine St / Garners Ferry Rd Reynolds Rd STATE HWY 263 RR Circle Dr Robert Wilson Rd Reynolds Rd Circle Dr Robert Wilson Rd Bluff Rd STATE HWY 263 Robert Wilson Rd Reynolds Rd RR US Hwy 76 / Devine St / Garners Ferry Rd Bluff Rd Devine St / Garners Ferry Rd US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd GREENLAWN DR DR SC Hwy 262 / Leesburg Rd STATE HWY 16 WILDCAT RD RD No Name Hampton Pl I-77 SB off ramp KILBOURNE RD RD	1.03         1.03         1.01         1.02         1.03         1.01         1.02         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.03         1.04         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.07         1.09         1.09         1.09         1.04         0.65         0.73         0.75         0.86         0.87         0.89         0.92	2.0 1.0 2.8 2.0 2.9 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0

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

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

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 PI	WILDCAT RD RD	0.77	0.5
1078	2C	Dorn Dr	Hampton PI	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 Por	nd 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	1-20	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	1-20	0.97	1.1
1080	1D	Garlits Dr	Health Pond Rd	0.98	0.8

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



Route	Мар	Start	End	C.I.	Length
	שו	Clemson	Rd / Killian Rd		(mi)
1001	1C	No Name	177	0.56	0.4
1001	1C	STATE HWY 555	Longtown Rd	0.70	0.6
1001	10	Longtown Rd	Hardscrabble Rd	0.78	1.4
1001	10		STATE HWY 555	0.93	0.9
1001		Hardscrabble Bd		0.93	1.3
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	20	Earth Rd / Spears Creek Church Rd	SPARKLEBERRY LN LN	0.62	1.0
1001	10		No Name	0.75	0.0
1002	10	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	10	STATE HWY 555		0.98	0.9
1002			WILSON BLVD BLVD	1.00	1.3
1002				0.65	<u> </u>
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
1000			imbia Ave	0.74	10
1003	1A 1A	CLARK ST ST Amiaka Forny Pd		0.74	1.8
1003	1A 1A		Amicks Ferry Rd	0.90	0.3
1004	1A	126	CLARK ST ST	0.89	1.8
		Colu	mbiana 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	2D 2B	Crossbow Dr	Clossbow Di Columbiana Cir/Lanneau Ct	0.00	0.0
1000	20	Earth Rd / Spears Creek Church Rd / Woo	dcreek Farms Rd / Old National Hwy / Turkey C	0.00	0.7
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		Spears creek Unurch Ho	Clemson Rd / Killian Rd	0.72	0.4
1008	10	Turkey Crossing/Woodcreek farms Bd	Jacobs Milloond Rd / Westlake Rd	0.02	0.0
1008	1D	US Hwy 378 / US Hwy 1 / Millwood Ave	Turkey Crossing/Woodcreek farms Rd	1.26	0.7
		Harb	bison Blvd		
1009	2B	Columbiana Dr	126	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	126 Columbiana Dr	Columbiana Dr	0.37	0.4
1010	28	Columbiana Dr Bower Pkwy	St Andrews Bd	0.53	0.4
1010	20	Hards	crabble Rd	0.70	0.5
1011	10	177	STATE HWY 555	0.56	0.9
1011	10	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		STATE HWY 555	SLOAN RD RD RD	0.71	0.8
1011		SI OAN RD RD RD		U.81	0.6
1011	10	US Hwy 321 / US Hwy 21 / Main St / Wilson Blvd	טח טח טח טח אראסווסק   77	0.00	1.6
1011	10	Summit Pkwy	Bud Keef Rd	0.99	1.5
1012	10	Summit Pkwy	Lee Rd	0.55	0.5
1012	10	RR	177	0.73	0.9
1012	1C	Lee Rd	Elders Pond Dr	0.77	0.2
1012	<u>10</u>	Elders Pond Dr	Clemson Rd / Killian Rd	0.86	0.6
1012			SLUAN KU KU KU RR	0.91	0.4 0.2
1012	10	Clemson Rd / Killian Rd	BRICKYARD BD BD	0.92	1.6
1012	10	177	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

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

Route	Мар	Start	End	C.I.	Length
		Hwy 302	/ Edmund Hwy		(mi)
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	୍ୟ ଅ ସ୍ଥାସ	SC Hwy 6/Lake Dr	St Hwy S-32-1246 Buff Bidge Bd	0.95	0.3
1013	3B	St Hwy S-32-1246	Old Dunbar Rd	1.06	1.0
1013	3B	Princeton Rd	Ramblin Rd	1.09	1.6
<u>101</u> 3	3B	Buff Ridge Rd	Princeton Rd	1.13	1.7
1014	3B	NB Frontage Rd	Stratford Rd	0.50	0.4
1014	38	Stratford Rd		0.63	0.4
1014	3B	Old Dunbar Bd	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	<u>3B</u>	Ramblin Rd	Princeton Rd	1.14	1.6
1014	3B	Philiceton Ra		1.14	1.7
1015	4B		ISTATE HWY 31	1.07	12
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	48	Lewis Hasi Ku	ICIall tlake Rd / Mooderoek Farm Rd	1.20	2.3
1017		Woodcrook Rd	Lac Frontage rd	0.71	
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
1010	10	Ken	Inerly Ra	1.04	0.7
1019	1A 1 A	US HWY 176 Freshly Mill Rd	Sid Siles Ka Page Derrick Rd	1.04	0.7
1019	1A	Sid Sites Bd	Hopewell Church Bd	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	18	Page Derrick Rd	Sam Bradshaw Rd Rado Dorrick Rd	1.25	0.9
1019		Sid Sites Bd	LIS 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	1 <u>A</u>	Hopewell Church Rd	Sid Sites Rd	1.35	0.7
1020	1B	Hollingshed Rd	Osheal Rd	1.20	1.5
1020	1B 1B	Sam Bradsnaw Ro Page Derrick Rd	Page Demick Rd	1.22	0.9
1020	1B	Osheal Bd	Sam Bradshaw Bd	1.23	0.9
1020		Longs Pond Rd	/ Pisgah Church Rd	1.21	0.0
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	I WO NOTCH HO	Barr Ko	0.25	0.5
1021	3A 3A	Rawl Rd	Two Noton Ru US Hwy 378 / Columbia Ave / Augusta Hwy	0.63 0.03	U.5 1 6
1021	3A	Barr Rd	Rawl Rd	0.96	1.3
1021	<u>3</u> A	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 34	Two Notch Rd		0.01 0 A 0	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
		Lon	gtown Rd		
1023	1C	Clemson Rd / Killian Rd	Longtown Rd	0.29	0.3
1023		STATE HWY 555	Clemson Rd / Killian Rd	0.77	0.4
1023		Clemson Bd / Killian Bd	STATE HWY 555	1.00	1.5 0.4
1024	10	Lee Rd	Longtown Rd	0.95	1.5
1024	1C	Longtown Rd	Clemson Rd / Killian Rd	0.99	0.3
and the owner of		Mineral	Springs Rd		
1025	2B	1 20	Laurel Rd	1.03	0.7
1025	2B	US Hwy 378 / Columbia Ave / Augusta Hwy	20	1.05	1.8

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

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

Route ID	Map ID	Start	End	C.I.	Length (mi)
1026	2B	1 20	US Hwy 378 / Columbia Ave / Augusta Hwy	0.77	1.8
1026	2B	Laurel Rd	I 20 borokoo Bd	0.98	0.7
1027	24	SC Hwy 6 / Lake Dr / Dreher Shoals Bd		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 2A	Longs Pond Bd / Pisgah Church Bd	Wise Ferry Rd	0.93	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 24	Wise Ferry Rd Pilgrim Church Rd	Longs Pond Rd / Pisgah Church Rd	0.72	0.8
1028	2A 2A	Old Chapin Rd	Wise Ferry Rd	0.73	1.9
1028	2B	US Hwy 378	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.91	0.5
10.00		Park Terr	/ / Bower Pkwy		
1029	2B 2B	Park Terrace Rd/Bower Pkwy	PINEY GROVE RD RD Park Terrace Rd/Rower Pkwy	0.51	0.5
1029	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
1001		Pilgrin	1 Church Rd		
1031	2A	Iranquil Pt Old Cherokee Bd	SC Hwy 6	0.73	0.4
1031	2A 2A	Absalom Ct	Tranguil 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	Pine	Absalom Ct	1.01	0.5
1033	3C	RB	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	30	BR	RR BB	0.77	0.7
1004	00	Platt	Springs Rd	0.00	0.7
1035	2B	RR	CHARLESTON HWY HWY	0.69	1.0
1035	2B	Rainbow Dr	RR	0.73	0.5
1035	2B 3A	126 SC Hwy 6 / Lake Dr / Dreher Shoals Bd	Raindow Dr	1.05	0.5
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 3B	Neal Dr	IEMANUEL CHURCH RD RD	1.01	2.4
1035	3B	WATTLING RD RD		1.05	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 Rainbow Dr		0.97	1.0
1036	3A	NEW ORANGEBURG RD RD	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.51	0.5
1036	ЗA	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 2D	Neal Dr Emine Bd	INEW OKANGEBURG RD RD	0.88	2.4
1036	3B	1 26	WATTLING RD RD	0.89	1.3
1036	3B	Rainbow Dr	126	1.06	0.5
1036	3B	EMANUEL CHURCH RD RD	Neal Dr	1.08	2.4
1007	45	SC Hwy 12 / Forest Dr / Perc	ival Rd / Taylor St / Fort Jackson	4.04	0.0
1037	טו   חו	ठाताट मण्णा ठ-40-1098 Brazell Rd	White Pond	1.01 1.08	2.8
1037	_1D	White Pond	MPO Boundary	1.09	0.9
1037	2C	Harrison Rd	STATE HWY 16	0.24	0.2
1037	2C		Lakeshore Dr	0.49	0.5
1037	20	Saint Julian Pl	на н	0.64	0.4
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	20	Atascadero Dr/Greenhill Kd	INO NAME	1.00	0.5
1037	20 20	Lakeshore Dr	STATE HWY 12	1.01	0.6
1037	2C	Pinehurst Rd	Saint Julian PI	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

# 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	<u>1.11</u>	0.3
1037	2C	177	ALPINE RD RD	1.17	1.3
1037	<u>2C</u>	Providence Rd	Pinehurst Rd	1.20	0.2
1037	<u>2C</u>	Mominglo Ln	77	1.21	0.7
1037	20	Smallwood Rd	Clemson Rd	0.77	1./
1037	20			0.87	1.8
1037	20		STATE HWY S-40-1098	0.89	2.0
1037	10	MPO Boundary	Minite Dond	0.05	2.0
1038	10	White Pond	Brazell Bd	1.05	21
1038	1D	Brazell Bd	STATE HWY S-40-1098	1.05	28
1038	20	Main St	GADSDEN ST ST	0.56	0.4
1038	20	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 R	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	20	DECKER BLVD BLVD	STATE HWY 12	0.92	1.5
1038	20	No Name	Atascadero Dr/Greenhill Rd	0.92	0.5
1038	2C	Smallwood Rd	ALPINE RD RD	0.93	1.8
1038	2C		GLENWOOD RD RD	0.95	0.6
1038	2C		Mominglo Ln	1.10	0.7
1038	2C		US Hwy 321 / Huger St	1.16	0.3
1038	20		Pinenurst Ra	1.17	0.5
1038	20		//	1.17	1.3
1038	20	Clemson Rd		0.87	1./
1038	20		ALPINE RU RU	0.93	1.8
1038	20	STATE HWY S-40-1098		0.96	2.0
1038	20		5 Monticelle Dd	1.05	2.8
1000		Dhua Didaa Tawaaa		1.04	1.0
1039	28	Blue Ridge Terrace	THE BLVD BLVD	1.04	1.6
1039	20	Riuo Ridao Torrago		1.04	1.6
1039	20 28		Riue Ridge Terrace	1.04	1.0
1040	20	Blue Bidge Terrace	I 20 East Ramp	0.90	0.4
1040	20		Blue Bidge Terrace	0.00	1.6
1040	20	SC Hwy 26	2/Leesburg Bd	0.00	1.0
1041	20	US Hwy 76 / Devine St / Garners Ferry Bd	I-77 NB on Bamp	0.33	0.2
1041	20	Ulmer Bd	Trotter Bd	0.00	0.2
1041	20	Trotter Bd	BROWNS CHAPFL BD BD	0.83	1.5
1041	20	KING CHABLES BD BD	FAIRMONT DR DR	0.00	0.8
1041	20	FAIRMONT DR DR	NEWELL BD BD	0.00	0.8
1041	20	I-77 NB on Ramp	KING CHARLES RD RD	0.96	0.7
1041	20	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	<u>2C</u>	I-77 NB on Ramp	US Hwy 76 / Devine St / Garners Ferry Rd	0.32	0.2
1042	20	FAIRMONT DR DR		0.83	0.7
1042	2C		II-// NB on Ramp	0.84	0.8
1042	20			0.86	1.5
1042	20			0.87	0.7
1042	20			0.97	0.8
1042	20			0.98	0.7
1042	20			0.86	1.5
1042	20	James Browder Ko		0.94	1.1
1042	20	US HWY OUT / MCCORDS FERRY KO	Mt Elon Church Dd	0.98	2.3
1042	20	Mt Elon Church Pd	Init Eluti Ollutoli Mu	1.01	0.1
1042	20		Harmon Rd	1.01	2.1
1042	_ 2U	เวงานูเธออ กน		1.01	2.0

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

Route	Мар 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	20	COLONIAL DR DR SC: Hwy 12 / Forest Dr / Percival Bd / Taylor St	CALHOUN ST ST	0.56	0.4			
1043	20 2C	CALHOUN ST ST	COLONIAL DR DR	0.74	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	20		COLONIAL DR DR	0.79	0.4			
1044	20	SC Hwy 48 / Bo	sewood Dr / Bluff Rd	0.85	0.4			
1045	2C	STATE HWY 48	ISC 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 3C	BELTINE BIVD BIVD		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	<u>3C</u>	AVALON DR DR		1.01	0.6			
1045	30	Martin Luther King Bivd	LOWER RICHLAND BLVD BLVD	1.01	2.0			
1045	3C 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	30	S Cedar Creek Bd	ILOWER RICHLAND BLVD BLVD	1.01	2.0			
1045	3D 3D	BR	S Cedar Creek Bd	1.01	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 Ra	0.96	2.2			
1046	20	Berea Bd	Idlewilde Blvd		0.5			
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	<u>3C</u>	ATLAS RD RD	AVALON DR DR	0.97	0.6			
1046	30		Martin Luther King Blvd		2.9			
1046	3C	Colev 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	<u>3C</u>	A st	ATLAS RD RD	1.18	0.7			
1046	3D	Mt View Ra	S Gedar Greek Hd	0.97	2.3			
1046	3D 3D	S Cedar Creek Bd	BB	1 00	0.2			
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   2⊑	STATE HWY 769 Griffing Crook Bd	Grimins Creek Kd	1.02	2.2			
1046	<u>3</u> ⊑	Jack Paul Rd	Jennie Collins Rd		1.0			
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 3787 COUMDIA AVE / AUGUSTA HWY	0.45	0.6			
1047	2A 2A	BR	US Hwy 50 / SC Hwy 12 / Jarvis Klapman Blvd	0.49	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 Stata Lhuy S. 22.20	US Hwy 176 / River Dr / Broad River Rd	0.93	2.1			
1047	2A 2∆	ાતાર ⊓wy ૨-૩ઽ-૩૪ Pilarim Church Rd	Andrew Corley Rd	0.95	1./			
1047	2A	Old Cherokee Rd	Pilarim 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			

# 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	ЗA	Platt Springs Rd	No Name	0.50	0.4
1047	<u>3A</u>	Two Notch Rd	120	0.67	0.4
1047	3A		Platt Springs Rd	0.80	0.6
1047	3A 24		KK Two Notoh Dd	0.81	0.7
1047	3A 3A			0.83	1.8
1047	3R 3R		Platt Springs Bd	0.90	0.6
1047	3B	State Hwy S	NEW OBANGEBURG BD BD	0.00	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 Dilating Oburgh Dd	0.92	1.0
1048	2A	Andrew Corley Ra	Charles and the control of the contr	0.92	0.4
1046	2A 24	IIIII DI IIS Hwy 176 / Biver Dr / Broad Biver Bd	Irmo Dr	0.95	1.7
1048	2A	Old Cherokee Bd	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		NAZARETH RD RD	0.70	1.7
1048	3A	NAZARETH RU RU		0.82	1.2
1040	3A 3A	LIS Hwy 50 / SC Hwy 12 / Janvis Klanman Blyd	INEW ORANGEBURG RD RD	0.00	0.0
1040	3A	NEW OBANGEBURG BD BD	State Hwy S	0.95	1.0
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 1049	2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy	0.26	0.5
1049 1049 1049	2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST	0.26 0.35 0.55	0.5 0.4 0.4
1049 1049 1049 1049 1049	2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd	0.26 0.35 0.55 0.55	0.5 0.4 0.4 0.5
1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RB	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St BB	0.26 0.35 0.55 0.55 0.77	0.5 0.4 0.4 0.5 0.4
1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR BR	0.26 0.35 0.55 0.55 0.77 0.92 1.03	0.5 0.4 0.5 0.4 0.4 0.4 0.4
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR	0.26 0.35 0.55 0.77 0.92 1.03 1.07	0.5 0.4 0.5 0.4 0.4 0.4 0.4 0.4 2.2
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 2C 2C 3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR ATLAS RD RD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84	0.5 0.4 0.4 0.5 0.4 0.4 0.4 0.4 2.2 1.0
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RB US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89	0.5 0.4 0.5 0.4 0.4 0.4 0.4 2.2 1.0 0.4
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91	0.5 0.4 0.5 0.4 0.4 0.4 0.4 2.2 1.0 0.4 0.4 0.9
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07	0.5 0.4 0.4 0.5 0.4 0.4 0.4 2.2 1.0 0.4 0.9 2.2
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RB US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Pleading St	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42	0.5 0.4 0.5 0.4 0.4 0.4 0.4 2.2 1.0 0.4 0.9 2.2 0.4
1049 1049 1049 1049 1049 1049 1049 1049	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 3C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Blanding St College St	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76	0.5 0.4 0.4 0.4 0.4 0.4 0.4 2.2 1.0 0.4 0.9 2.2 0.4 0.4 0.4
1049           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 3C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St BR	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82	0.5 0.4 0.4 0.4 0.4 0.4 0.4 2.2 1.0 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.7
1049           1050           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 3C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RB US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84	0.5 0.4 0.4 0.5 0.4 0.4 0.4 2.2 1.0 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.4 0.7 0.4
1049           1050           1050           1050           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84	0.5           0.4           0.5           0.4           0.5           0.4
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 0.84 1.08	0.5 0.4 0.4 0.4 0.4 0.4 2.2 1.0 0.4 0.4 0.9 2.2 0.4 0.4 0.4 0.4 0.7 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 0.84 1.08 1.09	0.5           0.4           0.5           0.4           0.5           0.4
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 1.08 1.09 0.72	0.5           0.4           0.5           0.4           0.5           0.4
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           2C           3C           3C           2C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD I 77	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 0.84 0.84 1.08 1.09 0.72 0.90	0.5         0.4         0.5         0.4
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           2C           3C           3C           3C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           3C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD I 77 BELTLINE BLVD BLVD PINE ST ST RR STATE HWY 48 ATLAS RD RD I 77 BELTLINE BLVD BLVD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 PELTLINE BLVD BLVD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 1.08 1.09 0.72 0.90 0.99	0.5           0.4           0.5           0.4           0.5           0.4           0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           3C           2C           2C           2C           3C           3C           3C           2C           2C           2C           2C           2C           2C           3C           3C           3C           3C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR R US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD I 77 BELTLINE BLVD BLVD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 1.08 1.08 1.08 1.09 0.72 0.90 0.99 1.08	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.4         0.9         2.2         0.4         0.9         2.2
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050	2C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           2C           3C           3C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           3C           3C           3C           3C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD I 77 BELTLINE BLVD BLVD RR STATE HWY 48	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD I77 BELTLINE BLVD BLVD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 0.84 0.84 1.08 1.09 0.72 0.90 0.99 1.08	0.5         0.4         0.5         0.4         0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Marbison Blvd Kay St	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 0.84 1.08 1.09 0.72 0.84 0.84 0.84 1.08 1.09 0.72 0.90 0.99 1.08	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.4         0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1051	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD MC RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD MC Kay St Sidney Rd	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 1.08 1.09 0.72 0.84 1.08 1.09 0.72 0.90 0.99 1.08	0.5         0.4         0.5         0.4         0.5         0.4         0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR St A RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd BLISH BLVD BLVD RR BLSH BLVER BD BD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 1.08 1.09 0.72 0.84 1.08 1.09 0.72 0.90 0.99 1.08 1.08	0.5         0.4         0.5         0.4         0.5         0.3         0.6         0.5         0.2
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1051           1051           1051	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Ndrews Rd Harbison Blvd Kay St Sidney Rd BUSH RIVER RD RD Jamil Rd	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 0.84 0.84 0.84 0.84 1.08 1.09 0.72 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.3         0.6         0.5         0.2         0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051           1051           1051           1051           1051	2C 2C 2C 2C 2C 2C 2C 3C 3C 3C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C 2C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR US hwy 176 Jamil Rd PINEY GROVE RD RD Kay St ROLLINGVIEW LN LN	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Ndrews Rd Harbison Blvd Kay St Sidney Rd BUSH RIVER RD RD Jamil Rd TRAM RD RD	0.26 0.35 0.55 0.77 0.92 1.03 1.07 0.84 0.89 0.91 1.07 0.42 0.61 0.76 0.82 0.84 1.08 1.09 0.72 0.84 1.08 1.09 0.72 0.90 0.99 1.08 1.08	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.6         0.5         0.2         0.5         0.6
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051           1051           1051           1051           1051	2C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR St A RR US hwy 176 Jamil Rd PINEY GROVE RD RD Kay St ROLLINGVIEW LN LN RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Ndrews Rd Harbison Blvd Kay St Sidney Rd BUSH RIVER RD RD Jamil Rd TRAM RD RD PINEY GROVE RD RD	0.26           0.35           0.55           0.77           0.92           1.03           1.07           0.84           0.89           0.91           1.07           0.84           0.84           0.82           0.84           0.76           0.72           0.84           0.84           0.90           0.76           0.72           0.90           0.99           1.08           0.72           0.90           0.91           0.72           0.90           0.93           1.08           0.75           0.77           0.79           0.81           0.87           0.87	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.5         0.5         0.6         0.5         0.6
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051           1051           1051           1051           1051	2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           2C           3C           3C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR US hwy 176 Jamil Rd PINEY GROVE RD RD Kay St ROLLING VIEW LN LN RR	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Ndrews Rd Harbison Blvd Kay St Sidney Rd BUSH RIVER RD RD Jamil Rd TRAM RD RD PINEY GROVE RD RD IRMO MS	0.26           0.35           0.55           0.77           0.92           1.03           1.07           0.84           0.89           0.91           1.07           0.42           0.61           0.76           0.82           0.84           0.82           0.84           0.82           0.84           0.82           0.84           0.82           0.84           0.82           0.84           0.82           0.84           0.82           0.72           0.90           0.72           0.90           0.72           0.90           0.75           0.75           0.75           0.77           0.79           0.81           0.87           0.87           0.88	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.5         0.5         0.5         0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051           1051           1051           1051           1051           1051           1051           1051	2C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St A RR US hwy 176 Jamil Rd PINEY GROVE RD RD Kay St ROLLINGVIEW LN LN RR Harbison Blvd TRAM RD RD	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD I 77 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD I 77 BELTLINE BLVD BLVD Ndrews Rd Harbison Blvd Kay St Sidney Rd BUSH RIVER RD RD Jamil Rd TRAM RD RD PINEY GROVE RD RD IRMO MS RR	0.26           0.35           0.55           0.77           0.92           1.03           1.07           0.84           0.89           0.91           1.07           0.42           0.61           0.76           0.84           0.84           0.76           0.82           0.84           0.76           0.82           0.84           0.90           0.72           0.90           0.72           0.90           0.72           0.90           0.75           0.75           0.75           0.77           0.79           0.81           0.87           0.87           0.87           0.87           0.88           0.90	0.5         0.4         0.5         0.4         0.5         0.4         0.5         0.5         0.5         0.5         0.5         0.5
1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1049           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1050           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051           1051	2C           2C           2C           2C           2C           2C           2C           2C           2C           3C           3C           3C           2C           3C           3C	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St GREENE ST ST RR RR US Hwy 378 / Columbia Ave / Augusta Hwy RR SC Hwy 48 / Rosewood Dr / Bluff Rd BELTLINE BLVD BLVD Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Blanding St Elmwood Ave Lady St RR College St WHEAT ST ST RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR STATE HWY 48 ATLAS RD RD 177 BELTLINE BLVD BLVD RR St AT RR St AT RR US hwy 176 Jamil Rd PINEY GROVE RD RD Kay St ROLLING VIEW LN LN RR Harbison Blvd TRAM RD RD No Name	Elmwood Ave US Hwy 378 / Columbia Ave / Augusta Hwy GREENE ST ST SC Hwy 48 / Rosewood Dr / Bluff Rd SC Hwy 12 / Forest Dr / Percival Rd / Taylor St RR RR RR ATLAS RD RD 177 BELTLINE BLVD BLVD RR Lady St Blanding St College St RR WHEAT ST ST STATE HWY 48 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD RR Pineview Rd ATLAS RD RD 177 BELTLINE BLVD BLVD Ndrews Rd Harbison Blvd Kay St Sidney Rd BUSH RIVER RD RD Jamil Rd TRAM RD RD PINEY GROVE RD RD IRR Fork Ave Popul Modure Mutable	0.26           0.35           0.55           0.77           0.92           1.03           1.07           0.84           0.89           0.91           1.07           0.84           0.84           0.82           0.84           0.76           0.72           0.90           0.72           0.90           0.72           0.90           0.72           0.90           0.72           0.93           1.08           0.75           0.77           0.79           0.81           0.87           0.87           0.87           0.87           0.87           0.87	0.5         0.4         0.5         0.4         0.5         0.4         0.4         0.4         0.4         0.4         0.4         0.4         0.4         0.4         0.4         0.9         2.2         0.4         0.4         0.7         0.4         0.7         0.4         0.7         0.4         0.7         0.4         0.7         0.4         0.7         0.4         0.7         0.4         0.5         0.5         0.5         0.5         0.5         0.5         0.5         0.5         0.5         0.5

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

Route	Мар	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 His	0.67	0.4
1052	2B 2B	Kay St Woodland His	US flwy 176 Kay St	0.72	0.6
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		IRMO MS	0.90	0.4
1052	2D 2B	ROLLINGVIEW LIN LIN	BUSH BIVER BD BD	0.90	0.0
1052	2B	PINEY GROVE RD RD	RR	0.92	0.7
1052	2B	TRAM RD RD	ROLLINGVIEW LN LN	0.99	0.6
1052	2B	Harbison Blvd	RR	1.06	0.3
1050	0.0	Su	Inset Dr	0.07	0.4
1053	2B	US HWY 1/6 Summarian Dr/Abingdon Pd	Summeriea Dr/Abingdon Rd	0.97	0.4
1053	20	STATE HWY 277 SB	Board St	0.52	0.4
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	20	Summeriea Dr/Abingdon Bd	US HWY 176	0.73	0.4
1054	2C	Board St	STATE HWY 277 SB	0.91	0.3
		(Two	Notch Rd		
1055	3A	1 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 3A	Longs Pond Rd / Pisgan Church Rd	Barr Bd	0.94	1.0
1056	3A	Muddy Springs Rd	120	0.79	0.2
1056	3A	120	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
1057		US Hwy 17 Meet	Ing St / Augusta Hwy	0.70	0.5
1057	2B 2B	Dreher Bd	I FAPHART RD RD	0.78	0.5
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	<u>2B</u>	91H ST ST		0.52	<u>0.5</u>
1058	2B 2B	13Th ST	I FAPHART RD RD	0.86	0.8
1000	20	US Hwv 176 / Riv	ver Dr / Broad River Rd	1.00	1.0
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	1 <u>A</u>	3 Dog Rd	State Hwy S-40-405	0.76	1.4
1059	1A 1A	State Hwy S-40-405	US HWY 75 Murrov Lindlor rd	0.84	0.7
1059	1A	176/76	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.92	1.0
1059	<u>1</u> A	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 1B	Columbiana Dr Woodrow St	Woodrow St	0.69	0.9
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		Seminole Rd/Young Dr	0.36	0.4
1059	2B	NIVERWALK WAY WAY	Western I n	0.48	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		0.84	0.8
1059	28 28		GREYSTONE BLVD BLVD	0.84 0.8/	1.2 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	Huttstetler Dr	0.90	0.9

Route	Map	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	<u>1A</u>	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	<u>1A</u>	CLARK ST ST	Murray Lindler rd	0.89	0.8
1060	<u>1A</u>	State Hywy S-40-216	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	0.91	2.9
1060	1A	Murray Lindler rd	IUS HWY 75	0.93	1.8
1060	<u>1</u> A	SC Hwy 6 / Lake Dr / Dreher Shoals Rd	176/76	0.94	1.2
1060		1/6//6	Koon Rd	0.89	0.7
1060		Koon Ra	Woodrow St	0.90	1.1
1060		Woodrow St	Lizovze	0.93	0.9
1060		SC Hwy 6 / Lake Dr / Drener Shoals Ru	170/70 Kinnerty/Kinley Dd	0.94	1.2
1060	20	Rushmoro Dd	I 20 WP Romp	0.41	0.4
1060	20		I-20 WD Hallip	0.44	0.5
1060	20		Pushmora Pd	0.00	0.9
1060	2D 2R	J.20 WB Ramp	Dutch Square Blvd	0.72	0.5
1060	2D 2B	Kinnerly/Kinley Rd		0.74	0.4
1060	2D 2R	Piney Grove Bd	STATE HWY S-40-930	0.73	0.4
1060	2B	BUSH BIVER BD BD		0.75	0.0
1060	2B	Dutch Square Blvd	BUSH BIVER BD BD	0.00	0.0
1060	2B	STATE HWY S-40-930	Huffstetler Dr	0.87	0.5
1060	2B	Columbiana Dr	Western I n	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 Hw	vy 3217 Blossom St7 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	<u>2B</u>			1.08	0.4
1061	<u>2B</u>		19TH ST ST	1.08	0.4
1061	2B	STATE HWY 215		1.19	0.5
1061	20	Barriwell St	Permuel St	0.26	0.4
1061	20	Sumter St	Barriwell St	0.55	0.5
1001	20			0.55	0.4
1001	20	01A1E FIVIZ			
1001	20	Avtall Dr	ILIS Hwy 321 / Huger St		0.4
1061	20		ISTATE HWV 215	0.62	0.7
1061	3B	Fish Hatchery Rd	Dixiana Bd	89.0	0.4
1061	3R	HWY 321	Gardners Terrace Bd	0.00	0.0
1061	3B	Dixiana Bd	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	1 26	HWY 321	1.10	1.8

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

1061	3C	1 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



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

Route	Мар	Start	End	C.I.	Length
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	2 <u>C</u>	Lincoln St	US Hwy 321 / Huger St	0.76	0.4
1062	20	Lincoln St	US Hwy 321 / Huger St	0.76	0.4
1062	20			1.12	0.7
1062	3B	Dixiana Bd	Fish Hatchery Bd	0.58	0.4
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	<u>3B</u>	Glen St	Memorial Dr	1.07	0.9
1062	38	HWY 321	126	1.25	1.8
1062	30	115 Hway '	120 321 / Huger St	1.20	1.0
1063	20	Heyward St	/ Charleston Hwy	0.31	0.4
1063	20	US Hwy 21 / US Hwy 176 US Hwy 321 / Blossom St	US Hwy 378 / Columbia Ave / Augusta Hwy	0.57	0.4
1063	2C	US Hwy 378 / Columbia Ave / Augusta Hwy	SC Hwy 12 / Forest Dr / Percival Rd / Tavlor 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	Hyw 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	Hyw 126	SC Hwy 12 / Forest Dr / Percival Rd / Taylor St	0.37	0.4
1064	20	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
1005	00	US Hwy 321 / US I		0.50	0.5
1065	20	Park St	SC Hwy 277 / Bull St	0.50	0.5
1065	20	SC Hwy 277 / Bull St	Park St	0.74	0.5
1066	20	Park St	US Hwy 21	1 16	0.5
1000	20	US Hwy 3217 US Hwy	21 / Main St / Wilson Blvd	1.10	0.0
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		0.65	0.3
1067	2C	US Hwy 321 / US Hwy 21 / Elmwood Ave	Anthony Ave	0.71	0.6
1067	20		COLUMBIA COLLEGE DR DR	0.73	0.4
1067	20	PRESCOTT RD RD		0.77	0.0
1067	20	PISGAH CHURCH RD RD	Hardscrabble Rd	0.88	0.5
1067	20	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	20			1.00	0.6
106/	20	ORARPE KU KU Hardscrabble Rd		1.00	1.0
1068	20	FRYF RD RD	PRESCOTT RD RD	0.50	0.3
1068	20	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		0.83	0.3
1068	20		I 20 WB Hamp	0.85	0.5
1068	20			0.91	0.3
1068	20	MASON RD RD RD		0.94	0.4
1068	20	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 / Au	gusta Hwy / Sunset Blvd / Geravis St		
1069	2A	US HWY 378	N lake Dr	0.22	0.4
1069	<u>2A</u>	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 Gibson Pd	0.65	0.6
1069	ZA		חטאטובעובט דע	U.92	J U.4

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

Route	Мар	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	<u>2A</u>	No Name	Old Cherokee Rd	1.14	0.4
1069	2B	Mineral Springs Rd	Tom Corley Pl	0.52	0.2
1069	2B	Old Cherokee Rd	Whiteford Way	0.63	0.5
1069	28	l 20 Ni Jaak Ava	LEAPHART RD RD	0.68	0.5
1069	20		N Lucas St	0.09	0.0
1069	2B	Hospital Dr W	I 26 NB Ramp	0.75	0.5
1069	2B	Tom Corley Pl	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	120	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	28	Whiteford Way	Mineral Springs Rd	1.01	0.4
1069	2D 2R	I LUCAS SI		1.03	0.5
1069	2B	Hummingbird dr/Arehart St	I EXINGTON ST ST	1.10	0.7
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	20	STATE ST ST	US HWY 1	0.95	0.5
1070	2A 2A	Berly St	Park Road	0.49	0.4
1070	24	Whiteford Way	Old Cherokee Bd	0.55	0.4
1070	2A	Park Road	Gibson Bd	0.68	0.5
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	28	N HOOK AVE	I 26 NB Ramp	0.50	0.4
1070	2D 2R	No Name	Tom Corley Pl	0.50	0.4
1070	2B	I FXINGTON ST ST	Hummingbird dr/Arehart St	0.59	0.4
1070	2B	Whiteford Way	Old Cherokee Rd	0.67	0.5
1070	2B	Tom Corley Pl	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	20  Na Nama	0.94	0.5
10/0	28			0.97	2.9
1070	2D 2P	LUIL OL LIS Hwy 321 / Huger St	US Hwy 1 / Meeting St / Augusta Hwy	0.90	0.4
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	ISC Hwy 768 / Shop Rd	0.76	0.4
10/0	20	US HWY 1 / Meeting St / Augusta Hwy	STATE HWY 12	0.85	0.3
1070	20		Millwood Avo / Two Notoh Pd	0.98	0.6
1071	10	Spingvallov Rd		0.60	4 4
1071	10	BRICKYARD BD BD	No Name	0.09	1.1 ∩⊿
1071	10	Polo Rd	BRICKYARD RD RD	0.81	0.4
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	<u>1</u> D	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

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

Route	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
10/1	1D 2C	Earth Rd / Spears Creek Church Rd		1.05	1.5
1071	20	L-20 WB Ramp	Daulton Dr/Oakway Dr	0.37	0.4
1071	2C	DECKER BLVD BLVD	Oniel Ct	0.64	0.5
1071	2Ċ	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	20	Woodrow St	US HWY 378 / COlumbia Ave / Augusta Hwy	0.74	0.5
1071	20	SHAKESPEARE BD BD	Arcadia Lake Dr	0.75	0.5
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	20		Rabon Bd	0.80	0.4
1071	20 20	STATE HWY 16	Carter St	0.89	0.3
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	10	No Name	BRICKYARD BD BD	<u>1.17</u> 0.83	0.5
1072	10	BRICKYARD RD RD	Polo Rd	0.00	0.4
1072	10	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
10/2		Earth Rd / Spears Creek Church Rd	STATE HWY S-40-53	0.83	0.8
1072	10	Watts Hill Bd	White Pond Bd / Church St	0.87	0.0
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	20	HAMPTON ST ST	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Bive	0.46	0.3
1072	20	AI PINE BD BD	I 77	0.55	0.5
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	20	Daulton Dr/Oakway Dr	II-20 WB Ramp	0.76	0.4
1072	20	MΔΡΙ F ST ST		<u>0.81</u> 0 פא	0.5
1072	20	Harrison Rd	Chestnut St	0.00	0.7
1072	2C	Oniel Ct	No Name	0.95	0.3
1072	2C	177	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	20	US Hwy 3787 Columbia Ave / Augusta Hwy	MAPLE ST ST	0.98	0.7
1072	20	Columbia Mall Entrance	Arcadia Lake Dr	0.98 1 01	0.7
1072	20	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 17 SC Hwy 127 Jarvis Kla	apman Bivd / Main St / Augusta Ro		-
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
10/3	2A	LIVIALY FIII LII		1.03	0.2

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

1973         22         Humon St         Lbray Hill Ln         108         0.6           1973         28         From Reid         Castle Dr         0.72         0.3           1973         28         From Reid         Castle Dr         0.72         0.3           1973         28         From Reid         0.72         0.3           1974         28         Conternation         0.77         0.3           1975         28         Conternation         0.77         0.3           1976         28         Conternation         0.77         0.3           1978         28         Conternation         0.80         0.4           1978         28         Conternation         0.60         1.2           1978         28         Conternation         0.60         1.2           1977         28         Medicater Rei         1.26         1.00         1.2           1978         28         Conternation         1.00         1.2         1.00         1.2         1.0         1.0         1.2           1977         28         Medicater Rei         0.6         1.0         1.0         2.2         1.0         1.0         2.2	Route	Map ID	Start	End	C.I.	Length (mi)
1078         28         Emmine Rd         WATTLINS DR D         0.58         0.65           1078         28         126         Marmp         Dooley, Rd/Cedir Rd         0.77         0.3           1078         28         126         Marmp         Dooley, Rd/Cedir Rd         0.77         0.5           1078         28         Market Dr         LEAPHART RD FD         0.77         0.5           1078         28         Market Dr         Dooley, Rd/Cedir Rd         0.77         0.5           1078         28         Market Dr         Dooley, Rd/Cedir Rd         0.60         0.6           1078         28         Market Rd         1.26         1.00         1.2           1078         28         Market Rd         1.26         1.00         1.2           1077         28         LEAPHART RD RD         North RD         1.08         0.2           1078         28         LEAPHART RD RD         North RD         0.88         0.6           1074         2A         Schrein SL         0.88         0.6         0.6         1.1           1074         28         LEAPHART RD RD         Okto RD R         0.67         1.1         0.6         0.6         1	1073	2A	Harmon St	Library Hill Ln	1.08	0.6
1078         28         128         120         137         128         120         137         128         120         137         128         120         137         128         120         137         128         120         137         128         120         137         128         137         128         137         128         137         128         137         137         138         137         138         137         138         137         138         138         137         138 <td>1073</td> <td>2B</td> <td>Ermine Rd</td> <td>WATTLING RD RD</td> <td>0.53</td> <td>0.6</td>	1073	2B	Ermine Rd	WATTLING RD RD	0.53	0.6
1073         28         1-20 MR ramp         Dooley RefCeder Rd         0.75         0.53           1073         28         Caster Dr         IFAPHART RD PD         0.77         0.57           1073         28         Caster Dr         IFAPHART RD PD         0.78         0.77         0.55           1073         28         Caster Dr         IFAPHART RD PD         0.90         1.2           1073         28         Caster Dr         IFAPHART RD PD         0.90         1.2           1073         28         Caster Dr         IFAPHART RD PD         0.90         1.2           1073         28         Caster Dr         1.00         1.02         1.01           1073         28         IFAPHART RD RD         N Brown SL         1.08         0.8           1074         28         IEAPHART RD RD         N Brown SL         1.08         0.8         0.5           1074         28         Caster ASL         Same SL         Same SL         0.8         0.5           1074         28         Caster ASL         Same SL         0.8         0.5         0.5           1074         28         Caster ASL         Same SL         0.8         0.5         0.5 </td <td>1073</td> <td>2B</td> <td>1 26</td> <td>Castle Dr</td> <td>0.70</td> <td>0.3</td>	1073	2B	1 26	Castle Dr	0.70	0.3
1073         28         Castle Dr         LEAPHART RD RD         0.77         0.57           1073         28         WARTLWS RD DD         Mathodist Park Rd         0.70         0.5           1073         28         Cedarcrease Dr         0.70         0.5         0.70         0.5         0.70	1073	2B	I-20 NB ramp	Dooley Rd/Cedar Rd	0.75	0.3
1073         28         WATTLINS R0 PD         Mathods Park Rd         0.79         0.7<	1073	2B	Castle Dr	LEAPHART RD RD	0.77	0.5
1073         23         Cedadoread Dr         0.40         1.2           1073         23         TOKO NOTCH FUR DD         OAK CPI DR         0.90         0.8           1073         28         TOKO NOTCH FUR DD         OAK CPI DR         1.00	1073	2B	WATTLING RD RD	Methodist Park Rd	0.79	0.7
107.3         225         LVRU NOLDH HD RU         UNA DH DH         1.03         0.30         0.32           107.3         25         Mathveller Puix Rd         TWO NOTCH RD RD         1.03         0.30         1.22           107.3         25         Mathveller Puix Rd         1.02         0.31         1.02         0.31           107.3         25         Library HBL         Coderceast DY         1.03         0.32           107.3         26         Library HBL         Coderceast DY         1.03         0.36         0.52           107.3         26         Library HBL         Coderceast DY         1.03         0.80         0.53           107.4         27         Library HBL         Coderceast DY         0.38         0.53         0.51           107.4         27         Library HBL         1.03         0.48         0.48         0.55         0.57           107.4         28         Learnerest Dr         Ukrary HBL         1.07         0.2         0.77         0.2         0.77         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0.73         0	1073	2B	Cedarcreast Dr	I-20 NB ramp	0.90	1.2
1007         260         Download reader Ru         1103 <td>1073</td> <td>28</td> <td>TWO NOTCH RD RD</td> <td></td> <td>0.90</td> <td>0.8</td>	1073	28	TWO NOTCH RD RD		0.90	0.8
1010         280         DAX DB FIG N. Hu         Female Rd         102         0.1           1073         280         LAPHART BD FD         N Brown St         108         102         107           1073         280         LAPHART BD FD         N Brown St         108         0.8         108         0.9           1073         280         KEAPHART BD FD         N Brown St         111         0.2         0.3         0.8         0.6         0.5         0.5         0.4         0.4         0.6         0.5         0.5         0.5         0.4         0.4         0.4         0.6         0.5         0	1073	20	Dooley Ru/Gedal Ru Mothodist Bark Rd		1.00	1.2
1073         281         Dray-Hill in         Codemress for         103         0.2           1073         281         APPIART RD PD         N Drown St         104         0.4         0.6         0.5           1073         281         Kamon St         Sen St         1.11         0.2         0.6         0.5           1074         2A         Hamon St         Sen St         0.62         0.5           1074         2A         Lebrary Hill In         Hamon St         0.62         0.5           1074         2A         Lebrary Hill In         1.07         0.2         0.6         0.5           1074         2B         Lebrary Hill In         1.07         0.2         0.5         0.5           1074         2B         Lebrary Hill In         0.4X DR DR         0.61         1.1           1074         2B         Lebrary Hill In         0.42         0.8         0.5           1074         2B         Lebrary Hill In         0.77         0.6         0.72         0.7           1074         2B         Lebrary Hill In         0.79         0.6         0.74         80.0         0.80         1.5           1074         2B         Lebrary Hill	1073	2B		Frmine Bd	1.02	0.0
1073         28         LEAPHART RD RD         N Brown St.         108         0.8           1073         28         Nerown St.         Schurch St.         0.38         0.5           1074         2A         Schurch St.         0.38         0.5         0.5           1074         2A         Schurch St.         0.88         0.6         0.58         0.6           1074         2A         Cadarcreast Dr         Library Hill In         1.07         0.22         0.6         0.89         0.6           1074         2A         Lebrary Hill In         1.07         0.22         0.53         0.5           1074         2A         Lebrary Hill In         0.61         1.11         0.77         0.63         0.5           1074         2B         LEAPHART RD RD         Castle Dr         0.63         0.5         0.7           1074         2B         OAK DD R         TWO NOTCH RD RD         0.22         0.7         0.7         0.99         1.5           1074         2B         Dealing Art Rd         Codarceast Dr         0.90         1.5         0.7         0.99         1.5           1074         2B         Mart MAR         Doley Ad/Cedar Rd         1.04<	1073	2B	Library Hill I n	Cedarcreast Dr	1.02	0.2
1073         28         NBrown St.         Sen St.         111         0.2           1074         2A         Schurch St.         0.36         0.5           1074         2A         Marmon St.         US Hwy 378 / Columbia Ave / Augusta Hwy / Sunse Bivl, 0.62         0.5           1074         2A         Lobary Hill Ln         Harmon St.         0.62         0.5           1074         2B         Emmine Rd         OAK DPL DR         0.61         1.1           1074         2B         Emmine Rd         OAK DPL DR         0.61         1.1           1074         2B         Ede D         Methodst Park Rd         WATTLING RD RD         0.72         0.7           1074         2B         Ede D         Methodst Park Rd         WATTLING RD RD         0.63         0.82         0.8           1074         2B         Dooley Rd/Codar Rd         Cedarcreasa Dr         0.83         0.8         0.83         0.8         0.83         0.8         0.83         0.8         0.8         0.83         0.8         0.8         0.83         0.8         0.8         0.8         0.83         0.8         0.8         0.8         0.8         0.8         0.8         0.8         0.8         0.8	1073	2B	LEAPHART RD RD	N Brown St	1.08	0.8
1074         2A         Larmon St         S Church St         0.36         0.52           1074         2A         Schurch St         UB Hwy 787 (Columbia Ave / Augusta Hwy / Sunseet BW) (Ce2         0.52           1074         2A         Codarcreast Dr         ULbrary Hill Ln         1.07         0.22           1074         2A         Codarcreast Dr         ULbrary Hill Ln         1.07         0.22           1074         2B         Earlie Art Rd         OAK DR DR         0.651         1.11           1074         2B         LEAPHART RD RD         Castle Dr         0.653         0.52           1074         2B         DAK DR DR         TIVO INOCICH RD A         0.72         0.71           1074         2B         DAK DR DR         TIVO INOCICH RD A         0.82         0.83           1074         2B         DAK DR DR         D.101         0.22         0.83         0.81           1074         2B         Date DR         Date MART RD RD         0.028         0.82         0.81           1074         2B         Date DR         Date MART RD RD         0.028         0.81           1074         2B         Date DR         Date MART RD RD         0.028         0.81	1073	2B	N Brown St	Senn St	1.11	0.2
1074         2A         S Chuch St.         US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Bke         0.22         0.5           1074         2A         Codarcesat Dr         Library Hill Ln         1.07         0.2           1074         2A         Emile Rd         OAK DB DR         0.61         1.1           1074         2B         EARPHART RD RD         Castle Dr         0.63         0.5           1074         2B         Methodist Park Rd         WATTLING RD RD         0.72         0.7           1074         2B         Methodist Park Rd         WATTLING RD RD         0.62         0.6           1074         2B         OAK DB PA         TWO NOTCH RD RD         0.62         0.6           1074         2B         Sents St         LEAPHART RD RD         0.93         0.6           1074         2B         Garte Or         Library Hill Ln         1.04         0.3           1074         2B         Garte Or         Library Hill Cn         1.07         0.2           1074         2B         Gartereast Dr         Library Hill Cn         1.07         0.2           1074         2B         Cadarcesat Dr         Library Hill Cn         1.07         1.02           1	1074	2A	Harmon St	S Church St	0.36	0.5
1074         2A         Lébray Hill n         Harmon St         0.68         0.61           1074         2A         Céadracreast Dr         Library Hill n         1.07         0.2           1074         2B         Ermine Rd         0.61         1.1           1074         2B         LEAPHART RD PD         Castle Dr         0.63         0.5           1074         2B         LEAPHART RD PD         Castle Dr         0.63         0.5           1074         2B         LEAPHART RD RD         0.72         0.7         0.6           1074         2B         LOAN DONEY Rd/Cedar Rd         Cedarcreast Dr         0.90         1.5           1074         2B         Donely Rd/Cedar Rd         Cedarcreast Dr         0.90         1.5           1074         2B         Senn St         N Brown St         1.01         0.2           1074         2B         Cedarcreast Dr         1.02         0.80         1.2           1074         2B         Cedarcreast Dr         1.02         1.06         1.2           1074         2B         Vero MOTCH RD RD         Doley Rd/Cedar Rd         1.06         1.2           1074         2B         Vero MOTCH RD RD         Doley R	1074	2A	S Church St	US Hwy 378 / Columbia Ave / Augusta Hwy / Sunset Blv	0.62	0.5
1074         2A         Cedearceast Dr         Library Hill Ln         107         0.2           1074         2B         EARPHART RD RD         OAK DR DR         0.61         1.1           1074         2B         EARPHART RD RD         Castle Or         0.63         0.5           1074         2B         Methodist Park Rd         WATTLING RD RD         0.72         0.79           1074         2B         Dooley RolCedar Rd         WATTLING RD RD         0.82         0.82           1074         2B         Dooley RolCedar Rd         Cedarceast Dr         0.90         1.5           1074         2B         Dooley RolCedar Rd         Cedarceast Dr         0.90         1.6           1074         2B         Dooley RolCedar Rd         1.04         0.3         1.6         1.6           1074         2B         Castle Dr         Library Hill In         1.07         0.2         1.04         1.0         1.05         1.0           1074         2B         Cedarceast Dr         Library Hill In         1.07         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0	1074	<u>2A</u>	Library Hill Ln	Harmon St	0.89	0.6
10/74         28:         Errinite #0         ORA DR UH         0.61         1.1           10/74         28:         Metrodist Park Rd         WATTLING RD RD         0.72         0.7           10/74         28:         Metrodist Park Rd         0.73         0.6           10/74         28:         Metrodist Park Rd         0.73         0.6           10/74         28:         OAK DH DR         100         0.62         0.82         0.8           10/74         28:         Dooley Rd/Cedar Rd         Cedeorceast Dr         0.90         1.5           10/74         28:         Senn St         1.01         0.2         0.83         0.83           10/74         28:         Castle Dr         1.26         1.04         0.3         0.8           10/74         28:         Castle Dr         1.26         1.04         0.3         0.6           10/74         28:         MORITIND RD RD         US Hwy 601 - McCords Forg Ru         1.07         0.2           10/75         28:         Robert Wilson Rd         Circle Dr         1.01         2.0           10/75         28:         Robert Wilson Rd         RR         1.01         2.0           10/75	1074	2A	Cedarcreast Dr	Library Hill Ln	1.07	0.2
1074         25         IEDAMTAR TRD TRD         Cossee D         0.63         0.63           1074         25         I28         Methodist Park Rd         0.79         0.6           1074         25         I28         Cost X DT RD         0.62         0.79         0.6           1074         25         I28         Cost X DT RD         0.62         0.8         0.8         0.83         0.8           1074         25         I2006y RMCGar Rd         Codercreast Dr         0.90         0.5         0.8         0.83         0.8         0.90         0.5         0.8         0.83         0.8         0.07         0.6         0.83         0.8         0.07         0.90         0.83         0.8         0.07         0.93         0.83         0.8         0.07         0.93         0.83         0.03         0.83         0.03	1074	2B		OAK DR DR	0.61	1.1
1074         125         Instruction         172         0.72	1074	28	LEAPHART RD RD Mothodist Bark Bd		0.53	0.5
1072         28         OAK DR DR         TWO NOTCH HD RD         0.92         0.93           1074         28         Donlay Rd/Cedar Rd         Cedacreast Dr         0.93         1.5           1074         28         Donlay Rd/Cedar Rd         Cedacreast Dr         0.93         0.8           1074         28         Gans R         N Brown St         1.01         0.2           1074         28         Gans R         N Brown St         1.04         0.3           1074         28         Cedacreast Dr         Lbray Hill Ln         1.06         1.06           1074         28         Cedacreast Dr         Lbray Hill Ln         1.07         0.2           1074         28         Cedacreast Dr         Lbray Hill Ln         1.07         0.2           1075         25         Robert Wilson Rd         Circle Dr         SC Hwy 262 / Leesburg Rd         1.02         1.0           1075         35         Buff Rd         Reynolds Rd         1.00         2.0         1.0           1075         35         Reynolds Rd         Rad         1.01         2.0         1.0           1075         35         Robert Wilson Rd         RR         1.01         2.0         1.0 </td <td>1074</td> <td>2D 2B</td> <td></td> <td>Methodist Park Bd</td> <td>0.72</td> <td>0.7</td>	1074	2D 2B		Methodist Park Bd	0.72	0.7
1074         28         Dooley Rd/Cedar Rd         Cedaroress Dr Processor         0.90         1.5           1074         28         Sem St         IN Brown St         1.01         0.2           1074         28         Sem St         IN Brown St         1.01         0.2           1074         28         Castle Dr         1.26         1.04         0.3           1074         28         Cedaroresat Dr         Lbrary Hill Ln         1.07         0.2           1074         28         Cedaroresat Dr         Lbrary Hill Ln         1.07         0.2           1074         28         Cedaroresat Dr         Lbrary Hill Ln         1.07         0.2           1075         28         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         28         StATE HWY 263         US Hwy 76 / Devine St / Garners Ferry Rd         1.00         2.8           1075         38         Bwift Rd         RR         STATE HWY 263         1.01         2.0           1075         38         Bwift Rd         Reprokits Rd         1.00         2.8         1.01         2.0           1075         38         Bwift Rd         Reprokits Rd         1.00         2.0	1074	2B	OAK DR DR	TWO NOTCH BD BD	0.70	0.0
1074         28         N.Brown St.         LEAPHART RD RD         0.93         0.8           1074         28         Castle Dr.         128         1.04         0.3           1074         28         Castle Dr.         128         1.04         0.3           1074         28         Cedatcreast Dr.         Library Hill Ln         1.07         0.2           1074         28         Cedatcreast Dr.         Library Hill Ln         1.07         0.2           1075         28         Circle Dr.         Schwy 82/Leesburg Rd         1.01         2.0           1075         28         Circle Dr.         Schwy 82/Leesburg Rd         1.00         2.0           1075         38         STATE HWY 283         US Hwy 76/Devine St/Garners Ferry Rd         1.00         2.0           1075         38         Buff Rd         RB         1.01         2.0         1.01         2.0           1075         38         Buff Rd         RB         1.01         2.0         1.01         2.0           1075         38         Buff Rd         RB         1.01         2.0         1.01         2.0           1075         38         Buff Rd         RB         1.02 <t< td=""><td>1074</td><td>2B</td><td>Dooley Rd/Cedar Rd</td><td>Cedarcreast Dr</td><td>0.90</td><td>1.5</td></t<>	1074	2B	Dooley Rd/Cedar Rd	Cedarcreast Dr	0.90	1.5
1074         28         Sen St         N Brown St         1.01         0.2           1074         28         TWO NOTCH RD RD         Dooley Rd/Cedar Rd         1.06         1.2           1074         28         TWO NOTCH RD RD         Ebrary Hill In         1.07         0.2           1074         28         WATTLING RD RD         Ebrary Hill In         1.07         0.2           1075         28         Robert Wilson Rd         Circle Or         1.01         2.0           1075         28         Circle Or         SC Hwy 262 / Leesburg Rd         1.00         2.8           1075         38         Bulf Rd         Rd Psynolds Rd         1.00         2.0           1075         38         Reynolds Rd         RR         1.01         2.0           1075         38         Reynolds Rd         RR         1.01         2.0           1075         38         Rebert Wilson Rd         Circle Dr         1.01         2.0           1075         38         Rebert Wilson Rd         Circle Dr         1.01         2.0           1075         38         Bulf Rd         Reprolytics Rd         1.00         2.0           1076         28         Starte Hwy 263	1074	2B	N Brown St	LEAPHART RD RD	0.93	0.8
1074         28         Castle Dr         1.26         1.04         0.3           1074         28         Cedarcreast Dr         Lbrary Hill In         1.07         0.2           1074         28         Cedarcreast Dr         Lbrary Hill In         1.07         0.2           1074         28         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         2E         Crote 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         2.0           1075         3E         RR         STATE HWY 263         1.01         2.0           1075         3E         Reynolds Rd         RB         1.01         2.0           1075         3E         Robert Wilson Rd         RD         1.01         2.0           1075         3E         Robert Wilson Rd         RD         1.00         2.0           1075         3E         Robert Wilson Rd         RD         1.00         2.0           1076         2E         Circle Dr         1.01         2.0         1.0         1.00         2.0           1076         3E	1074	2B	Senn St	N Brown St	1.01	0.2
1074         2B         TWO NOTCH RD RD         Dooley Rd/Cectar Rd         1.06         1.2           1074         2B         WATTLING RD RD         Ermine Rd         1.09         0.6           1075         2E         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         2E         Circle Dr         SC Hwy 262/Leesburg Rd         1.01         2.0           1075         3E         STATE HWY 263         US Hwy 76 / Devine St / Garners Ferry Rd         1.00         2.8           1075         3E         Bluff Rd         Ray 76 / Devine St / Garners Ferry Rd         1.00         2.9           1075         3E         Reynolds Rd         RR         1.01         2.0           1075         3E         Reynolds Rd         Ra         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           1076         2E         StATE HWY 263         Ra         1.02         1.0           1076         2E         State Rad         Circle Dr         1.02         1.0	1074	2B	Castle Dr	126	1.04	0.3
1074         2B         Cedarcreast Dr         Lbrary Hill Ln         1.07         0.2           1074         2B         WATTLING RD RD         Ermine Rd         1.09         0.6           1075         2E         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         2E         Crote 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         2.0           1075         3E         Buff Rd         Rgynolds Rd         RR         1.01         2.0           1075         3E         RB reynolds Rd         RR         1.01         2.0         1.01         2.0           1075         3E         Robert Wilson Rd         RB         1.01         2.0         1.07         2.0         1.07         2.0         1.07         2.0         1.07         2.0         1.07         2.0         1.07         2.0         1.07         2.0         1.07         2.0         1.00         2.0         1.00         2.0         1.07         2.0         1.00         2.0         1.00         2.0         1.00         2.0         1.00         2.0         1	1074	2B	TWO NOTCH RD RD	Dooley Rd/Cedar Rd	1.06	1.2
1074         2B         WATLING RD RD         Emme Rd         1.09         0.6           US Hwy X01: McCords Ferry Ro           1075         2E         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         3E         STATE HWY 263         US Hwy 76 / Devine St / Garners Ferry Rd         1.00         2.8           1075         3E         Bluff Rd         Raynolds Rd         1.00         2.0           1075         3E         Reynolds Rd         1.01         2.0         1.01         2.0           1075         3E         Rebert Wilson Rd         Circle Dr         1.01         2.0           1075         3E         Robert Wilson Rd         1.01         2.0         1.02         1.0           1075         3E         Robert Wilson Rd         1.05         2.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0         1.02         1.0<	1074	2B	Cedarcreast Dr	Library Hill Ln	1.07	0.2
Obs Hwy 6011 McCords Perry Rd         1.01         2.0           1075         2E         Circle Dr         SC Hwy 282 / Leesburg Rd         1.02         1.0           1075         3E         Bluff Rd         Reynolds Rd         1.00         2.0           1075         3E         Bluff Rd         Reynolds Rd         1.00         2.0           1075         3E         Reynolds Rd         1.01         2.0           1075         3E         Reynolds Rd         1.01         2.0           1075         3E         Reynolds Rd         RR         1.01         2.0           1075         3E         Robert Wilson Rd         Rd         1.00         2.0           1075         3E         Robert Wilson Rd         1.00         2.0         1.00         2.0           1076         3E         Buff Rd         Gorde Dr         1.02         1.0         1.00         2.0           1076         2E         Circle Dr         R         Robert Wilson Rd         1.02         1.0         1.02         1.0           1076         3E         Buff Rd         Raynolds Rd         1.00         2.0         1.00         2.0           1076         3E         <	1074	2B	WATTLING RD RD	Ermine Rd	1.09	0.6
10/15         2E         Hoben Wilson Rd         Circle Dr         1.01         2.0           1075         3E         STATE HWY 263         US Hwy 76 / Devine St / Garners Ferry Rd         1.00         2.8           1075         3E         Bhuff Rd         Reynolds Rd         1.01         2.9           1075         3E         Renolds Rd         I.01         2.9           1075         3E         Reprolds Rd         I.01         2.0           1075         3E         Reprolds Rd         I.01         2.0           1075         3E         Reprolds Rd         I.01         2.0           1075         3E         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         3E         Bulff Rd         Reprolds Rd         1.00         2.0           1076         3E         US Hwy 76 / Devine St / Garners Ferry Rd         STATE HWY 263         0.99         2.8           1076         3E         US Hwy 76 / Devine St / Garners Ferry Rd         STATE HWY 263         0.99         2.9           1076         3E         US Hwy 76 / Devine St / Garners Ferry Rd         1.03         2.0         1.03         2.0           1076         3E         Reprolds Rd	1075	0.5	US HWY 601 /	McCoras Ferry Ra	4.04	
1075         2E         Curice Dr         SC Hwy 267 / Devine St / Garners Ferry Rd         1.02         1.02           1075         3E         Bluff Rd         Reynolds Rd         1.00         2.0           1075         3E         Bluff Rd         Reynolds Rd         1.01         2.0           1075         3E         RAR         STATE HWY 263         1.01         2.0           1075         3E         Robert Wilson Rd         1.01         2.0           1075         3E         Robert Wilson Rd         1.05         2.0           1076         3E         SC Hwy 262 / Leesburg Rd         Circle Dr         1.02         1.0           1076         2E         Circle Dr         1.02         1.0         2.0           1076         2E         Circle Dr         1.02         1.0         2.0           1076         3E         SC Hwy 262 / Leesburg Rd         Circle Dr         1.00         2.0           1076         3E         DS Hwy 76 / Devine St / Garners Ferry Rd         STATE HWY 263         0.99         2.8           1076         3E         DS Hwy 76 / Devine St / Garners Ferry Rd         1.00         2.0           1076         3E         Reponolds Rd         1.00<	1075		Robert Wilson Rd	Circle Dr	1.01	2.0
1073         3E         5 Drive 70         Point         70         20         20           1075         3E         RR         STATE HWY 283         1.01         2.0           1075         3E         Reynolds Rd         RR         1.01         2.0           1075         3E         Revnolds Rd         RR         1.01         2.0           1075         3E         Robert Wilson Rd         1.05         2.0           1075         3E         Buift Rd         Reynolds Rd         1.05         2.0           1076         3E         Circle Dr         Robert Wilson Rd         1.02         1.00         2.0           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         0.00         2.0         1.00         2.0           1076         3E         Girabe Rd         Buift Rd         1.00         2.0         1.00         2.0           1076         3E         Circle Dr         Robert Wilson Rd         1.03         2.0 <t< td=""><td>1075</td><td></td><td></td><td>SC Hwy 262 / Leesburg Rd</td><td>1.02</td><td>1.0</td></t<>	1075			SC Hwy 262 / Leesburg Rd	1.02	1.0
1075         3E         RR         101         2.9           1075         3E         Reprolds Rd         IR         1.01         2.9           1075         3E         Robert Wilson Rd         Circle Dr         1.01         2.0           1076         3E         Robert Wilson Rd         1.01         2.0           1076         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         Robert Wilson Rd         1.02         1.00           1076         2E         SC Hwy 262 / Leesburg Rd         Circle Dr         1.02         1.0           1076         2E         Circle Dr         1.02         1.0         2.0           1076         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         STATE HWY 263         0.99         2.8           1076         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         STATE HWY 263         0.09         2.9           1076         3E         RR         Reynolds Rd         1.00         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1076         3E         Cirole Dr         Robert Wilson Rd         1.03 <td>1075</td> <td>3E</td> <td>Bluff Bd</td> <td>Beynolds Bd</td> <td>1.00</td> <td>2.0</td>	1075	3E	Bluff Bd	Beynolds Bd	1.00	2.0
1075         3E         Reynolds Rd         1.01         2.0           1075         3E         Robert Wilson Rd         Circle Dr         1.01         2.0           1075         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         Robert Wilson Rd         1.00         2.0           1075         4E         Biuff Rd         Reynolds Rd         1.00         2.0           1076         2E         Circle Dr         1.02         1.0         1.02         1.0           1076         2E         Circle Dr         1.02         1.0         1.03         2.0           1076         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         STATE HWY 263         0.99         2.9           1076         3E         STATE HWY 263         0.99         2.9           1076         3E         Repnolds Rd         1.00         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1077	1075	3F	BB	STATE HWY 263	1.00	2.9
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         Buff Rd         Reynolds Rd         1.00         2.0           1076         2E         SC Hwy 282 / Leesburg Rd         Circle Dr         1.02         1.0           1076         3E         US Hwy 76 / Devine St / Garners Ferry Rd         STATE HWY 263         0.99         2.8           1076         3E         Exponds Rd         Biuff Rd         1.00         2.0           1076         3E         Repunds Rd         Biuff Rd         1.00         2.0           1076         3E         Repunds Rd         1.00         2.0           1076         3E         Repunds Rd         1.00         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1076         4E         Reynolds Rd         1.00         2.0           1076         2C         US Hwy 78 / Devine St / Garners Ferry Rd         1.03         2.0           1077         2C         US Hwy 1 / Millwood Ave / Two Notch RK ILBOURNE RD RD         0.65	1075	3E	Reynolds Rd	RR	1.01	2.0
1075         3E         US Hwy 76 / Devine St / Gamers 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         1.03         2.0           1076         2E         Circle Dr         Rd         0.99         2.8           1076         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         STATE HWY 263         0.99         2.8           1076         3E         RPholds Rd         0.99         2.9         1076         3E         Repnolds Rd         1.00         2.0           1076         3E         RPholds Rd         Bluff Rd         1.00         2.0           1076         3E         Circle Dr         Robert Wilson Rd         1.03         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch RKILBOURNE RD RD         0.65         0.3	1075	3E	Robert Wilson Rd	Circle Dr	1.01	2.0
1075         4E         Bluff Rd         Reynolds Rd         1.00         2.0           1076         2E         SC Hwy 262 / Leesburg Rd         Circle Dr         1.02         1.00           1076         2E         Circle Dr         Robert Wilson Rd         1.03         2.0           1076         3E         US Hwy 76 / Devine St / Gamers Ferry Rd         STATE HWY 263         0.99         2.8           1076         3E         Raynolds Rd         0.99         2.9         1076         3E         Reynolds Rd         1.00         2.0           1076         3E         RR         Reynolds Rd         1.00         2.0           1076         3E         Rabert Wilson Rd         1.03         2.0           1076         3E         Rabert Wilson Rd         US Hwy 76 / Devine St / Gamers Ferry Rd         1.03         2.0           1076         4E         Repnolds Rd         US Hwy 76 / Devine St / Gamers Ferry Rd         1.00         2.0           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R KILBOURNE RD RD         0.65         0.3           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R KILBOURNE RD RD         0.65         0.3           1077         2C	1075	ЗE	US Hwy 76 / Devine St / Garners Ferry Rd	Robert Wilson Rd	1.05	2.0
1076         2E         SC Hwy 262 / Leesburg Rd         Circle Dr         1.02         1.02         1.02           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         Raynolds Rd         Bluff Rd         1.00         2.0           1076         3E         Raynolds Rd         1.00         2.0           1076         3E         Circle Dr         Robert Wilson Rd         1.00         2.0           1076         3E         Circle Dr         Robert Wilson Rd         1.03         2.0           1076         3E         Robert Wilson Rd         1.03         2.0           1076         4E         Reynolds Rd         US Hwy 76 / Devine St / Garners Ferry Rd         1.03         2.0           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rk (LIBOURNE RD RD         0.65         0.3           1077         2C         WILDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         No Name         SC Hwy 262 / Leesburg Rd         0.75         0.4	1075	4E	Bluff Rd	Reynolds Rd	1.00	2.0
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       Reynolds Rd       0.99       2.9         1076       3E       Repnolds Rd       1.00       2.0         1076       3E       Repnolds Rd       1.00       2.0         1076       3E       Repnolds Rd       1.00       2.0         1076       3E       Robert Wilson Rd       1.03       2.0         1076       3E       Robert Wilson Rd       1.03       2.0         1076       4E       Repnolds Rd       Buff Rd       1.03       2.0         1076       4E       Repnolds Rd       Buff Rd       1.03       2.0         1077       2C       US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R (KILBOURNE RD RD       0.65       0.3         1077       2C       WILBOURNE RD RD       STATE HWY 16       0.69       0.5         1077       2C       No Name       STATE HWY 16       0.69       0.5         1077       2C       No Name       STATE HWY 16       0.78       0.5         1077	1076	2E	SC Hwy 262 / Leesburg Rd	Circle Dr	1.02	1.0
1076         3E         DS HWY 76 / Devine ST / Gamers Perry Hd         STATE HWY 263         0.99         2.8           1076         3E         STATE HWY 263         RR         0.99         2.9           1076         3E         Raynolds 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 / Gamers Ferry Rd         1.03         2.0           1076         4E         Reynolds Rd         US Hwy 76 / Devine St / Gamers Ferry Rd         1.00         2.0           1076         4E         Reynolds Rd         US Hwy 76 / Devine St / Gamers Ferry Rd         1.00         2.0           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch RK (LBOURNE RD RD         0.65         0.3           1077         2C         KILBOURNE RD RD         STATE HWY 16         0.69         0.5           1077         2C         Name         SC Hwy 262 / Leesburg Rd         0.75         0.4           1077         2C         Name         STATE HWY 16         0.86         0.6	1076	2E	Circle Dr	Robert Wilson Rd	1.03	2.0
ID76         3E         ISTATE HWY 203         IHR         0.99         2.3           1076         3E         Reynolds 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         US Hwy 76 / Devine St / Garners Ferry Rd         1.03         2.0           1076         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R KLBCOURNE RD RD         0.65         0.3           1077         2C         WILDCAT RD RD         STATE HWY 16         0.669         0.5           1077         2C         WILDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         HANDEN ST ST         MAPLE ST ST         0.81         0.7           1077         2C         HARDEN ST ST         MAPLE ST ST         0.81         0.7           1077         2C         HARDEN ST ST         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd         0.86         0.6	1076		US Hwy 76 / Devine St / Garners Ferry Rd	STATE HWY 263	0.99	2.8
International Problems         International Problems <thinternatera problems<="" th="">         Internatinalandeadding Pro</thinternatera>	1076	30	Dovinoida Dd	RR Bluff Dd	0.99	2.9
Intro         Intritter         Intro         Intro	1076	3E	RB	Beynolds Bd	1.00	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 R 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 PI         0.73         0.5           1077         2C         Hampton PI         0.73         0.5         0.4           1077         2C         Hampton PI         0.73         0.5         0.4           1077         2C         Hampton PI         No Name         0.78         0.5           1077         2C         HARDEN ST ST         MAPLE ST ST         0.81         0.7           1077         2C         SC Hwy 262 / Leesburg Rd         I-77 SB off ramp         0.87         0.3           1077         2C         SC Hwy 262 / Leesburg Rd         I-77 SB off ramp         0.89         0.5           1077         2C         STATE HWY 16         WIL	1076	3F	Circle Dr	Robert Wilson Bd	1.03	2.0
1076         4E         Reynolds Rd         I.00         2.0           US Hwy 76 / Devine St / Garners Ferry Rd           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Ri KLBOURNE RD RD         0.65         0.3           1077         2C         WILDCAT RD RD         STATE HWY 16         0.69         0.5           1077         2C         WILDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         Hampton PI         0.73         0.5         0.4           1077         2C         Hampton PI         0.73         0.5         0.78         0.5           1077         2C         Hampton PI         No Name         0.78         0.5           1077         2C         HARDEN ST ST         MAPLE ST ST         0.81         0.7           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         STATE HWY 16         WILDCAT RD RD         0.87         1.2           1077         2C         GREENLAWN DR DR         Patterson Rd         0.91	1076	3E	Robert Wilson Rd	US Hwy 76 / Devine St / Garners Ferry Rd	1.03	2.0
US Hwy 76 / Devine St / Garners Ferry Rd           1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R KILBOURNE RD RD         0.65         0.3           1077         2C         KILBOURNE RD RD         STATE HWY 16         0.69         0.5           1077         2C         WilLDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         WilLDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         Hampton PI         No Name         0.76         0.4           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         MAPLE ST ST         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch Rd         0.88         0.5           1077         2C         GREENLAWN DR DR         Paterson Rd         0.91         0.5           1077         2C         GREENLAWN DR DR         Paterson Rd         0.91         0.5           1077         2C         GREENLAWN DR DR         Pineview Rd         0.87         1.2           1077         3C	1076	4E	Reynolds Rd	Bluff Rd	1.00	2.0
1077         2C         US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R 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 PI         0.73         0.5           1077         2C         No Name         SC Hwy 262 / Leesburg Rd         0.75         0.4           1077         2C         Hampton PI         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         SC Hwy 262 / Leesburg Rd         WILDCAT RD RD         0.89         0.5           1077         2C         STATE HWY 16         WILDCAT RD RD         0.81         0.7           1077         2C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         2C         I-77 SB off ramp         GREENLAWN DR DR         0.90			US Hwy 76 / Devir	ne St / Garners Ferry Rd		
1077         2C         KILBOURNE RD RD         STATE HWY 16         0.69         0.5           1077         2C         WILDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         No Name         SC Hwy 262 / Leesburg Rd         0.75         0.4           1077         2C         Hampton PI         No Name         0.78         0.5           1077         2C         HARDEN ST ST         No Name         0.78         0.5           1077         2C         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         SC Hwy 262 / Leesburg Rd         I-77 SB off ramp         0.87         0.3           1077         2C         SC Hwy 262 / Leesburg Rd         I-77 SB off ramp         0.87         0.3           1077         2C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         ROTTER RD RD         BROWNS CHAPEL RD RD         0.90         1.8	1077	2C	US Hwy 378 / US Hwy 1 / Millwood Ave / Two Notch R	KILBOURNE RD RD	0.65	0.3
1077         2C         WILDCAT RD RD         Hampton PI         0.73         0.5           1077         2C         No Name         SC Hwy 262 / Leesburg Rd         0.75         0.4           1077         2C         Hampton PI         No Name         0.78         0.5           1077         2C         HARDEN ST ST         No Name         0.78         0.5           1077         2C         HARDEN 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         0.87         1.2           1077         3C         Patterson Rd         0.91         0.5         1.00         0.4           1077         3C         GREENLAWN DR DR         Pineview Rd         0.87         1.2           1077	1077	2C	KILBOURNE RD RD	STATE HWY 16	0.69	0.5
1077         2C         No Name         SC Hwy 262 / Leesburg Rd         0.75         0.4           1077         2C         Hampton PI         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         2C         I-77 SB off ramp         GREENLAWN DR DR         0.90         1.8           1077         3C         Patterson Rd         0.91         0.5         1.2           1077         3C         RENLAWN DR DR         Patterson Rd         0.90         1.8           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5	1077	20	WILDCAT RD RD	Hampton Pl	0.73	0.5
10//         2C         Itampton Pl         INO 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         2C         I-77 SB off ramp         GREENLAWN DR DR         0.91         0.5           1077         2C         I-77 SB off ramp         GREENLAWN DR DR         0.91         0.5           1077         3C         Patterson Rd         0.91         0.5         1.2           1077         3C         REENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5 <tr< td=""><td>1077</td><td>2C</td><td>No Name</td><td>ISC Hwy 262 / Leesburg Rd</td><td>0.75</td><td>0.4</td></tr<>	1077	2C	No Name	ISC Hwy 262 / Leesburg Rd	0.75	0.4
1077         2C         IARDER 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         Interson Rd         0.91         0.5         0.44           1077         2C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         2C         Interson Rd         0.91         0.5         0.44           1077         3C         Patterson Rd         0.91         0.5           1077         3C         Fatterson Rd         0.87         1.2           1077         3C         GREENLAWN DR DR         BROWNS CHAPEL RD RD         0.90         1.8           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         Dinoview Rd         Universal Dr         0.92         0.2           1077         3C         Pineview Rd	10//	20			U./8	0.5
1077         2C         SC Hwy 262 / Leesburg Rd         I-77 SB off ramp         0.87         0.3           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         2C         I-77 SB off ramp         GREENLAWN DR DR         1.00         0.4           1077         3C         Patterson Rd         0.87         1.2           1077         3C         ROTTER RD RD         BROWNS CHAPEL RD RD         0.90         1.8           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         Pineview Rd         Universal Dr         0.92         0.2           1077 <t< td=""><td>1077</td><td>20</td><td></td><td>IVIATLE 31 31 IIS Hway 378 / IIS Hway 1 / Millwood Ave / Two Notoh Dd</td><td>0.01</td><td>0.7</td></t<>	1077	20		IVIATLE 31 31 IIS Hway 378 / IIS Hway 1 / Millwood Ave / Two Notoh Dd	0.01	0.7
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       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       GREENLAWN DR DR       Patterson Rd       0.91       0.5         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       0.90       1.8         1077<	1077	20	SC Hwy 262 / Leesburg Rd	II-77 SB off ramp	0.00	0.0
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         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         GREENLAWN DR DR         Patterson Rd         0.90         1.8           1077         3C         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         GREENLAWN DR DR         Patterson Rd         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	1077	20	STATE HWY 16	WILDCAT RD RD	0.89	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         GREENLAWN DR DR         Patterson Rd         0.91         0.5           1077         3C         GREENLAWN DR DR         Patterson Rd         0.92         0.2           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         3C         Universal Dr         TROTTER RD RD         0.99         1.2           1077         3D         TROTTER RD RD         BROWNS CHAPEL RD RD         0.90         1.8           1077         3	1077	20	GREENLAWN DR DR	Patterson Rd	0.91	0.5
1077         3C         Patterson Rd         0.87         1.2           1077         3C         TROTTER 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         Pineview Rd         Universal Dr         0.92         0.2           1077         3C         Universal Dr         0.92         0.2           1077         3C         Universal Dr         0.99         1.2           1077         3D         TROTTER RD RD         0.99         1.2           1077         3D         TROTTER RD RD         0.90         1.8           1077         3D         STATE HWY 769         South Carolina Rd         0.95         2.6	1077	2C	I-77 SB off ramp	GREENLAWN DR DR	1.00	0.4
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         Pineview Rd         Universal Dr         0.92         0.2           1077         3C         Universal Dr         0.92         0.2           1077         3C         Universal Dr         0.99         1.2           1077         3C         Universal Dr         0.99         1.2           1077         3C         Universal Dr         0.99         1.2           1077         3D         TROTTER RD RD         0.90         1.8           1077         3D         TROTTER RD RD         0.90         1.8           1077         3D         STATE HWY 769         South Carolina Rd         0.95         2.6	1077	3C	Patterson Rd	Pineview Rd	0.87	1.2
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         3C         Universal Dr         TROTTER RD RD         0.99         1.2           1077         3D         TROTTER RD RD         0.90         1.8           1077         3D         STATE HWY 769         South Carolina Rd         0.95         2.6	1077	3C	TROTTER RD RD	BROWNS CHAPEL RD RD	0.90	1.8
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         0.90         1.8           1077         3D         STATE HWY 769         South Carolina Rd         0.95         2.6	1077	3C	GREENLAWN DR DR	Patterson Rd	0.91	0.5
10//         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	1077	3C	Pineview Rd	Universal Dr	0.92	0.2
1077         3C         Universal Dr         1.2           1077         3C         Universal Dr         TROTTER RD RD         0.99         1.2           1077         3D         TROTTER RD RD         0.99         1.2           1077         3D         TROTTER RD RD         0.90         1.8           1077         3D         STATE HWY 769         South Carolina Rd         0.95         2.6	1077		PINEVIEW Ka		0.92	0.2
1077         3D         TROTTER RD RD         0.99         1.2           1077         3D         TROTTER RD RD         0.90         1.8           1077         3D         STATE HWY 769         South Carolina Rd         0.95         2.6	1077	30			0.99	1.2
1077 3D STATE HWY 769 South Carolina Rd 0.95 2.6	1077	20			0.99	1.2
	1077	3D	STATE HWY 769	South Carolina Rd	0.95	2.6

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

Route	Мар	Start	End	C.I.	Length
1077	3D	South Carolina Bd	Old Congaree Bun	0.98	0.8
1077	3D	HUNTING CREEK RD RD	STATE HWY 769	0.99	0.9
1077	3D	Old Congaree Bun	Piney Branch Bd	1 03	2.8
1077	3D	Piney Branch Bd	Chain Gang Bd	1.03	1.8
1077	3D	BROWNS CHAPEL BD BD	HUNTING CREEK BD BD	1.00	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 Bd	1.01	1.3
1077	3E	US Hwy 601 / McCords Ferry Rd	STATE HWY 236	1.01	2.3
1077	3E	Pinev 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	2Č	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 Pone	d 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	1-20	0.98	1.1
1080	1D	Garlits Dr	Health Pond Rd	1.01	0.8





## 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 show 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 occur 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	Roadway	Description
1	Harbison Blvd	East of Park Terrace Dr and west of I-26
2	Hardsorabble Rd	Hardscrablle Rd, north of Clemson Rd
3	Hwy 302 / Edmund Hwy	Airport Blvd, west of I-26
4	Longs Pond Rd / Pisgah Churoh Rd	Longs Pond Rd/Pisgah Churoh 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.

LOS	Control	Delay (s)
Α	<	10
В	10	20
С	20	35
D	35	55
E	55	80
F	>	80

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

**Unsignalized LOS Criteria** 

LOS	Control	Delay (s)
A	<	10
В	10	15
С	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 Northwo	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 / 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	ι E

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

ID	Route Name	Intersecting Street	Intersection	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   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	L 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 Churc	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 strategyselection 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.









## 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.

<u>Growth Management</u> 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.

<u>Public transit capital improvements and operational improvements</u> include exclusive right-ofway, 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 <u>encourages the use of non-motorized modes</u> 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 <u>manage travel</u> <u>demand</u>. 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. <u>Traffic operation improvements</u> 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). <u>Incident management and access management solutions</u> 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 <u>additional general purpose lanes</u> 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		Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)
	A CONTRACTOR OF THE OWNER	Commuter Orientated Transit Service (express)
	Public Transit Capital Improvements	Bus Circulator
		Bus Connections to Nearby Transit Route
		Transit park and ride facilities
		Service enhancement/Service Expansion
Shift Trips from	Public Transit Operational	Queue Jumper/Bypass Technology
other modes	Improvements	Transit information systems/Intelligent Bus Stops
		Transit Marketing
		Bicycle Facilities/Storage Systems
	Encourage the use of non-	Sidewalks 5'
	motorized modes	Wide Sidewalks (>5') and Streetscape
		Pedestrian Grade Separation between major trip generators
	Transportation Demand Management	Parking Management/Fee Adjustment
LEVEL 3 Increase		Vanpooling Programs
Vehicle Occupancy		Ride share matching services
		Telecommuting
LEVEL 4		Intersection widening/Channelization and turn lanes
	Traffic Operational Improvements	Intersection turn restrictions/One-way Pairs
		Signal Coordination
		Signal Consolidation
		Traffic Surveillance and control systems
		Detection of incidents
Operations	Incident Management	Clearance/Response time improvements
		Information Distribution/Alternative Routes
		Driveway control
	Access Management	Median control
		Frontage roads/Interparcel Connectivity
		Deceleration Lanes
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes



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# Table 8B: Definitions of Mitigation Strategies

l evel 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.
	Commuter Transit Service (express)	Transit that is geared towards long distance commute trips in the peak hour and having minimal bus stops.
1000	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.
Shift Trips	Service enhancement/Service Expansion	May include equipping buses with GPS devices, adding comfortable seats, providing TV/radio features.
Irom Automobiles	Queue Jumper/Bypass Technology	Bypass technology adjusts traffic signal timings to provide transit vehicles more green signal time.
to other	IIntelligent Bus Stops	Intelligent bus stops provide real time bus arrival information to those waiting at bus stops.
modes	Transit Marketing	Can be accomplished through various media, such as the internet, TV, radio, that can be used to encourage transit travel.
1.000	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	Parking Management/Fee Adjustment	Parking fees in downtown settings can be adjusted and managed to encourage specific travel behavior other modes.
Increase	Vanpooling Programs	Vanpool programs are encourage multiple commuters to coordinate their commutes and save fuel / maintenance costs.
Vehicle Occupancy	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	Intersection widening/Channelization	Widening intersection approaches in order to accommodate turn lanes that increase vehicular capacity and minimize delay.
1 = 2 = 0	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.
Improve	Detection of incidents	Implementation closed-circuit television cameras and variable message signs that communicate travel information to motorists.
Roadway	Clearance/Response time improvements	Attending to the incident and removing the vehicles in a timely fashion.
operations	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 oorridor 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 vicinty 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 oorridor
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 vicinty of the corridor
Congestion Index Less than 0.5	Congestion Index results for the oorridors 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 76

**Congestion 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)

- 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)







- 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)

- 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)





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)

- 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)

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)

- 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)

- 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)

- 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)





- 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.











### 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

















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## Appendix B Congested Corridors Analysis

### **Presented to:**

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Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1001 - Clemson Rd - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Re through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1002 - Clemson Rd - Westbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

October 2008

#1006 - Columbiana Dr - Southbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

October 2008

#1011 - Hardscrabble Rd - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1012 - Hardscrabble Rd - Southbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1012 - Hardscrabble Rd - Southbound - AM

#### Central USS Midlands Council of Governments

# Columbia Area Congestion Mitigation Process (CMP)



Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1021 - Longs Pond Rd - Northbound - AM





October 2008

#1023 - Longtown Rd - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Record through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1030 - Park Terr - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1035 - Platt Springs Rd - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1037 - SC 12 - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1038 - SC 12 - Westbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1042 - SC 262 - Westbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#### #1043 - SC 277 - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1044 - SC 277 - Southbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1047 - SC 6 - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1048 - SC 6 - Southbound - AM




October 2008

#1049 - SC 768 - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1050 - SC 768 - Southbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1053 - Sunset Dr - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1055 - Two Notch Rd - Eastbound - AM

Page - 20





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1059 - US Hwy 176 - Northbound - AM

Page - 21





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1060 - US Hwy 176 (R1,51) - Southeastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1063 - US Hwy 321 - Northbound - AM





October 2008

#1065 - US 321 - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1067 - US Hwy 321 - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1068 - US Hwy 321 - Southbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1069 - US Hwy 378 - Eastbound - AM





October 2008

#1070 - US Hwy 378 - Westbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1071 - US Hwy 378 - Northbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1072 - US 378 - Southbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1073 - US Hwy 50 - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1077 - US 76 - Eastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1078 - US 76 - Westbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1002 - Clemson Rd - Westbound - PM





October 2008

#1004 - Columbia Ave - Westbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1006 - Columbiana Dr - Southbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1010 - Harbison Blvd - Westbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1014 - Hwy 302 - Southbound - PM





October 2008

#1021 - Longs Pond Rd - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1023 - Longtown Rd - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1030 - Park Terr - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1033 - Pineview Rd - Eastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1037 - SC 12 - Eastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1041 - SC 262 - Eastbound - PM





October 2008

#1042 - SC 262 - Westbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = Recorded length of vehicle queue measured in feet through movement based on seconds of delay

October 2008

#1043 - SC 277 - Northbound - PM





October 2008

#1044 - SC 277 - Southbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1047 - SC 6 - Northbound - PM





October 2008

#1048 - SC 6 - Southbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1049 - SC 768 - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1050 - SC 768 - Southbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1051 - St Andrews - Northbound - PM




Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1059 - US Hwy 176 - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1060 - US Hwy 176 (R1,51) - Southeastbound - AM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1060 - US Hwy 176 - Southeastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1061 - US 21 - Eastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1062 - US 21 - Westbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1063 - US Hwy 321 - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1064 - US Hwy 321 - Southbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1065 - US 321 - Eastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1065 - US 321 - Eastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

October 2008

#1069 - US Hwy 378 - Eastbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1070 - US Hwy 378 - Westbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

### #1071 - US Hwy 378 - Northbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1072 - US Hwy 378 - Southbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

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

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#1074 - US Hwy 50 - Westbound - PM





Congestion Index = Recorded speed / Posted Speed Limit

Approach LOS = FHWA's HCMLevel of Service (LOS) for the Queue = F through movement based on seconds of delay

Queue = Recorded length of vehicle queue measured in feet

#### October 2008

#### #1078 - US 76 - Westbound - PM



### Appendix C Matrix for Mitigation Strategies

### **Presented to:**

Central Midlands Council of Governments





Toolbo	x of Mitigatio Con	n Strategies* and Thresholds for gested 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">	у	n	n	n	у	n	n	у	n	у	n	n	у	у	n	n	n	у	n	n	n	n	n	у
l evel 1	Growth Management	Land Use Policies																								
Leven	Crowth Management	Jobs/Housing Balance																								
LEVEL 2		Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
		Commuter Orientated Transit Service (express)																								
	Public Transit Capital	Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
Shift Trips		Service enhancement/Service Expansion																								
from	Public Transit	Queue Jumper/Bypass Technology																								
to other	Improvements	Transit information systems/Intelligent Bus Stops																								
modes		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of	Sidewalks 5'																								
	non-motorized modes	Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3		Parking Management/Fee Adjustment																								
Increase	Transportation	Vanpooling Programs																								
Vehicle Occupancy	Demand Management	Ride share matching services																								
		Telecommuting																								
LEVEL 4		Intersection widening/Channelization and turn lanes																								
	Traffia Operational	Intersection turn restrictions/One-way Pairs																								
	Improvements	Signal Coordination																								
		Signal Consolidation																								
		Traffic Surveillance and control systems																								
Improve		Detection of incidents																								
Roadway	Incident Management	Clearance/Response time improvements																								
Operations		Information Distribution/Alternative Routes																								
		Driveway control																								
	Access Management	Median control																								
	genen	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 23<sup>rd</sup> Code of Federal Regulations, section 500, in the Federal Register under the DOT Corridor characteristic is supportive of the mitigation strategy indicated

Toolbo	x of Mitigatio for Cor	on Strategies* and Thresholds agested 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 Boute 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">	у	n	n	n	У	n	n	у	n	n	n	n	n	у	у	n	у	у	n	n	n	у	n	У
LEVEL 1	Growth	Land use policies/regulations																								
	Management/Activity	Locations of jobs and housing																								
	Centers	Telecommuting																								
LEVEL 2		Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
	Dublic Transit Capital	Commuter Orientated Transit Service (express)																								
	Improvements	Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
Shift Trips		Service enhancement/Service Expansion																								
from Automobiles	Public Transit	Queue Jumper/Bypass Technology																								
to other	Improvements	Transit information systems/Intelligent Bus Stops																								
modes		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of	Sidewalks 5'																								
	non-motorized modes	Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
LEVEL 3	Tropoportoion	Parking Management/Fee Adjustment																								
Vehicle	Demand Management	Vanpooling Programs																								
Occupancy		Ride share matching services																								
LEVEL 4		Intersection widening/Channalization and turn lanes																								
	Traffic Operational	Intersection turn restrictions/One-way Pairs																								
	Improvements	Signal Coordination																								
		Signal Consolidation																	-							
		Traffic Surveillance and control systems																	-							
Improve		Detection of incidents																								
Roadway Operations	Incident Management	Clearance/Response time improvements																								
e por aciono		Information Distribution/Alternative Routes																								
		Driveway control																								
	Access Mangament	Median control																								
		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capcity	Addition of General Purpose Lanes	Arterial Lanes																								

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

Prior   Prior <th< th=""><th>Toolbo</th><th>ox of Mitigation Cong</th><th>Strategies* and Thresholds for ested Corridors</th><th>Future Growth &gt; 2% per year</th><th>Current Transit Service (Commuter Orientated)</th><th>Current Transit Service (Local)</th><th>Planned Transit along Corridor</th><th>Major Trip Generators Present</th><th>Parallel High Capacity Transit Route Present (within 1/2 mile)</th><th>Regional Activity Center or CBD within 1/2 mile</th><th>Current Bicycle Routes or Lanes</th><th>Current Sidewalk (standard 5')</th><th>Major trip generators on opposite sides of Road</th><th>Current paid parking lots along Corridor</th><th>Current or Planned Median</th><th>Current or Planned 2 Lane Road</th><th>Current or Planned Multilane Road</th><th>Turn Lanes Present</th><th>Frequent Signal Stops</th><th>Within Activity Center or CBD</th><th>Congestion Index Less than 0.5</th><th>Access to major truck generators/Major through truck</th><th>Frequent median breaks</th><th>Frequent driveways / tight driveway turning radii</th><th>Presence of deceleration lanes</th><th>Presence of parallel/alternative routes for incidents</th><th>Congestion Present for &gt;.5 mile (arterial)</th></th<>	Toolbo	ox of Mitigation Cong	Strategies* and Thresholds for ested 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)
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		Transit park and ride facilities	<u> </u>	-																_			-	<sup> </sup>	<b></b>	
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#### #1037/1038 - SC 12/Forest Dr/Percival Rd/Taylor St, East of Downtown Columbia

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		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbo	ox of Mitigation Conge	Strategies* and Thresholds for ested 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)
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		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbo	ox of Mitigation Cong	Strategies* and Thresholds for ested 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)
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		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated

# #1061/1062 - US 21/US 176/ US 321/Blossom St/Charleston Hwy, Downtown Columbia

Toolbo	ox of Mitigation Conge	Strategies* and Thresholds for ested 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)
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Occupancy	Management	Ride share matching services																								
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	Traffic Operational	Intersection turn restrictions/One-way Pairs																								
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LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

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

Corridor characteristic is supportive of the mitigation strategy indicated

Toolbo	x of Mitigation Cong	Strategies* and Thresholds for ested 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)
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	Access Management	Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated

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

Toolbo	ox of Mitigation Conge	Strategies* and Thresholds for ested 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 Boute 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)
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		Jobs/Housing Balance																								
LEVEL 2		Exclusive r.o.w. (rapid rail, light rail, or bus rapid transit)																								
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	Improvements	Bus Circulator																								
		Bus Connections to Nearby Transit Route																								
		Transit park and ride facilities																								
		Service enhancement/Service Expansion																								
Shift Trips from	Public Transit Operational	Queue Jumper/Bypass Technology																								
other modes	Improvements	Transit information systems/Intelligent Bus Stops																								
		Transit Marketing																								
		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-	Sidewalks 5'																								
	motorized modes	Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
		Parking Management/Fee Adjustment																								
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	Access management	Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated

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

Toolbo	ox of Mitigation Cong	Strategies* and Thresholds for ested Corridors <i>enter "y" or "n"&gt;</i>	Future Growth > 2% per year	<ul> <li>Current Transit Service</li> <li>(Commuter Orientated)</li> </ul>	<ul> <li>Current Transit Service (Local)</li> </ul>	Planned Transit along Corridor	<ul> <li>✓ Major Trip Generators Present</li> </ul>	<ul> <li>Parallel High Capacity Transit</li> <li>Route Present (within 1/2 mile)</li> </ul>	Regional Activity Center or CBD within 1/2 mile	Current Bicycle Routes or Lanes	<ul> <li>Current Sidewalk (standard 5')</li> </ul>	<ul> <li>Major trip generators on opposite sides of Road</li> </ul>	<ul> <li>Current paid parking lots along</li> <li>Corridor</li> </ul>	Current or Planned Median	<ul> <li>Current or Planned 2 Lane Road</li> </ul>	<ul> <li>Current or Planned Multilane</li> <li>Road</li> </ul>	<ul> <li>Turn Lanes Present</li> </ul>	Frequent Signal Stops	<ul> <li>Within Activity Center or CBD</li> </ul>	<ul> <li>Congestion Index Less than 0.5</li> </ul>	<ul> <li>Access to major truck</li> <li>generators/Major through truck</li> </ul>	Frequent median breaks	<ul> <li>Frequent driveways / tight</li> <li>driveway turning radii</li> </ul>	<ul> <li>Presence of deceleration lanes</li> </ul>	<ul> <li>Presence of parallel/alternative routes for incidents</li> </ul>	<ul> <li>Congestion Present for &gt;.5 mile (arterial)</li> </ul>
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		Bicycle Facilities/Storage Systems																								
	Encourage the use of non-	Sidewalks 5'																								
	motorized modes	Wide Sidewalks (>5') and Streetscape																								
		Pedestrian Grade Separation between major trip generators																								
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		Frontage roads/Interparcel Connectivity																								
		Deceleration Lanes																								
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated

# 1073/1074 - US 1/US 50/SC 12/Jarvis Klapman Blvd/Main St/Augusta Rd, Downtown Lexington

Toolbo	ox of Mitigation S Conge	Strategies* and Thresholds for ested 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
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	motorized modes	Wide Sidewalks (>5') and Streetscape																		
		Pedestrian Grade Separation between major trip generators																		
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		Driveway control																		
	Access Management	Median control																		
	Access management	Frontage roads/Interparcel Connectivity																		
		Deceleration Lanes																		
LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																		

۱	generators/Major through truck
n	Frequent median breaks
У	Frequent driveways / tight driveway turning radii
n	Presence of deceleration lanes
n	Presence of parallel/alternative routes for incidents
У	Congestion Present for >.5 mile (arterial)

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)
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LEVEL 5 Add Capacity	Addition of General Purpose Lanes	Arterial Lanes																								

Corridor characteristic is supportive of the mitigation strategy indicated



# Appendix D Stakeholder Feedback

# **Presented to:**

Central Midlands Council of Governments







# 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
  - o 6
- During lunch becomes an issue from the middle school to town
- Trucks are cutting through Metz Avenue avoiding North Lake traffic
- o 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
  - $\circ~$  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
- o 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
  - $\circ~$  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 email)

- 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)
  - o 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
  - o 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







# Columbia Area Congestion Management Process

**Performance Measures and Thresholds Report** 

August 12 2008



# **Table of Contents**

1.	Purpose and Introduction	3
2.	Review of Existing Plans	5
3.	Performance Measures for Congestion	.10
4.	Travel Demand Model Results	.13
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 fuel<sup>1</sup>.

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.

<sup>&</sup>lt;sup>1</sup> 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.







# 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.

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	

### Table 2.1 – Existing Planning Documents Reviewed

- <u>Congestion Management Survey Plan for the Columbia Area Transportation System (July 2002)</u> 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.
- <u>Columbia Area Long Range Transportation Plan (LRTP) (2025)</u> 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.
- <u>COATS, Transportation Improvement Program (TIP), (2006-12)</u>

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 congestion or worse. The full list of COATS projects in Lexington and Richland counties that feature in the STIP is given in Appendix A.

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

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

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

• <u>Bike and Pedestrian Pathways Plan for the Columbia Area Transportation Study (March 2006)</u> 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.

- <u>State Funded Maintenance Program (2008)</u> 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.
- <u>CMCOG Draft Human Services Transportation Coordination Plan (June 2007)</u> 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				
Aro-	Fiscal Year						
Alea	2003	2004	2005				
Urban	2,132,109	2,508,007	2,587954				
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.



#### <u>CMCOG Regional Natural Hazard Mitigation Plan</u>

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 mph<sup>2</sup>. 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 moderateincome 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.



<sup>&</sup>lt;sup>2</sup> 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 = average speed 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 || (Cl) > 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 <u>Highway Capacity Manual 2000</u> (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.

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

#### Table 3.1 – Level of Service Definitions

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:



(worst travel time / average travel time) x 100 = percentage extra time compared to the average 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
В	Stable flow	0.76 – 0.84
С	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.



New	Reverse	Old	Davida Nama	Length
Route ID	Route ID	Route ID	Route Name	(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

TABLE 4.1 – Final Cong	estion Managemer	t Process Network
	cotion managemen	



[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.



LEVEL 1	Growth Management/Activity Centers
	Land use policies/regulations
	Design Standards
Eliminate the need for the	Locations of jobs and housing
trip	Congestion Pricing
	Parking Fees
	Telecommuting
LEVEL 2	Fublic Transit Capital Improvements
	Exclusive r.o.w. (laplu fall)
	Exclusive r.o.w. (light rail)
	Bus Bypass ramps
	Elect Expansion
	Vehicle Beplacement/Lingrade
	Transit park and ride facilities
	Other intermodal facilities
	Paratransit Services
	Public Transit Operational Improvements
	Service enhancement/Service Expansion
	Fare Reductions
Shift Trips from Automobiles	Transit information systems
to other modes	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
	Transportaion Demand Management
	Transportaion Demand Management Parking Management
	Transportaion Demand Management Parking Management Vanpooling Programs Transportation Demand Management
LEVEL 3	Transportation Demand Management Parking Management Vanpooling Programs Transportation Demand Management
LEVEL 3	Transportation Demand Management Parking Management Vanpooling Programs Transportation Demand Management
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LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportaion Demand Management         Parking Management         Vanpooling Programs         Transportation Demand Management         Ride share matching services         Traffic Operational Improvements         Intersection widening
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportaion Demand Management         Parking Management         Vanpooling Programs         Transportation Demand Management         Ride share matching services         Traffic Operational Improvements         Intersection widening         Channelization
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportaion Demand Management         Parking Management         Vanpooling Programs         Transportation Demand Management         Ride share matching services         Traffic Operational Improvements         Intersection widening         Channelization         Intersection turn restrictions
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management         Vanpooling Programs         Transportation Demand Management         Ride share matching services         Traffic Operational Improvements         Intersection widening         Channelization         Intersection turn restrictions         One-way pairs
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         Intersection widening       Channelization         Intersection turn restrictions       One-way pairs         Signalization improvements       Traffic Operational Improvements
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LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services         Traffic Operational Improvements         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
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         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
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         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         Detection of incidents       Detection of incidents
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LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         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         Detection of incidents       Response time improvements         Information Distribution       Information Distribution
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LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         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         Detection of incidents       Response time improvements         Information Distribution       Alternative routing         Clearance time improvements       Clearance time improvements         Information Distribution       Alternative routing
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LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vappooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         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         Detection of incidents       Response time improvements         Information Distribution       Alternative routing         Construction management       One-way pairs
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         Intersection widening       Traffic Operational Improvements         Intersection widening       Channelization         Intersection turn restrictions       One-way pairs         Signalization improvements       Traffic Control Centers         Computerized Signal Systems       Traffic Surveillance and control systems         Track restrictions       Incident Management         Detection of incidents       Response time improvements         Information Distribution       Alternative routing         Construction management       Access Mangament         Driveway control       Median control
LEVEL 3 Increase Vehicle Occupancy LEVEL 4	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         Intersection widening       Channelization         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         Information Distribution       Alternative routing         Construction management       Access Mangament         Driveway control       Median control         Frontage roads       Stangament
LEVEL 3 Increase Vehicle Occupancy LEVEL 4 Improve Roadway Imperations	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         Intersection widening       Transportation al Improvements         Channelization       Intersection turn restrictions         One-way pairs       Signalization improvements         Traffic Control Centers       Computerized Signal Systems         Traffic Surveillance and control systems       Traffic Surveillance and control systems         Roadway widening       Truck restrictions         Detection of incidents       Response time improvements         Information Distribution       Alternative routing         Construction management       Construction management         Driveway control       Median control         Frontage roads       Addition of General Purpose Lanes
LEVEL 3 Increase Vehicle Occupancy LEVEL 4 Improve Roadway Imperations	Transportation Demand Management         Parking Management       Vanpooling Programs         Transportation Demand Management         Ride share matching services       Traffic Operational Improvements         Intersection widening       Transportation Improvements         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         Information Distribution       Alternative routing         Construction management       Access Mangament         Driveway control       Median control         Frontage roads       Addition of General Purpose Lanes         Freeway Lanes       Freeway Lanes

#### Table 6.1. Toolbox of Mitigation Strategies



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.

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

#### Table 6.2. Corridor Characteristics Examined



#### 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 Poilce
- 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.

 $\textbf{b}\texttt{=}\mathsf{High}\;\mathsf{Priority}\;\mathsf{Projects}; \mathsf{regionally}\;\mathsf{significant}\;\mathsf{projects}\;\mathsf{without}\;\mathsf{an}\;\mathsf{identifiable}\;\mathsf{funding}\;\mathsf{source}.$ 

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

#### Highway Improvement Projects in Lexington and Richland

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

Appendix B:



#### **Bicycle/Pedestrian Plan - Early Action Projects**

	Early Action Projects <sup>1</sup>	Estimated Order-of- Magnitude Costs	Potential Responsible Entities
Ι.	Improve pedestrian crossings at the intersection of North Main Street and Columbia Avenue	\$44,000²	Town of Lexington; SCDOT
2.	Establish a signed bike route and striped shoulder on Center Street	\$30,500 <sup>2</sup>	City of West Columbia
3.	Stripe bike lanes on Assembly Street	\$110,500 <sup>2</sup>	City of Columbia; SCDOT
4.	Provide bicycle wayfinding signage to get to the Pennington Drive underpass of I-77	\$12,200 <sup>2</sup>	City of Columbia
5.	Improve signage and connection between USC and the Three Rivers Greenway	\$6,500 <sup>2</sup>	USC; River Alliance; City of Columbia
6.	Sidewalks and bus shelters on both sides of Shop Road	\$2,500,000 <sup>2</sup>	Richland County; CMRTA; SCDOT
7.	Stripe bike lanes on Two Notch Road between Beltline Boulevard and Parklane Road	\$219,500 <sup>2</sup>	City of Columbia; City of Forest Acres; Richland County; SCDOT
8.	Paved shoulder on Farrow Road between Hard Scrabble Road and Clemson Road	\$350,000²	Richland County; SCDOT
9.	Sidewalks and bike lanes on Columbia Avenue	\$1,100,000 <sup>2</sup>	Town of Chapin; SCDOT
10.	Sidewalks on both sides of Augusta Road	\$5,210,500 <sup>2</sup>	Lexington County; Town of Lexington; City of West Columbia; SCDOT
П.	Sidewalks and bike lanes on the new Broad River Road Bridge	N/A <sup>3</sup>	SCDOT
12	Sidewalks on both sides of Columbiana Drive	\$1,256,000 <sup>2</sup>	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 <sup>2</sup>	River Alliance; City of Columbia
15.	Pedestrian signals and crosswalks at intersections along Harbison Boulevard	\$356,000 <sup>2</sup>	Town of Irmo; SCDOT

Preliminary Implementation Plan



Early Action Projects	Estimated Order-of- Magnitude Costs	Potential Responsible Entities
<ol> <li>Improve pedestrian conditions along Garners Ferry Road between Veteran Road and Harden Street</li> </ol>	\$3,500,000 <sup>2</sup>	City of Columbia; SCDOT
<ol> <li>New pedestrian signals at the intersection of Laurel Street and Harden Street</li> </ol>	\$2,500 <sup>2</sup>	City of Columbia; SCDOT
<ol> <li>Kick off to New Town of Lexington Neighborhood Sidewalk Program</li> </ol>	\$1,856,000 <sup>2</sup>	Town of Lexington
<ol> <li>Sidewalks on both sides of Sunset Boulevard</li> </ol>	\$1,392,000 <sup>2</sup>	Town of Lexington; Lexington County; SCDOT
<ol> <li>Sidewalks on both sides of Clemson Road north of Percival Road</li> </ol>	\$795,000 <sup>2</sup>	Richland County; SCDOT
<ol> <li>Improve pedestrian accommodations at the intersection of North Springs Road and Clemson Road</li> </ol>	\$42,000 <sup>2</sup>	Richland County; SCDOT
22. Pedestrian accommodations at the intersection of Blossom Street and Assembly Street	\$21,000 <sup>2</sup>	City of Columbia; SCDOT
<ol> <li>Planning for a new greenway trail in the abandoned rail corridor between Elmwood Park and downtown Columbia</li> </ol>	\$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 <sup>2</sup>	Richland County; SCDOT
<ol> <li>Study/concept for Kilbourne Rd/ Shady Ln/Kings Grant Dr/Ft Jackson Blvd area.</li> </ol>	\$75,000 - \$100,00	City of Columbia; CMCOG;

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

<sup>2</sup> A detailed order-of-magnitude cost estimate is included in Appendix G.

<sup>3</sup> 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

BMP - Road Name	EMP - Road Name	Length
0.48 - Lake Murray Blvd.	1.06 - End State Maint.	0.58
0.61 - Chapin Rd.	1.59 - Columbia Ave.	0.98
0.00 - Sunset Blvd.	1.81 - 0.02 miles SE I-20 Bridge	1.81
0.63 - Cannon Dale Rd.	1.57 - Nursery Rd.	0.94
0.11 - Hammond Ave.	0.21 - Dreher Rd.	0.10
0.04 - Georgia Lane	0.72 - Reed Ave.	0.68
0.00 - Amicks Ferry Rd.	1.48 - Dreher Island Rd.	1.48
0.06 - Seay Dr.	0.36 - 0.03 miles E. Lyndale Dr. to Dead End	0.30
0.00 - Lyndale Dr.	0.33 - Westdale Dr.	0.33
0.00 - River Rd.	1.20 - End State Maint.	1.20
	BMP - Road Name 0.48 - Lake Murray Blvd. 0.61 - Chapin Rd. 0.00 - Sunset Blvd. 0.63 - Cannon Dale Rd. 0.11 - Hammond Ave. 0.04 - Georgia Lane 0.00 - Amicks Ferry Rd. 0.06 - Seay Dr. 0.00 - Lyndale Dr. 0.00 - River Rd.	BMP - Road NameEMP - Road Name0.48 - Lake Muray Blvd.1.06 - End State Maint.0.61 - Chapin Rd.1.59 - Cohumbia Ave.0.00 - Sunset Blvd.1.81 - 0.02 miles SE I-20 Bridge0.63 - Cannon Dale Rd.1.57 - Nursery Rd.0.11 - Hammond Ave.0.21 - Dreher Rd.0.04 - Georgia Lane0.72 - Reed Ave.0.00 - Amicks Ferry Rd.1.48 - Dreher Island Rd.0.06 - Seay Dr.0.36 - 0.03 miles E. Lyndale Dr. to Dead End0.00 - Lyndale Dr.1.20 - End State Maint.

#### Richland County

Cost - \$1,265,853

BMP - Road Name	EMP - Road Name	Length
0.30 - Union St.	0.93 - Marlboro St.	0.63
0.00 - Browning Rd.	0.76 - Broad River Rd.	0.76
0.87 - Broad River Rd.	2.92 - Lake Front	2.05
0.00 - Monticello Rd.	0.17 - Ridgewood Ave.	0.17
0.24 - Ryan St.	0.70 - Dead End	0.46
0.00 - Hardscabble Rd.	0.91 - Rabor Rd.	0.91
0.00 - Windy Dr.	0.46 - Surfwood Dr.	0.46
0.00 - Blythewood Rd.	3.39 - Wilson Blvd.	3.39
	BMP - Road Name 0.30 - Union St. 0.00 - Browning Rd. 0.87 - Broad River Rd. 0.00 - Monticello Rd. 0.24 - Ryan St. 0.00 - Hardscabble Rd. 0.00 - Windy Dr. 0.00 - Blythewood Rd.	BMP - Road NameEMP - Road Name0.30 - Union St.0.93 - Marlboro St.0.00 - Browning Rd.0.76 - Broad River Rd.0.87 - Broad River Rd.2.92 - Lake Front0.00 - Monticello Rd.0.17 - Ridgewood Ave.0.24 - Ryan St.0.70 - Dead End0.00 - Hardscabble Rd.0.91 - Rabor Rd.0.00 - Windy Dr.0.46 - Surfwood Dr.0.00 - Blythewood Rd.3.39 - Wilson Blvd.



#### Appendix D: Stakeholder Input into the CMP





#### Appendix F Time-of-Day Profiles for Congested Areas

#### **Presented to:**

Central Midlands Council of Governments





www.alltrafficdata.net

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

Start	25-Sep-08	EB		Hour T	otals
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00	0	34	219		
12:1:	5	22	223		
12:30	0	26	241		
12:4	5	14	256	96	939
01:00	0	14	278		
01:1	5	12	299		
01:30	0	6	316		
01:4	5	12	314	44	1207
02:00	0	7	302		
02:15	5	10	334		
02:30	0	12	316		
02:4	5	8	288	37	1240
03:00	0	6	290		
03:15	5	4	269		
03:30	0	6	283		
03:45	5	1	300	17	1142
04:00	0	6	304		
04:15	5	4	281		
04:30	0	8	284		
04:4	5	12	281	30	1150
05:00	0	14	327		
05:15	5	26	320		
05:30	0	18	279		
05:4	5	30	276	88	1202
06:00	0	39	320		
06:1	5	68	316		
06:30	0	74	300		
06:4	5	110	264	291	1200
07:00	0	128	292		
07:1	5	155	296		
07:30	0	202	283		
07:4	5	211	248	696	1119
08:00	0	194	284		-
08:1	5	174	246		
08:30	0	164	292		
08:4	5	178	250	710	1072
09:00	0	152	244		
09:15	5	169	250		
09:30	0	182	190		
09:45	5	164	148	667	832
10:00	0	156	139		
10:15	5	154	113		
10:30	0	204	88		
10:4	5	202	60	716	400
11:00	0	218	70		
11:1:	5	226	45		
11:30	0	214	40		
11:4	5	224	38	882	193
Tota	al	4274	11696		
Percen	nt	26.8%	73.2%		
Grand Tota	al	4274	11696		
Percen	nt	26.8%	73.2%		

ADT 15,970

ADT

AADT 15,970

www.alltrafficdata.net

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

Start	25-Sep-08	WB		Hour Tota	ls
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:0	00	26	330		
12:1	5	15	309		
12:3	80	26	325		
12:4	5	13	318	80	1282
01:0	00	10	327		
01:1	5	20	335		
01:3	30	18	282		
01:4	5	10	311	58	1255
02:0	00	10	283		
02:1	5	5	316		
02:3	80	6	322		
02:4	5	4	340	25	1261
03:0	00	5	320		
03:1	5	8	331		
03:3	80	10	332		
03:4	15	14	364	37	1347
04:0	00	5	325		
04:1	5	4	400		
04:3	80	11	386		
04:4	15	20	414	40	1525
05:0	00	12	464	-	
05:1	5	22	406		
05:3	80	28	396		
05:4	15	50	464	112	1730
06:0	00	50	408		
06:1	5	47	390		
06:3	80	59	330		
06:4	15	116	329	272	1457
07:0	00	150	313		
07:1	5	188	302		
07:3	80	222	311		
07:4	15	256	252	816	1178
08.0	00	236	211	0.0	
08:1	5	190	190		
08:3	30	192	180		
08.4	5	250	160	868	741
09.0	00	228	140		
09:1	5	238	114		
09:3	80	242	87		
09:4	15	260	68	968	409
10:0	00	232	71		
10.1	5	254	57		
10:3	30	275	68		
10:4	15	292	39	1053	235
11.0	00	295	47	1000	200
11.0	5	322	34		
11.3	30	296	18		
11.0	5	312	22	1225	121
Tot	al	5554	12541	1220	121
Perce	nt	30.7%	69.3%		
Grand Tot	al	5554	12541		
Perce	nt	30.7%	69.3%		
1 0100		00.170	00.070		

ADT

AADT 18,095

www.alltrafficdata.net

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	25-Sep-08	NB		Hour Total	s
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00	0	60	260		
12:15	5	56	243		
12:30	0	30	229		
12:4	5	28	237	174	969
01:00	0	23	216		
01:15	5	25	226		
01:30	0	39	235		
01:45	5	26	251	113	928
02:00		22	243		
02:18	5	18	258		
02:30		20	2/4	75	4000
02:4		15	248	75	1023
03:00	U F	12	238		
03:10		10	278		
03.30	5 F	14	204	67	1071
03.43		23	271	67	1071
04.00	5	19	200		
04.1	0	20	298		
04.30	5	25	300	102	1017
04.4	0	20	356	103	1217
05.00	5	28	332		
05.3	0	10	336		
05.30	5	45 54	303	166	1307
05.4	0	36	208	100	1521
00.00	5	56	230		
00.10	0	91	246		
06:4	5	107	240	290	1064
07:00	0	128	249	200	1001
07:1	5	183	210		
07:30	0	216	218		
07:45	5	254	236	781	914
08:00	0	214	198		
08:15	5	215	221		
08:30	0	220	167		
08:45	5	170	158	819	744
09:00	0	190	150		
09:15	5	179	152		
09:30	0	206	151		
09:45	5	178	122	753	575
10:00	0	194	114		
10:15	5	176	92		
10:30	0	258	76		
10:45	5	201	64	829	346
11:00	0	186	74		
11:1:	5	206	80		
11:30	0	251	55		
11:45	5	262	57	905	266
Tota	al	5075	10444		
Percen	nt	32.7%	67.3%		
Grand Tota	al	5075	10444		
Percen	nt	32.7%	67.3%		
	r.	ADT 15 510			
ADI		ADT 15,519		AADT 15,519	

www.alltrafficdata.net

Site Code: 10.5 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	25-Sep-08	SB		Hour Tota	ls
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00	0	45	264		
12:1:	5	32	287		
12:30	0	30	269		
12:4	5	14	255	121	1075
01:00	0	24	237		
01:1:	5	18	239		
01:30	0	16	252		
01:4	5	15	230	73	958
02:00	0	21	242		
02:1	5	12	238		
02:30	0	15	241		
02:4	5	13	212	61	933
03:00	0	16	228		
03:1	5	28	290		
03:30	0	18	253		
03:4	5	27	283	89	1054
04:00	0	25	249		
04:1	5	16	292		
04:30	0	32	276		
04:4	5	17	282	90	1099
05:00	0	26	308		
05:1	5	28	268		
05:30	0	55	271		
05:4	5	67	288	176	1135
06:00	0	66	236		
06:1	5	119	260		
06:30	0	164	244		
06:4	5	186	225	535	965
07:00	0	224	218		
07:1	5	312	230		
07:30	0	370	211		
07:4	5	376	188	1282	847
08:00	0	394	150		
08:1	5	346	167		
08:30	0	290	155		
08:4	5	265	167	1295	639
09:00	0	222	122		
09:1	5	251	112		
09:30	0	233	99		
09:4	5	256	106	962	439
10:00	0	227	92		
10:1:	5	218	88		
10:30	0	226	81		
10:4	5	186	57	857	318
11:00	0	260	67		
11:1:	5	256	58		
11:30	0	244	43		
11:4	5	268	40	1028	208
Tota	al	6569	9670		
Percer	nt	40.5%	59.5%		
Grand Tota	al	6569	9670		
Percer	nt	40.5%	59.5%		
	_				
ADT	Г	ADT 16,239		AADT 16.239	

Site Code: 2 Station ID: 2 HARDSCRABBLE RD. NORTH OF CLEMSON RD

Start	25-Sep-08	NB		Hour Total	S
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00	0	39	184		
12:15	5	39	161		
12:30	0	38	212		
12:45	5	22	192	138	749
01:00	0	26	177		
01:15	5	11	167		
01:30	0	13	163		
01:45	5	13	170	63	677
02:00	0	8	182		
02:18	5	13	199		
02:30	-	15	185	40	775
02:45		7	209	43	//5
03:00	-	9	209		
03:15		7	190		
03:30	5	8	220	33	940
03:45		8	230	32	649
04.00	5	9	200		
04.10	ט ר	5	225		
04.30	5	3	250	51	1001
04.40	ט ר	10	200	51	1001
05.00	5	10	202		
05:30	2	18	232		
05.30	5	18	263	56	1133
00.40	5 1	27	205	50	1155
00.00	5	32	200		
06:30	5 1	51	252		
06:44	5	86	248	196	1034
07:00	5 1	112	249	100	1004
07:15	5	154	243		
07:30	)	172	247		
07:45	5	160	250	598	989
08:00	0	149	244		
08:15	5	156	238		
08:30	0	132	220		
08:45	5	134	199	571	901
09:00	0	104	196		
09:15	5	124	179		
09:30	0	116	186		
09:45	5	138	137	482	698
10:00	0	90	96		
10:15	5	120	79		
10:30	0	106	81		
10:45	5	115	70	431	326
11:00	0	124	64		
11:15	5	144	70		
11:30	0	168	47		
11:45	5	142	43	578	224
Tota	al de la constante de la consta	3239	9356		
Percen	it	25.7%	74.3%		
Grand Tota	al	3239	9356		
Percen	it	25.7%	74.3%		
	-	ADT 10 505			
ADI		ADT 12,595		AADT 12,595	

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

Start	25-Sep-08	SB		Hour Tota	ls
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00	)	10	194		
12:15	5	19	189		
12:30	)	6	196		
12:45	5	6	185	41	764
01:00	)	14	203		
01:15		6	175		
01:30	)	5	183	0.1	700
01:45		y	169	34	730
02:00	) -	2	170		
02:15		6	153		
02:30	) <del>-</del>	2	107	17	660
02.45		7	179	17	009
03:00	-	7	1/0		
03.10		6	212		
03.30	5	11	200	21	792
03.40		5	182	51	102
04.00	5	21	102		
04.10		29	220		
04:45	5	20	194	88	794
05:00	)	42	177	00	754
05:15	5	58	192		
05:30	)	84	184		
05:45	5	86	204	270	757
06:00	)	108	235	2.0	
06:15	5	118	236		
06:30	)	238	181		
06:45	5	247	60	711	712
07:00	)	310	35		
07:15	5	284	112		
07:30	)	275	179		
07:45	5	289	164	1158	490
08:00	)	298	24		
08:15	5	302	40		
08:30	)	278	38		
08:45	5	252	32	1130	134
09:00	)	194	108		
09:15	5	166	92		
09:30	)	158	94		
09:45	5	150	89	668	383
10:00		135	64		
10:15		151	61		
10:30	) -	160	38	004	000
10:45		155	43	601	206
11:00	) <del>-</del>	167	20		
11:15		1/4	40		
11.30	5	100 202	17	721	111
11.40 Toto		5/80	20 6530	731	111
Parcan	t	45.6%	54 1%		
Grand Tota	l	5480	6532		
Percen	t	45.6%	54 4%		
1 010011		-0.070	04.470		
ADT	-	ADT 12,012		AADT 12,012	
		-			

Page 1

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

Start	25-Sep-08	EB		Hour Total	S
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00	0	68	279		
12:15	5	48	288		
12:30	0	32	278		
12:4	5	28	265	176	1110
01:00	0	19	248		
01:15	5	16	257		
01:30	0	19	225		
01:45	5	26	196	80	926
02:00		24	244		
02:18	5	48	276		
02:30	U F	24	172	100	966
02:4:		30	174	126	800
03.00	E	50 27	230		
03.10		37	240		
03.30	5	20	279	122	1102
03.4	0	21	221	155	1105
04.00	5	21	265		
04.1	0	22	203		
04:30	5	32	253	107	1168
04.4	0	47	233	107	1100
05:1	5	64	302		
05:30	0	67	284		
05:4	5	84	260	262	1126
06:00	0	120	212	202	1120
06:1	5	158	190		
06:30	0	240	168		
06:45	5	277	196	795	766
07:00	0	284	158		
07:15	5	372	169		
07:30	0	430	157		
07:45	5	430	126	1516	610
08:00	0	370	116		
08:15	5	346	116		
08:30	0	250	102		
08:45	5	290	154	1256	488
09:00	0	233	189		
09:15	5	242	136		
09:30	0	226	80		
09:48	5	244	78	945	483
10:00	0	192	93		
10:15	5	223	121		
10:30	0	202	69		
10:4	5	244	54	861	337
11:00		283	59		
11:15		260	61		
11:30		250	57	4074	040
11:4		281	42	1074	219
I Ota	41 St	1 33 1	9202 55 00/		
Grand Tota	ու Տ	7331	0282	· · · · ·	
Darcan	ai ht	AA 1%	9202 55 Q%		
		++.1/0	00.070		
ADT	г	ADT 16,613		AADT 16,613	

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

Start	25-Sep-08	WB		Hour Total	S
Time	Thu	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	1202	0.11
09:15		305	108		
09:30		256	70		
09:45		212	106	1044	396
10:00		216	95	1011	000
10:15		221	79		
10:10		257	76		
10:45		342	58	1036	308
11:00		260	52	1000	500
11:15		246	63		
11.13		240	52		
11.30		200	58	1032	225
Total		7262	0230	1052	225
i Uldi Dercont		1202	5230 56 0%		
Grand Total	·	7262	00.0 /0	· · · · · · · · · · · · · · · · · · ·	
Boroont		1202	923U 56 00/		
Fercent		44.0%	30.0%		
		ADT 16 402		AADT 16 492	
ADT		ADI 10,432			

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

Start	25-Sep-08	N	В	Hour	Totals	S	В	Hour	Totals	Combine	ed Totals
Time	Thu	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	_	200	Ū	001
02.15		1	78			1	38				
02:30		2	58			1	72				
02:45		3	45	7	232	2	43	6	203	13	435
02.40		3	84		202	2	68	0	200	10	400
03.00		1	65			2	63				
03.30		2	78			2	83				
03:45		2	75	8	302	4	100	12	314	20	616
03.43		2	63	0	502	4	69	12	514	20	010
04.00		0	71			2	63				
04.13		2	50			7	60				
04.30		4	30	10	262	9	70	20	200	22	500
04.45		7	102	13	203	2	78	20	269	33	532
05.00		11	103			10	54				
05.15			113			10	59				
05:30		0	69	20	440	21	69	<b>CO</b>	005	00	047
05:45		1	107	29	412	23	53	60	230	69	647
06:00		14	102			39	61				
00:15		13	70			40	49				
06:30		32	67	00	240	55	43	000	101	202	500
06.45		31	67	90	312	93	41	233	194	323	506
07:00		60	59			69	37				
07.13		92	40			109	40				
07.30		00	51	204	100	111	30	200	107	710	202
07.43		92	25	321	190	09	49	390	107	719	303
00.00		102	30			00	44				
08:15		52	21			91	33				
08.30		50	39	050	110	60	19	200	100	550	226
08:45		49	10	203	113	60	27	299	123	552	230
09:00		33	20			30	37				
09.13		33	10			43					
09.30		21	20	101	70	30	11	151	65	202	112
10:00		30	10	131	10	30	11	101	05	202	143
10.00		41	1			33	13				
10:15		30	10			30	11				
10:30		30	10	150	26	30	11	140	40	202	0.4
10:45		30	0	150	30	39	11	143	40	293	04
11:00		30	9			37	11				
11.15		33	5			42	9				
11.30		38	1	151	24	44	6	165	20	246	64
11.45		1179	2222	101	- 34	42	2027	100	30	2679	4260
Porcont		33 60/	2020			1000	2037			20/0	430U 61 00/
Grand	·	33.0%	00.4%			42.4%	57.0%			30.1%	01.9%
Totol		1178	2323			1500	2037			2678	4360
Percent		33 60/	66 10/			10 10/	57 60/			38 10/	61 00/
i ciceill		55.070	00.470			72.4/0	57.070			50.170	01.370

ADT

ADT 7,038

AADT 7,038

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

Start	25-Sep-08	NB		Hour Totals	S
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:0	0	63	262		
12:1	5	76	253		
12:3	0	56	234		
12:4	5	38	258	233	1007
01:0	0	35	269		
01:1	5	40	273		
01:3	0	26	285		
01:4	5	18	277	119	1104
02:0	0	23	284		
02:1	5	26	279		
02:3	0	19	294		
02:4	5	26	308	94	1165
03:0	0	18	252		
03:1	5	15	316		
03:3	0	32	290		
03:4	5	15	308	80	1166
04:0	0	16	318		
04:1	5	10	328		
04:3	0	22	379		
04:4	5	24	464	72	1489
05:0	0	24	448		
05:1	5	29	464		
05:3	0	49	510		
05:4	5	71	492	173	1914
06:0	0	66	420		
06:1	5	80	386		
06:3	0	138	336		
06:4	5	164	331	448	1473
07:0	0	178	288		-
07:1	5	230	304		
07:3	0	307	294		
07:4	5	278	242	993	1128
08:0	0	250	245		-
08:1	5	264	268		
08:3	0	234	247		
08:4	5	232	214	980	974
09:0	0	246	202		-
09:1	5	194	181		
09:3	0	198	219		
09:4	5	197	185	835	787
10:0	0	208	152		-
10:1	5	210	164		
10:3	0	206	140		
10:4	5	216	104	840	560
11:0	0	237	107	0.0	
11.0	5	230	105		
11.3	0	234	98		
11.0	5	261	90	962	400
Tot	al	5829	13167	002	.00
Percer	 nt	30.7%	69.3%		
Grand Tot	al	5829	13167		
Percer	 nt	30.7%	69.3%		

ADT

AADT 18,996

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

Start	25-Sep-08	SB		Hour Total	S
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:0	00	74	316		
12:1	15	41	302		
12:3	30	36	293		
12:4	45	41	279	192	1190
01:0	00	26	289		
01:1	15	26	318		
01:3	30	26	306		
01:4	45	22	289	100	1202
02:0	00	26	300		
02:1	15	20	298		
02:3	30	26	326		
02:4	45	24	314	96	1238
03:0	00	20	324		
03:1	15	18	330		
03:3	30	18	346		
03:4	45	16	335	72	1335
04:0	00	18	345		
04:1	15	17	301		
04:3	30	22	352		
04:4	45	29	343	86	1341
05:0	00	32	335		
05:1	15	44	319		
05:3	30	84	298		
05:4	45	82	316	242	1268
06:0	00	106	326		
06:1	15	164	355		
06:3	30	242	284		
06:4	45	214	304	726	1269
07:0	00	342	258		
07:1	15	420	292		
07:3	30	358	264		
07:4	45	318	220	1438	1034
08:0	00	382	188		
08:1	15	314	214		
08:3	30	298	196		
08:4	45	252	162	1246	760
09:0	00	266	144		
09:1	15	216	234		
09:3	30	210	208		
09:4	45	224	146	916	732
10:0	00	236	115		
10:1	15	260	121		
10:3	30	216	115		
10:4	45	280	79	992	430
11:(	0	248	110		
11:1	15	232	97		
11:3	30	256	74		
11:4	45	280	52	1016	333
Tot	tal	7122	12132		
Perce	nt	37.0%	63.0%		
Grand Tot	tal	7122	12132		
Perce	ent	37.0%	63.0%		
1 0100		01.070	00.070		
AD	т	ADT 19,254		AADT 19.254	

Page 1

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

Time         Thu         Morning         Atternoon         Morning         Atternoon           12:10         48         162         1         169         1           12:15         24         162         1         68         1         68         1         68         1         68         1         68         1         68         1         68         1         68         1         68         1         1         1         68         1	Start	25-Sep-08	EB		Hour Tota	ls
12:00       48       147         12:15       24       162         12:30       31       159         12:30       21       149         01:00       21       149         01:15       21       124         01:30       16       207         01:45       12       134         02:00       13       143         02:01       14       48         03:02       16       160         03:03       16       176         03:03       12       144       48         03:03       12       144       48         03:03       12       144       48         03:03       12       144       48         03:03       12       144       48         03:04       29       684         03:05       16       763         03:05       10       29         04:45       8       237         05:15       8       236         06:45       13       178         06:50       13       178         06:45       144       178         06	Time	Thu	Morning	Afternoon	Morning	Afternoon
12:15       24       162         12:30       31       169	12:0	00	48	147		
12:30       31       159         12:45       111       160       114       628         01:30       21       149	12:1	15	24	162		
12:45       11       160       114       628         01:15       21       144       144       144       145       12       134       70       674         01:45       12       134       70       674       674       674         02:15       14       190       16       275       674       679       674         02:45       11       164       448       679       679       674       679       674       679       674       679       674       679       674       679       674       679       673       679       673       679       674       679       673       679       674       679       674       679       674       679       674       679       674       679       674       679       674       673       674       673       674       673       674       673       674       673       674       673       674       673       673       673       673       673       673       673       673       673       673       673       673       673       674       673       674       673       674       673       674       673 <td< td=""><td>12:3</td><td>30</td><td>31</td><td>159</td><td></td><td></td></td<>	12:3	30	31	159		
01:00       21       149         01:15       21       184         01:30       16       207         02:00       13       143         02:00       13       143         02:00       13       143         02:30       10       182         02:30       10       182         03:30       12       144         03:30       8       180         03:35       6       176         03:30       8       180         04:30       6       182         04:45       2       164         04:30       6       182         04:45       4       236       16       763         05:30       10       288	12:4	45	11	160	114	628
01:16       21       184         01:30       16       207         01:45       12       134       70       674         02:15       14       190       <	01:0	00	21	149		
11:30       16       207         01:45       12       134       70       674         02:00       13       143       70       674         02:30       10       182       70       674         02:30       10       182       70       674         03:00       12       144       48       679         03:30       8       180       70       694         03:30       8       180       70       694         03:45       3       194       29       694         04:40       6       182       70       694         04:45       4       181       29       694         04:45       3       236       763       763         06:55       8       288       70       763         06:55       8       100       190       705       706         06:55       8       160       75       706       706       7172       706       706       7172       706       7175       706       7172       706       7173       706       7172       706       713       7174       717       706 <td< td=""><td>01:1</td><td>15</td><td>21</td><td>184</td><td></td><td></td></td<>	01:1	15	21	184		
01:45       12       134       70       674         02:00       13       143       70       674         02:15       14       190       70       74         02:45       11       164       48       679         02:45       11       164       48       679         03:00       12       144       48       679         03:31       6       176       76       764         03:35       6       176       76       76         03:35       7       29       684       76       76         04:45       2       164       763       763       763         04:45       4       236       16       763         06:50       78       29       1053       766         06:51       8       289       706       766         07:45       76       766       768       766         07:45       78       78       706       775       706         07:45       78       78       78       706       775       706         07:45       78       18       16       76       76	01:3	30	16	207		
02:00       13       143         02:15       14       190         02:30       10       182         02:45       11       164       48       679         03:00       12       144       679         03:30       8       180       76         03:45       3       194       29       694         04:00       4       181       76       763         04:30       6       182       76       763         04:30       6       182       76       763         04:45       8       226       16       763         05:30       10       288       79       1053         05:45       8       237       29       1053         06:00       10       190       70       706         07:00       47       772       706       706         07:30       85       123       706       7172         07:45       108       150       296       613         08:45       112       114       74       706         07:45       102       184       606       613	01:4	45	12	134	70	674
02:15       14       190         02:30       10       182         02:45       11       164       48       679         03:00       12       144       48       679         03:30       6       176       6       76         03:30       3       194       29       694         04:00       4       181       76       763         04:30       6       182       76       763         04:30       6       182       76       763         06:30       10       299       1053       763         06:30       10       190       75       706         07:30       85       123       75       706         07:30       85       123       74       75       706         07:30       85       123       74       74       74       75       706         07:45       108       150       296       613       73       79       706       715       706       715       706       715       706       715       706       715       706       715       706       714       74       72	02:0	00	13	143		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:1	15	14	190		
$\begin{array}{c c c c c c } 02:45 & 11 & 164 & 445 & 673 \\ 03:00 & 12 & 144 & & & & & & & & & & & & & & & & &$	02:3	30	10	182		
03:00         12         144           03:35         6         176           03:30         8         180           03:45         3         194         29         694           04:00         4         181         141         141         141           04:15         2         164         16         763         161         763           04:45         4         229         1054         16         763         161         763           06:00         3         229         1053         10         289         1653         16         763           06:45         8         237         29         1053         10         296         1053           06:45         8         237         29         1053         1053         115         11	02:4	45	11	164	48	679
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:0	00	12	144		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:1	15	6	176		
03:45         3         194         29         664           04:00         4         181	03:3	30	8	180		
	03:4	45	3	194	29	694
	04:0	00	4	181		
04:30       6       182         04:45       4       236       16       763         06:15       8       239       1       1         06:30       10       289       1       1       1         06:45       8       237       29       1053         06:00       10       100       100       1 </td <td>04:1</td> <td>15</td> <td>2</td> <td>164</td> <td></td> <td></td>	04:1	15	2	164		
0445       4       236       16       763         05:00       3       239	04:3	30	6	182		
05:00         3         239           05:15         8         288           05:30         10         289           05:45         8         237         29         1053           06:00         10         190         29         1053           06:15         8         160         29         1053           06:45         44         178         75         706           07:00         47         172         7         7           07:15         56         168         7         7           07:30         85         123         7         7           08:15         122         136         6         6           08:30         112         114         7         7           08:30         112         10         434         506           09:00         90         124         7         7           09:30         102         84         3         3           09:30         102         84         3         3           10:15         106         76         7         7           10:30         91         63	04:4	45	4	236	16	763
05:15         8         288           05:30         10         289           06:45         8         237         29         1053           06:00         10         190         1053         1053           06:15         8         100         100         1053         1053           06:15         8         100         100         1053         1053           06:45         44         178         75         706           07:00         47         172         100	05:0	00	3	239		
05:30         10         289         29         1053           06:45         8         237         29         1053           06:00         10         190	05:1	15	8	288		
05:45         8         237         29         1053           06:00         10         190	05:3	30	10	289		
06:00         10         190         10           06:15         8         160           06:30         13         178           06:45         44         178         75         706           07:00         47         172	05:4	45	8	237	29	1053
06:15         8         160           06:30         13         178           06:45         44         178         75         706           07:00         47         172         75         706           07:15         56         168         733         75         706           07:30         85         123         75         706         745         745         76 <t< td=""><td>06:0</td><td>0</td><td>10</td><td>190</td><td>20</td><td></td></t<>	06:0	0	10	190	20	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	06:1	15	8	160		
06:45         14         178         75         706           07:00         47         172         7         7           07:15         56         168         7         7         7           07:30         85         123         7         7         7         7           07:45         108         150         296         613         6 <td>06:3</td> <td>30</td> <td>13</td> <td>178</td> <td></td> <td></td>	06:3	30	13	178		
07:00         47         172         16         16         16           07:10         47         172         16         16         16           07:15         56         168         16         16         16         16         17         17         17         16         16         17         16         16         17         17         16         16         17         16         16         16         17         16	06:4	45	44	178	75	706
07:15         56         168           07:30         85         123           07:45         108         150         296         613           08:00         88         146         168         168         168           08:15         122         136         172         14         169         173         160         163	07:0	0	47	172		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07:1	15	56	168		
07.45         108         150         296         613           08:00         88         146	07:3	30	85	123		
01.00         88         146         100 <td>07:4</td> <td>15</td> <td>108</td> <td>150</td> <td>296</td> <td>613</td>	07:4	15	108	150	296	613
08:15         122         136           08:30         112         114           08:45         112         110         434         506           09:00         90         124         10         434         506           09:00         90         124         10         434         506           09:00         90         124         10         434         506           09:15         92         112         10         434         506           09:30         102         84         40         416         416           10:00         108         83         6         382         416           10:015         106         76	08.0	10	88	146	200	010
08:30         112         114           08:30         112         114           08:45         112         110         434         506           09:00         90         124	08:1	15	122	136		
112         111         434         506           09:00         90         124         100         434         506           09:00         90         124         100         102         84         100         102         84         100         100         102         84         100	08:3	30	112	114		
112         113         114         114         104         105           09:00         90         124         112         111	08:4	15	112	110	434	506
00:105       92       112         09:30       102       84         09:45       98       96       382       416         10:00       108       83       1015       106       76         10:30       91       63	09.0	10	90	124	101	000
00:10       102       112         09:30       102       84         09:45       98       96       382       416         10:00       108       83	09.1	15	92	112		
09:45     98     96     382     416       10:00     108     83     101       10:15     106     76     101       10:30     91     63     101       10:45     114     54     419     276       11:00     148     46     111       11:15     126     56     111       11:30     145     45     197       Total     2490     7205       Percent     25.7%     74.3%       Grand Total     2490     7205       Percent     25.7%     74.3%	00.1	30	102	84		
10:00         108         83         602         110           10:15         108         83	09:4	15	98	96	382	416
10:15       106       76         10:15       106       76         10:30       91       63         10:45       114       54       419       276         11:00       148       46	10:0	10	108	83	002	10
10:10     100     10       10:30     91     63       10:45     114     54       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%	10:0	15	106	76		
10:45     114     54     419     276       11:00     148     46       11:15     126     56       11:30     145     45       11:45     159     50       Total     2490     7205       Percent     25.7%     74.3%       Grand Total     2490     7205       Percent     25.7%     74.3%	10.1	30	91	63		
10:45     114     34     413     270       11:00     148     46       11:15     126     56       11:30     145     45       11:45     159     50       Total     2490     7205       Percent     25.7%     74.3%       Grand Total     2490     7205       Percent     25.7%     74.3%	10.0	15	114	54	/10	276
11:00     140     40       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%	11.4	10	1/4	54	419	210
11:30     145     30       11:30     145     45       11:45     159     50       Total     2490     7205       Percent     25.7%     74.3%       Grand Total     2490     7205       Percent     25.7%     74.3%	11.0	15	190	40		
11:45     143     143       11:45     159     50     578     197       Total     2490     7205       Percent     25.7%     74.3%       Grand Total     2490     7205       Percent     25.7%     74.3%	11.1	30	120	50		
Total         2490         7205           Percent         25.7%         74.3%           Grand Total         2490         7205           Percent         25.7%         74.3%	11.0	15	140	40	578	107
Percent         25.7%         74.3%           Grand Total         2490         7205           Percent         25.7%         74.3%	Tot		2/00	7205	510	197
Grand Total         2490         7205           Percent         25.7%         74.3%	Doroo	nt	2430	7/ 30/		
Percent         25.7%         74.3%	Grand Tot	hal	20.1 /0	7205	· · · · · ·	
1 Groenic 20.1 /0 14.0 /0	Doroo	nt	2430	7/ 30/		
	1 erce		20.170	1.5/0		

ADT

AADT 9,695

www.alltrafficdata.net

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

Time         Thu         Morning         Attemoon         Attemoon           12:15         46         199	Start	25-Sep-08	WB		Hour Total	S
1200       59       207         1235       46       199         1230       42       217         1245       17       196       164       819         0100       34       225       199       778         0135       24       194       194       199       778         0240       22       192       199       778         0245       16       225       199       778         0245       16       166       199       78         0245       16       156       16       156         0245       16       156       16       156         0345       9       181       52       714         0345       10       209       32       756         0445       10       209       32       756         0515       14       224       163       162       636         0616       32       162       163       162       636         0730       162       163       162       636       645       636       645       636       645       636       645       636       645 <th>Time</th> <th>Thu</th> <th>Morning</th> <th>Afternoon</th> <th>Morning</th> <th>Afternoon</th>	Time	Thu	Morning	Afternoon	Morning	Afternoon
12:15       46       199         12:30       42       217         12:46       17       196       164       819         01:15       24       194       194       194         01:145       24       194       195       109       778         02:00       22       252       225       100       778         02:01       16       125       16       99       758         03:01       16       195       16       174       134       135       16       174       134       135       16       133       16	12:0	0	59	207		
12:30       42       217         12:45       17       196       164       819         01:00       34       225	12:1	5	46	199		
1245       17       196       164       819         01:15       24       194         01:30       19       169         01:45       32       190       109       778         02:00       22       25       22       22       25       22       25       24       144       146       69       788       330       313       313       313       314       148       199       32       748       3345       316<	12:3	0	42	217		
01:00       34       225         01:30       19       169         01:30       12       220         02:00       22       225         02:30       17       135         02:45       14       146       69       788         03:30       18       199       69       788         03:30       16       156	12:4	5	17	196	164	819
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:0	0	34	225		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:1	5	24	194		
01:45       32       190       109       778 $02:15$ 16       225 $02:30$ 17       135 $02:45$ 14       146       69       758 $02:45$ 16       156       16       160 $03:30$ 9       178       174       174 $03:45$ 9       181       52       714 $04:00$ 6       170       174       174 $04:01$ 6       194       160       160       160 $04:45$ 10       209       32       756 $06:50$ 8       259       162       66 $06:50$ 16       188       162       66 $06:50$ 16       188       162       636 $06:50$ 52       132       162       636 $06:50$ 52       138       162       636 $06:50$ 2216       138       142       140 $06:30$ 276       103       142       54 $07:30$ 182       140       142       144	01:3	0	19	169		
02:00         22         252           02:15         16         225           02:30         17         135           02:45         14         146         69         758           03:00         18         19         16         16           03:30         9         178         16         16         170           03:45         9         181         52         714           04:00         6         170         16 <td< td=""><td>01:4</td><td>5</td><td>32</td><td>190</td><td>109</td><td>778</td></td<>	01:4	5	32	190	109	778
02:15       16       225 $02:45$ 14       146       69       758 $03:00$ 18       199       6       768 $03:30$ 9       178       74 $03:45$ 9       181       52       714 $04:45$ 9       181       52       714 $04:45$ 6       194       768       768 $04:45$ 10       209       32       756 $06:15$ 14       224       74       847 $06:00$ 18       202       74       847 $06:15$ 14       224       74       847 $06:50$ 18       202       74       847 $06:50$ 18       202       758       758       758 $06:51$ 32       162       636       74       847 $06:50$ 32       162       636       74       847 $06:30$ 22       133       162       636       644       554 $07:30$ 182       140       76       140       76       140 </td <td>02:0</td> <td>0</td> <td>22</td> <td>252</td> <td></td> <td></td>	02:0	0	22	252		
02:30       17       135       69       758         03:30       18       199       768         03:30       9       178       748         00:30       9       178       748         00:30       9       178       748         00:30       9       178       748         00:30       10       183       756         00:30       10       209       32       756         00:50       8       259       74       847         00:50       14       224       74       847         00:50       18       202       756       757       757       757       757       756       756       756       756       756       756       756       756       756       756       756       756       756       756       756       756       756       756       756       757       757       757       757 <td< td=""><td>02:1</td><td>5</td><td>16</td><td>225</td><td></td><td></td></td<>	02:1	5	16	225		
02:45         14         14         14         16         69         7/8           03:00         18         199	02:3	0	17	135		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:4	5	14	146	69	758
03:15         16         178           03:30         9         178           03:34         9         181         52         714           04:00         6         170         70         714           04:15         6         194         70         714           04:45         10         209         32         756           05:00         8         229         74         847           06:35         14         224         74         847           06:30         52         132         756         66         74         847           06:30         52         132         756         74         847           06:45         62         153         162         636           07:35         125         138         756         74         847           06:45         62         153         162         636         657         636         63         74         847           07:45         301         136         644         554         74         847           08:45         231         92         1034         423         76         74	03:0	0	18	199		
03:30917803:4591815271404:10617018304:45102093275605:00825918420405:151422419419405:301820219419406:453216519419406:455213316263606:153216519419406:456215316263607:007614019419407:3530113666455408:3027610319442309:45311102103442309:451316472031309:451316472031310:151325410313610:15132541316411:301666925725711:101425411414411:30183441414411:311615414414411:3217456650205Total43227060205205Fercent38.0%62.0%205205Fercent38.0%62.0%205205Fercent38.0%62.0%20520511:45545722.575711:051	03:1	5	16	156		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:3	0	9	178	50	74.4
	03:4	5	9	181	52	/14
04:30 $10$ $183$ $04:45$ $10$ $209$ $32$ $756$ $05:00$ $8$ $229$ $32$ $756$ $05:15$ $14$ $224$ $65:30$ $18$ $202$ $05:45$ $34$ $162$ $74$ $847$ $06:15$ $32$ $165$ $662$ $133$ $6645$ $06:45$ $62$ $153$ $162$ $636$ $06:45$ $62$ $153$ $162$ $636$ $06:45$ $62$ $153$ $162$ $636$ $07:45$ $301$ $136$ $664$ $554$ $07:45$ $301$ $136$ $664$ $554$ $07:45$ $301$ $136$ $664$ $554$ $08:15$ $231$ $92$ $1034$ $423$ $09:00$ $262$ $91$ $313$ $664$ $720$ $313$ $09:015$ $1316$ $64$ $720$ $313$ $994$ $32$ $572$ $257$ $1133$ $64$ <td>04:0</td> <td>0</td> <td>6</td> <td>170</td> <td></td> <td></td>	04:0	0	6	170		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	04:1	5	6	194		
0445       10       209       32       756 $06:00$ 8       224 $06:30$ 18       224 $06:45$ 34       162       74       847 $06:30$ 16       166       166       67       66       66       66       66       66       67       66       68       554       557       557       557 <td>04:3</td> <td>0</td> <td>10</td> <td>183</td> <td>00</td> <td>750</td>	04:3	0	10	183	00	750
00:00       6       239         06:15       14       224         05:30       18       202         06:45       34       162       74       847         06:00       16       186       67       60       74       847       66       66       66       66       66       66       66       66       67       60       74       847       66       66       66       67       60       74       847       66	04:4	5	10	209	32	/56
00:151422405:301820205:45341627484706:001618606:153216506:456215316263607:007614007:1512513807:3018214007:4530113668455408:1531110208:3027610309:002629109:151918409:151316472031309:001367409:301367442309:451316457225710:301666910110110:151325411115111:301615457225711:001425457225711:301834143227060Percent38.0%62.0%52.0%Percent38.0%62.0%52.0%Percent38.0%62.0%56.0%11:451515411:4517456650205706052.0%Percent38.0%62.0%Percent38.0%62.0%	05:0	0	8	259		
00530         18         202           0545         34         162         74         847           06:00         16         186	05:1	5	14	224		
005.45 $34$ $102$ $74$ $847$ $06:00$ 16186 $06:15$ 32165 $06:30$ 52132 $06:45$ 62153162636 $07:00$ 76140	05:3	0	18	202	74	0.47
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05:4	5	34	162	74	847
00.15 $32$ $165$ $06:30$ $52$ $132$ $06:45$ $62$ $153$ $162$ $636$ $07:00$ $76$ $140$ $07:15$ $125$ $138$ $07:30$ $182$ $140$ $07:45$ $301$ $136$ $684$ $554$ $08:15$ $311$ $102$ $08:30$ $276$ $103$ $09:00$ $262$ $91$ $09:103$ $09:15$ $191$ $84$ $09:30$ $136$ $74$ $09:45$ $131$ $64$ $720$ $313$ $10:00$ $80$ $10:15$ $132$ $54$ $10:15$ $132$ $54$ $11:30$ $166$ $69$ $11:30$ $161$ $572$ $257$ $11:4$ $54$ $11:45$ $174$ $56$ $650$ $205$ Total $4322$ $7060$ Percent $38.0%$ $62.0%$	06:0	0	16	186		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.1	5	32	105		
00.45         02         153         162         630           07:00         76         140	00.3	5	52	152	162	626
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.4	9	02	100	162	030
07.13       123       138         07:30       182       140         07:45       301       136       684       554         08:00       216       126	07.0	6 E	10	140		
07.30       162       140         07.45       301       136       684       554         08:00       216       126       684       554         08:15       311       102       683       684       554         08:30       276       103       684       423       684       423         08:45       231       92       1034       423       683       423       683       423       683       423       683       423       683       423       683       423       683       41       423       683       41       423       433       41       432       432       432       454       432       454       432       454       432       432       436       4322       7060       4322       7060       4322       7060       4322       7060       4322       7060       4322       7060       4322       7060       4322       7060       4323       7060       43232	07.1	5 0	120	130		
007.45         301         130         064         034           08:00         216         126         103         100<	07.3	5	301	140	694	554
00000         10         120           08:15         311         102           08:30         276         103           08:45         231         92         1034         423           09:00         262         91	07.4	0	216	130	084	554
00.15       011       102         00:30       276       103         00:45       231       92       1034       423         09:00       262       91       1034       423         09:15       191       84       1034       423         09:30       136       74       70       313         10:00       100       80       1015       132       54         10:15       132       54       11030       166       69       10135       11115       151       54       11115       151       54       11115       151       54       11115       151       54       11115       151       54       11115       151       54       111115       151       54       111115       151       54       111115       151       54       111115       151       154       111115       151       154       111115       151       154       111115       151       154       111115       151       151       151       151       151       151       151       151       151       151       151       151       151       151       151       151       151       151       <	08.1	5	210	102		
08:45       231       92       1034       423         09:00       262       91 <td>08.3</td> <td>0</td> <td>276</td> <td>102</td> <td></td> <td></td>	08.3	0	276	102		
10043         201         32         1004         425           09:00         262         91	08:4	5	210	92	1034	423
00:15       191       84         09:30       136       74         09:45       131       64       720       313         10:00       100       80       101       101       101         10:15       132       54       101	09.0	0	262	91	1004	420
09:30       136       74         09:45       131       64       720       313         10:00       100       80       101 <t< td=""><td>09:1</td><td>5</td><td>191</td><td>84</td><td></td><td></td></t<>	09:1	5	191	84		
09:45     131     64     720     313       10:00     100     80       10:15     132     54       10:30     166     69       10:45     174     54       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%	09:3	0	136	74		
10:00         100         80         100         80           10:15         132         54         1030         166         69         1045         174         54         572         257           10:00         142         54         572         257         11:00         142         54         11:15         151         54         11:15         151         54         11:15         151         54         11:14 <t< td=""><td>09:4</td><td>5</td><td>131</td><td>64</td><td>720</td><td>313</td></t<>	09:4	5	131	64	720	313
10:15       132       54         10:30       166       69         10:45       174       54         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%       4320         Grand Total       4322       7060         Percent       38.0%       62.0%       4320	10:0	0	100	80	0	0.0
10:30       166       69         10:45       174       54       572       257         11:00       142       54       142       142       142       142       142       142       142       142       142       142       142       142       143       141       143       141 <t< td=""><td>10:1</td><td>5</td><td>132</td><td>54</td><td></td><td></td></t<>	10:1	5	132	54		
10:45         174         54         572         257           11:00         142         54	10:3	0	166	69		
11:00     142     54       11:15     151     54       11:30     183     41       11:45     174     56       Total     4322     7060       Percent     38.0%     62.0%       Grand Total     4322     7060       Percent     38.0%     62.0%	10:4	5	174	54	572	257
11:15     151     54       11:30     183     41       11:45     174     56       Total     4322     7060       Percent     38.0%     62.0%       Grand Total     4322     7060       Percent     38.0%     62.0%	11:0	0	142	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%	11:1	5	151	54		
11:45         174         56         650         205           Total         4322         7060           Percent         38.0%         62.0%           Grand Total         4322         7060           Percent         38.0%         62.0%	11:3	0	183	41		
Total         4322         7060           Percent         38.0%         62.0%           Grand Total         4322         7060           Percent         38.0%         62.0%	11:4	5	174	56	650	205
Percent         38.0%         62.0%           Grand Total         4322         7060           Percent         38.0%         62.0%	Tota	al	4322	7060		
Grand Total         4322         7060           Percent         38.0%         62.0%	Percer	nt	38.0%	62.0%		
Percent 38.0% 62.0%	Grand Tota	al	4322	7060	· · · · ·	
	Percer	nt	38.0%	62.0%		

ADT

AADT 11,382

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

Start	25-Sep-08	NB		Hour Total	 S
Time	Thu	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	005	045
09:45		226	159	885	615
10:00		179	110		
10:15		172	124		
10:30		213	98	045	44.4
10:45		251	82	815	414
11:00		247	88		
11:15		213	00		
11:30		219	00 59	1092	210
11:45		<u>204</u>	10057	1003	318
Porcent		21 00/2	12907		
Grand Total	· · · · · · · · · · · · · · · · · · ·	5900	12057		
Borcont		21 O0/	12901		
Feiceni		31.076	03.0 %		
ADT		ADT 18,766		AADT 18,766	

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

Start	25-Sep-08	SB		Hour Total	S
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00		50	289	<b>x</b>	
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%		
* D.T					
ADT		AUT 20,837		AADT 20,037	

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

Start	25-Sep-08	EB		Hour Tot	als
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:0	0	1	335		
12:1	5	0	304		
12:3	0	0	306		
12:4	.5	2	304	3	1249
01:0	0	0	282		
01:1	5	2	270		
01:3	60	6	280		
01:4	.5	6	246	14	1078
02:0	0	4	281		
02:1	5	2	261		
02:3	0	4	270		
02:4	.5	2	260	12	1072
03:0	0	2	248		
03:1	5	3	225		
03:3	0	1	254		
03:4	5	2	281	8	1008
04:0	0	2	170		
04:1	5	4	122		
04:3	0	3	112		
04:4	5	2	100	11	504
05:0	0	10	116		
05:1	5	6	84		
05:3	0	12	84		
05:4	5	22	94	50	378
06:0	0	26	75		
06:1	5	49	74		
06:3	0	54	60		
06:4	5	76	74	205	283
07:0	0	122	61		
07:1	5	210	62		
07:3	0	206	46		
07:4	5	179	47	717	216
08:0	0	201	48		
08:1	5	154	46		
08:3	0	121	28		
08:4	5	136	25	612	147
09:0	0	134	21		
09:1	5	120	15		
09:3	0	149	16		
09:4	5	169	10	572	62
10:0	0	139	10		
10:1	5	143	8		
10:3	0	178	4		
10:4	5	156	10	616	32
11:0	0	150	10		
11:1	5	189	6		
11:3	30	223	6		
11:4	5	290	4	852	26
Tot	al	3672	6055		
Percer	nt	37.8%	62.2%		
Grand Tota	al	3672	6055		
Percer	nt	37.8%	62.2%		
1 31001		01.070	02.270		
AD'	Т	ADT 9,727		AADT 9,727	
		,		· ·	

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

Start	25-Sep-08	WB		Hour Total	<u>s</u>
Time	Thu	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	

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

Start	25-Sep-08	EB		Hour Total	s
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00		26	351	<b>.</b>	
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		(070
05:45		60	290	196	1350
06:00		104	250		
06:15		128	241		
06:30		204	217	700	0.40
06:45		287	234	723	942
07:00		310	171		
07:15		440	168		
07:30		449	186	4070	074
07:45		4/1	149	1670	674
08:00		397	144		
08.15		424	114		
08:30		402	90	1601	110
00.43		370	92	1601	440
09.00		210	02		
09.13		312	92		
09.30		206	56	1270	330
10:00		230	68	1270	550
10:00		316	44		
10:13		208	44		
10:30		230	40	1175	196
11:00		316	58	1113	150
11.00		336	62		
11.13		331	64		
11:45		340	35	1323	219
Total	· · · · · · · · · · · · · · · · · · ·	8280	10281	1020	210
Percent		44.6%	55.4%		
Grand Total		8280	10281		
Percent		44.6%	55.4%		
ADT		ADT 18,561		AADT 18,561	

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

Start	25-Sep-08	WB		Hour Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:0	00	31	292		
12:1	5	26	278		
12:3	80	16	308		
12:4	15	27	330	100	1208
01:0	00	12	317		
01:1	5	18	326		
01:3	80	20	297		
01:4	15	18	333	68	1273
02:0	00	12	328		
02:1	5	9	278		
02:3	80	10	317		
02:4	15	8	324	39	1247
03:0	00	8	330		
03:1	5	9	330		
03:3	80	12	385		
03:4	5	13	356	42	1401
04:0	00	19	376		
04:1	5	9	375		
04:3	80	14	398		
04:4	5	26	462	68	1611
05:0	00	26	442		
05:1	5	24	496		
05:3	80	48	487		
05:4	5	45	410	143	1835
06:0	00	58	342		
06:1	5	116	298		
06:3	80	172	225		
06:4	15	201	242	547	1107
07:0	00	182	255		-
07:1	5	252	228		
07:3	80	308	205		
07:4	15	346	224	1088	912
08:0	00	324	170		• • =
08:1	5	344	194		
08:3	30	336	136		
08.4	5	263	154	1267	654
09:0	00	248	138		
09.1	5	288	120		
09:3	30	261	106		
09:4	5	254	68	1051	432
10.0	0	271	72		
10.1	5	273	75		
10:3	30	267	58		
10:0	5	270	66	1081	271
11.0	0	283	54	1001	211
11.0	5	279	49		
11.1	30	201	36		
11.5	5	304	34	1157	173
Tot	al	6651	12124	1107	175
Percei	nt	25 4%	64 6%		
Grand Tot	al		1010/0	······	
Derco	nt	25 /0/	12124 61 6%		
Feicei	in the second	55.470	04.070		
٦٦	т	ADT 18 775		AADT 18 775	
	•	10,110		10,110	